

Interim Submission

FROM COLLINGWOOD ACTION GROUP
TO CITY OF YARRA

June 2004

Summary of Community Objections to p103/1407

Mixed Use Development:
132 – 172 Smith Street, Collingwood, &
63 – 71 Little Oxford Street, Collingwood

As tabled at Council meeting on 10.06.04

> PLANNING AND LAND USE

1. Inadequate ESD. Solar, waste water management, inadequate solar, natural ventilation, building orientation considerations. Not really a green building.
2. Concern over size of supermarket and lack of provision of street and small-scale markets. Supermarkets suck business away from smaller businesses of the sort that currently characterise Smith Street — ethnic markets, street display (no provision in this scheme as shop fronts are hermetic and up to building line), flowers, tailors, cleaners, butchers, bakers, low cost, ethnic grocers etc etc. (Note that all these are missing from Brunswick Street now.) They drive up prices through anti-competition. There is already one in Smith Street close by. Note precedent of Coles Express and 'lite' supermarkets in dense parts of Sydney (Wynyard) and Melbourne which are more appropriate supermarket prototypes, given the diverse and dense existing land use in/around Smith Street, than a full scale Safeway.
3. Numerous oversize cafes in proposal compete with similar establishments on Smith Street, the most recent one that is struggling next door in the Old PO.
4. Through-link connecting Smith Street and Little Oxford Street isn't true public space (gated, doubles as office/residential lobby, roofed in glass not 'open to sky' as some drawings show, resembles upscale hotel lobby, no public functions off it besides an oversized café and office/residential lobby). Security problem for Smith and Little Oxford Streets. Too close to and redundant with Peel Street; just an opportunity to put more windows in for offices that will have no views.
5. No true public space that isn't private property and policed as such.
6. No true green space. Rooftop gardens are only for residential and invisible from street. Total of three street trees. 'Hanging baskets' on Little Oxford Street are a a joke.
7. Buildings are too big. Both towers and podium are too tall. They ignore height and setback controls previously and recently established by Council and Heritage Victoria on contiguous sites. They dwarf area heritage architecture that is significant for its 'massive size'. They overshadow Little Oxford Streets excessively. If shadows were plotted for 9 am (for some reason they are given for 10 am) they would overshadow the far side of Smith Street. Minimal setbacks are a joke.
8. Architecture seems dated, derivative, unimaginative, aggressive, hectic, retromodern, inconsistent with heritage values (given that this is in a HO), not authentic to actual street architecture in locality, mock historical, generic (especially the 'podium/tower' scheme of the design which could be found anywhere), pseudo-diverse (it is obviously all by the same hand), too many different materials, drab colours and textures, too much cheap concrete and glass and not enough brick (particularly on Little Oxford Street). Neither cutting-edge contemporary nor respectful of heritage features of Smith Street and Little Oxford Street. Not good enough for Smith Street and Melbourne... not even as good a contextual response as Lygon Court. It will look stupid within 5 years of construction if built.
9. Remove street verandah with big 'Market' sign: wrong place, wrong scale, wrong size, wrong proportions, wrong use of materials, wrong profile, no one will recognise it as an evocation of a past building form, mock historical, opportunity for uncontrolled oversized signage, covers up bad design of Smith Street frontages.
10. Need continuous awning for weather protection for shop customers.
11. Project seems to be designed to attract cars to Smith Street. Will on-street parking be protected by Council in the interests of local businesses given that
 - a) the project proponent will be operating a big commercial car park and on street parking will compete with his business and

- b) increased traffic and congestion generated by such a supersized project on Smith Street may pressure council to create no parking along Smith Street which will kill off street business (see traffic management)?
12. Removal and total replacement of so many buildings in a heritage area jeopardises heritage area (see Heritage). Threat to historic structures concealed from view.
 13. Need recessed shop entrances because of footpath congestion on narrow footpaths.
 14. No provisions for local culture. 'Art' at lobby entrances is a joke; Smith Street is already more sophisticated and innovative than that.
 15. No provisions for bicycles on Smith Street.
 16. Consultant's reports are full of inaccuracies and subjective value judgements not in keeping with community values or sound professional advice.
 17. Selective application of SPPF and M2030 provisions.
 18. Development in Yarra is already dense; what need is in the public interest to make it even denser by this amount? Why apply activity centre standards for outer suburbs to inner suburbs?
 19. Existing buildings have been allowed to decay by present owner as a tactic to encourage replacing them.

> TRAFFIC MANAGEMENT

1. Traffic study is based on Friday arvo not Saturday morning to mid day which is the actual peak use time and which peak will be intensified by more commercial development.
2. Traffic volume is inaccurately calculated (figures don't add up) and underestimated.
3. Wait times are under estimated.
4. Stress will be put on local road system because of topography, street widths, obstructions at corners, delivery traffic and carpark queuing. Expect routing of large vehicles as far away as Derby and Stanley Streets.
5. Parking seems to be underscaled for land use which suggests future operation problems if residential, student, and other brief elements aren't scaled back.
6. Need infrastructure to accommodate increased car traffic and extra Trams to accommodate increased usage (see Infrastructure).
7. Scale back or eliminate commercial carpark and restrict hours of usage. Use of cars in inner suburbs is supposed to be discouraged by Council policy.
8. Car park does not exist at present, which justifies an additional independent traffic study.
9. Bicycle parking in car park does not meet community needs.
10. Require Traffic Management Plan by Council—traffic flow and re engineering of road.

> HERITAGE ISSUES

1. Investigate all concealed building fabrics especially 132, 170-172, Smith Street Subway. Prepare proper independent conservation reports. Make conservation a condition of approval at developers' cost. Provide interim protection against demolition or alteration.
2. Comment on supersized scale of project with respect to scale of neighbouring buildings of precinct or state significance. 'Matching' or exceeding their size is not a valid argument.
3. Past buildings on site are irrelevant. Buildings across the street are irrelevant.
4. Character of architecture does not defer in size, character, setback/visibility to heritage conditions. Provide survey of architectural features of locality which this development is supposed to address specifically.
5. Restore bluestone kerbing to Little Oxford Street and make Little Oxford Street façade brick.

> ENVIRONMENTAL & POLLUTION ISSUES

1. Noise pollution problems: 'tunnel effect' of Smith Street and Little Oxford Street overscaled elements reflects and concentrates noise from greater number of cars and trams needed to support project; MVAC openings on Little Oxford Street are drastically underscaled for exhaust/intake capacity (they will certainly need to be redesigned and enlarged) and there no provisions for fan silencers in plans; noise from queuing traffic, cardboard crushers, 24-hour deliveries, 24-hour carpark access, door openings and closings, alarms, waste removal operations needs to be addressed in an environmental management plan prior to Council approval.
2. Air pollution problems: carpark size and inadequate queuing provisions within building mean auto emissions will pour into Little Oxford Street where residents rely on natural ventilation; truck and waste removal emissions ditto — waste removal bin queuing must be done inside carpark and not on street; MVAC air intake and exhaust are inadequately scaled and separated: carpark louvers (if that what they are) are too close to MVAC intake, MVAC intake is too close to loading bays and garage entrances so that polluted air will be drawn into building, toxic and biological wastes from retail and office MVAC discharged into faces of Little Oxford Street residents. Vent all MVAC through high point of roof of project.
3. Position all MVAC equipment inside development and vent exhaust and intake through roof at highest point.
4. Restrict hours of commercial deliveries/traffic to 8am – 6 pm and provide resources to monitor and police them. Current Safeway apparently has no such delivery time constraints.
5. Light pollution on Little Oxford Street: no streetlight spillage into residences, problems with carpark headlights on ground floor units.
6. Seal all refuse storage rooms and ventilate odours. Exhaust remote from Little Oxford Street ie through high point of building roof.
7. No culling of trees on Peel Street to facilitate big vehicle access to Little Oxford Street.

8. Provide Construction Management Plan and Industrial/Asbestos Contamination Abatement plan for review in advance of approval. Ground floor residents of Little Oxford Street are at risk from environmental hazards of dust, vibration, noise, toxic contaminants released into the atmosphere during demolition and construction. Limit construction times to weekdays not weekends or public holidays and limit daily hours of work. Full waste, runoff, and dirt containment measures to be reviewed in advance of Council approval. Compensation for soundproofing and lack of residential access. Detail Council plan and resources for enforcement.

> LOSS OF AMENITY

1. No new overshadowing of West Side of Smith Street or of residences on Little Oxford Street.
2. No overlooking of residences on Little Oxford Street. Maintain minimum distance of 25M between existing and new residential units.
3. Provide plant screening at top of Little Oxford Street side.
4. Provide awnings on Smith Street Side.
5. Provide for small scale 'non-franchise' retail and adequate footpath space for shop displays.
6. Signage control plan for Smith Street. No illuminated signs on Little Oxford Street.
7. No new building features to exceed most recent Council approvals for height and setbacks on adjacent properties.

> INFRASTRUCTURE

1. Road paving upgrade between Smith Wellington Stanley and Derby Streets.
2. Speed bumps on Little Oxford Street.
3. Council commitment to preserve on street parking on Smith Street and Little Oxford Streets in perpetuity.
4. Local precinct parking on Little Oxford Street.
5. Plan for managing overhead power lines and street lighting.
6. Council commitment to funding increased trams to handle higher usage levels.
7. Traffic lights at Peel and Stanley Streets.
8. Restore/replace bluestone kerbing on Smith and Little Oxford Streets at developers' cost.