

SUMMARY OF MATTERS RAISED IN SUBMISSIONS NOTICE OF INTENTION TO SELL - 46-58 MARLBOROUGH STREET, BALACLAVA	
CONSIDERATION	COMMENT
<i>PROCESS, WEALTH TRANSFER</i>	
Community asset funded and owned by ratepayers / Carlisle Street traders	<p>Council is empowered to consider and make important decisions on the management of its assets, such as carparks. The process that Council abides by conforms with its responsibilities under the Local Government Act.</p> <p>Under the proposal, Council would retain a public carpark area, with minimal impact on the number of car spaces.</p>
Narrow community benefit	<p>It is the role of Council to consider and make decisions for the diverse needs of the whole City of Port Phillip community. Council takes great care with the decisions it makes.</p> <p>Council abides by the commitments it has made in adopted plans and strategies. Looking after the vulnerable and supporting affordable housing is a key Council priority.</p> <p>The market is failing to provide for this.</p>
Not all residents of Marlborough Street (/broader neighbourhood) received the letter	<p>Officers delivered the letter by hand to all residences of Marlborough Street, and hundreds of other properties in the neighbourhood, plus posted it to almost two hundred property owners.</p> <p>The letters supplemented the notice in the local community newspaper and on Council's website.</p> <p>Signage that has been long displayed at the carpark also reminds readers that the site is earmarked for development.</p>
Transparency about what is proposed	<p>The Notice of Intention to Sell provided a link to the Concept Plan.</p> <p>The Concept Plan was also published prior with the Council Report of 7 March 2018, together with the draft Heads of Agreement for the development of the site.</p>
<i>SOCIAL & REAL ESTATE PRICE IMPACTS</i>	
Property prices will fall	<p>This has been considered in studies of social housing projects in Australia and abroad. The body of published research known to Officers does not support the conclusion that the development of affordable housing in an area will have a universally negative impact on surrounding property values.</p>
"Overpopulation", proportion of social housing residents in the area, neighbourhood composition and social character	<p>There are approximately 2,800 dwellings in Balaclava. The concept scheme yields an additional forty-six.</p> <p>The proportion of social housing in the City of Port Phillip is not keeping up with private development, and the proportion in Balaclava is less than in the City of Port Phillip overall.</p> <p>There is an important distinction regarding the category of social housing envisaged for the site. Although most submissions referred to "public housing", it is not public housing but community housing that is envisaged for the site. This has implications for the how the property is managed and its tenant profile.</p>

	Whereas public housing is provided, owned and managed by the Victorian Government’s Department of Health and Human Services, community housing is provided, owned and/or managed by registered community housing organisations (such as HousingFirst). Local housing organisations provide a vital supply of affordable housing to lower income households - tailored for local community needs.
Location is appropriate	The site has for many years been publicly earmarked as an opportunity for affordable / community housing.
Location is sub-optimal / inappropriate	Its size and location (in an activity centre, close to transport and services), is considered very appropriate for community housing. A Council sign on the site – in place for a few years and recently renewed – notes that the site is earmarked for development.
Anti-social behaviour / safety / crime, including impacts on character and trade	Community housing provides a suite of social benefits that make it a sustainable and effective form of affordable housing. This is because community housing tends to be:
Support & supervision of tenants	<ul style="list-style-type: none"> • well designed • well managed and regulated • integrated into local communities • well-resourced with resident support services, where required.
“Ghetto”	There are many similar sized and larger community housing projects in Port Phillip that are successfully integrated into local communities.
PHYSICAL TRANSFORMATION	
Density / scale in this context	The site is adjacent a railway station, a core retail strip, and is within the designated Activity Centre of the Carlisle Street Activity Centre Structure Plan. The Structure Plan notes that a potential redevelopment of this strategic site offers “capacity for approximately 100 residents”. Under the Port Phillip Scheme, it is a policy under the Carlisle Street Major Activity Centre Policy to “prevent the under-development of strategic sites”. A potential development proposal will be assessed for its consistency with the Port Philip Planning Scheme, and the process for its assessment will be no less onerous than for any other similar development in our City.
Loss of trees, including bird habitat.	The development of the site, as envisaged by the concept plan, would require the removal of some of the trees. It also provides the opportunity for planting of others. The concept provides deep soil zone for large trees, and indicates significant new planting, including along Balaclava Walk and the interface with Marlborough Street. A fauna assessment and a landscape design plan are anticipated to be part of the development application and assessment process, should the initiative proceed to that stage.
Better alternative uses for the space, (including gardens and recreation)	The Carlisle Street Activity Centre Structure Plan recognises the opportunity for an “enhanced network of green open spaces”. However, it does not identify the site as a future green space, but as a “strategic site for future residential potential”, a “primary residential opportunity”, and a “key Social/Affordable Housing Opportunity site”.
Amenity of neighbours, including garbage, overlooking	This will be considered in depth during development application preparation and assessment, should the project progress to that stage.

<p>Inclusion of a commercial / retail component, including competition with existing retailers</p>	<p>Under the Port Phillip Planning Scheme the site is zoned Mixed Use Zone (MUZ), which provides for a range of residential and commercial uses.</p> <p>The inclusion of a commercial component is consistent with the planning scheme, and supports the objective of activating Balaclava Walk.</p>
<p>Potential to use the “commercial” component as an opportunity for placemaking and secure tenure for social enterprise</p>	<p>Through its participation in the information kiosk sessions, and meetings with Council officers, HousingFirst is very aware of the importance of achieving this activation with a use that complements the existing offering of the activity centre.</p>
<p>Potential as a legacy piece of architectural, urban and environmental design</p>	<p>The Carlisle Street Activity Centre Policy of the Port Phillip Planning Scheme advances the built form policy that “new development across the activity centre and adjacent residential areas will achieve architectural and urban design excellence, and will demonstrate best practice in sustainable design”.</p> <p>Should the potential development proceed to a development application, the proponent will need to show how the development addresses the Policy.</p>
<p>Built form character</p>	
<p>CONSTRUCTION IMPACTS</p>	
<p>Construction impacts</p>	<p>Should the potential development proceed to construction, some temporary, local impacts can be expected.</p> <p>These can be partially mitigated – for instance, through good construction planning and management, permit conditions, and enforcement.</p>
<p>TRAFFIC, ACCESS & PARKING</p>	
<p>Loss of parking, including for train travellers</p>	<p>Independent parking surveys undertaken for City of Port Phillip suggest that the carpark is only moderately well utilised. The last survey was undertaken less than a year ago.</p> <p>Under the proposal, Council would retain ownership of the redeveloped carpark. As indicated in the concept plan, the amount of parking is anticipated to reduce by a few spaces.</p> <p>There is opportunity to address this reduction, and the reduction of car spaces in Carlisle Street, through the redevelopment of the carparks on the northern side of Carlisle Street, though not in the short term, and subject to further assessment, consultation and approvals processes.</p> <p>The carpark has limited ability to support train travel, as the majority of spaces have a two hour time limit, and most of the remainder have a four hour limit.</p>
<p>Basement parking, including its use for anti-social behaviour, flooding</p>	<p>The transition of carparking from “at grade” to basement is a natural progression of the growth and urbanisation of cities, and where feasible, is becoming an increasingly common approach in inner metropolitan suburbs of Melbourne.</p> <p>The Carlisle Street Major Activity Centre Policy of the Port Phillip Planning Scheme specifically encourages “the progressive development of large ‘at grade’ car parks, as key opportunities to consolidate growth within the activity centre”, and reconnecting “established residential areas to the activity centre through relocating large ‘at grade’ car parks underground”.</p> <p>Basement parking – even when well designed – is not without disadvantages. For instance, it requires greater flood mitigation, is more expensive to build, maintain and operate, and may not be as well utilised as otherwise equivalent at grade parking.</p> <p>On the other hand, there are also advantages. For instance, access (and therefore anti-social behaviour) can be readily prevented when not in use</p>

	(e.g. night-time), better suits some emerging parking functionality (e.g. electric vehicle charging), and their visual impact on the urban landscape is less.
Constraint to waste collection and deliveries to neighbouring sites, including shops	<p>The building footprint of the concept design does not encroach into abutting lane or street, though it does not readily accommodate the movement of large vehicles to neighbouring sites. This may result in changes to the current bin and delivery regime of neighbours.</p> <p>This will be considered further at the development application stage, should the development proceed to that stage.</p>
Increased traffic	<p>Affordable housing typically generates lower rates of traffic than comparable residential development. Traffic generated by the development is therefore expected to have a negligible impact on surrounding local streets and intersections.</p> <p>The development concept, should it proceed to a development application, will require a traffic and parking analysis report prepared by a suitably qualified consultant.</p>
Access for and volume of service vehicles, including waste collection and emergency services	