

SUBMISSION 1

Rachael Hudson

From: [REDACTED]
Sent: Monday, 24 June 2019 7:59 AM
To: Planning Strategy
Cc: [REDACTED]
Subject: Rezoning of land lot 5-7 Well Street Brighton - Objection (Resident)

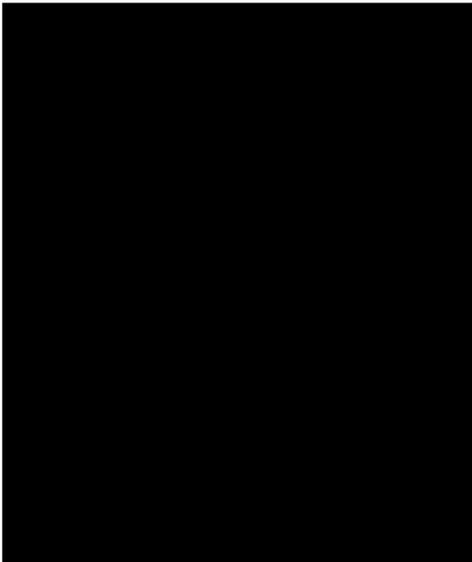
Dear Sir / Madam,

City Planning & Amenity - Urban Strategy
File No: PSF/19/954 – Doc No: DOC/19/31331
Rezoning land located at 5-7 Well Street Brighton

In relation to proposed rezoning of the land located at 5-7 Well Street Brighton from general residential zone to public use zone to facilitate the development of the land for a proposed car park, I object.

As a resident in the street for many years residing at [REDACTED], I do not want to see more traffic drawn to the street. The amount of residences located in the street has already increased with the numerous high density developments. Rezoning this land will take away from the amenity of the street and only increase the amount of traffic further amplifying the noise and disturbances impacting on our quiet enjoyment.

Regards



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SUBMISSION 2

To lodge a submission

**Post**

Strategic Planning
Amendment C161
Bayside City Council
PO Box 27
SANDRINGHAM VIC 3191

**In Person**

Monday - Friday 8:30am-5pm
Bayside City Council Corporate Centre
76 Royal Avenue
SANDRINGHAM VIC 3191

Email

planningstrategy@bayside.vic.gov.au

Please include 'Amendment C165', in the email subject line.

More information

www.planning.vic.gov.au/schemes-and-amendments/browse-amendments.

You will need to enter 'C165bays' in the search bar. Documents will be available from Thursday 6 June 2019.

If you choose to make a submission to Amendment C165, Council will keep you informed during the Amendment process. You will also be invited to attend any future Council Meetings or Panel Hearings at which Amendment C165 is being considered.

Please note, details about your submission, other than personal information, may be published in Council and Panel reports which in turn will be available at the Council offices, libraries and the Council website. If you have any queries regarding this privacy, please contact Council's Privacy Officer on 9599 4444 or alternatively via email privacy@bayside.vic.gov.au

Enclosed: Notice of the preparation of an amendment – Amendment C165

JULIANA AYA
MANAGER URBAN STRATEGY

11-06-19

~~PROVIDED THE CHANGE IN PLANNING IS SOLELY FOR THE PROVISION OF 25 CAR PARKING SPACES, I DON'T HAVE ANY OBJECTION TO THE AMENDMENT. THE CURRENT LAND AT 5 WELL STREET MUST REMAIN STREET LEVEL ONLY PARKING. SOME FORM OF LANDSCAPING AT THE FRONT FACING WELL STREET, WOULD BE DESIRABLE, TO SHIELD THE CARS PARKING AT NOS. 5 & 7, TO SOFTEN THE APPROACH TO THE CAR PARKS.~~

SINCERELY,



SUBMISSION 3

C165 Proposed Rezoning of land 5/7 Well St Brighton

Resident response to Council redevelopment plans

In SUPPORT of Amendment C165 Proposed Rezoning of land 5/7 Well St Brighton

1. Frequented (supermarket) retailers should be responsible for onsite car parking.
2. Residents of Well Street cannot park in front of their own properties due to shoppers – mainly from Coles supermarkets – taking up onstreet car parking, particularly between Carpenter and St Andrews Streets. This is evidenced daily by the shopping trolleys left outside properties in Well Street and which are not returned by shoppers to the supermarket.
3. The public park in Well Street to access Church Street located retailers during business hours.
4. The public park in Well Street to access Dendy theatre complex – day and evening.
5. The public park in Well Street to access local restaurants – day and evening.
6. Traffic in Well Street has increased markedly due to:
 - 6.1 Daily attendance of Woolworths semi-trailer delivery trucks drive up and down Well Street. Woolworths semi-trailers particularly has a high turnover of produce which requires frequent arrival of large trucks.
 - 6.2 Public transport buses drive down Well Street several times a day.
 - 6.3 The public uses Well Street to access rear car parking to Coles (Woolworths) supermarket.
 - 6.4 Cyclists also use busy Well Street.
7. Furthermore, Well Street speed limit of 50 kph in 2018 is too high and a safety issue. It should be lowered to 40 kph due to the variety of vehicles accessing Well Street. Bay and Martin Streets with less congestion has a 40 kph limit. Why not Church and Well Streets? A lower speed limit in Well/Church Streets may deter speedsters in luxury cars speeding down Well Street during quieter times at night.
8. Residents with sedan cars (not 4WD vehicles) exiting apartments in Well Street between Andrews and Carpenter Streets experience limited vision of oncoming traffic (cars, buses and Woolworth delivery trucks) from the right. This is due to high vehicles frequently parked adjacent to driveways. Removing more cars from onstreet parking into the proposed allotments of 5 and 7 Well Street will free up onstreet spaces. This is a traffic issue.
9. Multi-level parking will facilitate current and future shopping practices which will only increase.

Any increase to parking areas would be very much appreciated for a better quiet amenity for residents of Well Street Brighton.

SUBMISSION 4

Rachael Hudson

From: [REDACTED]
Sent: Thursday, 6 June 2019 4:07 PM
To: Planning Strategy
Subject: Submission re "Amendment C165"

Dear Bayside City Council,

We wish to make a submission to the Bayside City Council with regard to Amendment C165 to the Bayside Planning Scheme.

We are both in favour of the amendment going ahead for the following reasons.

1. We live at number [REDACTED] and our entrance is in [REDACTED]
2. Parking in the streets along St Andrews Street, Well Street, New Street and Park Street is always difficult to find particularly for visitors to our home.
3. Church Street is a vibrant and successful shopping strip and parking for visitors who wish to shop and enjoy the restaurants is always difficult.
4. There is clearly insufficient parking to meet the needs of the local community and the many visitors to Bayside.
5. With the close proximity to the Middle Brighton Railway Station car parking is even more important in these days of greater community usage of public transport. Two-hour parking allows community members to take the train to the city, spend an hour attending to their business and returning to Middle Brighton without the need to take their car into the city.
6. The location referred to at 5&7 Well Street, Brighton is well located and is currently not been used for any other purpose. It is already next door to a public parking area and could easily be incorporated into that existing space.
7. In our opinion, there is always a need to increase parking around central "hubs" such as Church Street shops and Middle Brighton Railway Station.
8. We can not see any downside to the Amendment C165 been accepted and the car park being installed and we see only benefits to the overall community prosperity.

We look forward to seeing the success of this amendment in due course. Should you require any further comment please feel free to contact us.

Yours faithfully,

[REDACTED]

Rachael Hudson

From: [REDACTED]
Sent: Tuesday, 4 June 2019 10:52 AM
To: Planning Strategy
Subject: Bayside planning scheme amendment C165

Hi Bayside Planning – I live at [REDACTED] and wish you all speed to your Amendment C165 and carpark expansion.
Regards
[REDACTED]

SUBMISSION 6



Urban Strategy
Bayside City Council
76 Royal Avenue
Sandringham, VIC. 3191

7th July, 2019

Amendment C165 – Rezoning of land at 5 & 7 Well Street, Brighton

The Church Street Traders Association would like to record our strongest support possible for the C165 Amendment.

The 2 parcels of land in question are within the Church Street Major Activity Centre (MAC) and not only back onto the main shopping centre but also share a boundary with a Restaurant and a Laneway feeding the loading areas of 30 businesses.

It is hardly a residential area and worth noting that approximately 90% of properties in the near vicinity have been purchased since 1985, 34 years ago, when the first car park was built at Number 5. And 14 years ago when number 7 was purchased for a car park.

We support the Amendment for the following reasons and can provide more information if necessary.

1. The MAC is a growing centre and needs more Parking. The growth of Apartment buildings within the wider shopping catchment area clearly highlights the increase in population and the need to provide adequate parking for those not within walking distance.
2. Council's Integrated Transport Strategy 2018 – 2028 identifies a significant increase in population over the coming decade.
3. The land was purchased in 2005 with the express purpose of building a car park.
4. Other Council reports and studies have already shown a need for more parking.
5. The Planning Policy Framework Clause 18.02-4S highlights the need to provide an adequate supply of Parking. This is currently not the case.
6. The Municipal Strategic Statement Clause 21.09 highlights the importance of providing car parking for Bayside's visiting and working community.

Retail Shopping centres are struggling and everything must be done to help them survive. They provide a hub for our community to shop, be entertained, socialise, and make use of medical services.

Everything possible needs to be done to ensure that those who utilise the MAC have adequate parking and will therefore continue to support the centre.



Rachael Hudson

From: [REDACTED]
Sent: Sunday, 7 July 2019 6:09 PM
To: Planning Strategy
Subject: Submission in response to Amendment C165

Hi Rachael,

I have been a resident and owner of [REDACTED] since 2000 and [REDACTED] since 2009. We have enjoyed residing in Well Street and have taken the transformation of the streetscape in our stride. The proximity of the Well Street to the local commercial traders and public transport has made the area more sought after in recent times.

I have had a chance to look over the proposal from the council on changing the zoning of number 5 and 7 Well Street to public use zone. Should this land be rezoned to PUZ6 as a resident of the street this will remove our ability from having any input into its development or use.

The proposed rezoning and ultimate use of the properties as car parking goes against state and local policy of decreased reliance on cars and better use of public transport. The creation of a larger parking facility will only encourage more car visits into Well Street along with the associated congestion.

I along with the other nearby residents will have to endure both the visual and audial impacts that a larger carpark would attract, which will detract from the current amenity that we enjoy.

Your Sincerely

[REDACTED]

Rachael Hudson

From: [REDACTED]
Sent: Sunday, 7 July 2019 6:26 PM
To: Planning Strategy
Subject: 'Amendment C165'

Dear Rachel,

Re: Amendment C 165

I strongly object to councils proposal to re zone land known as 5 & 7 Well Street Brighton from general residential zone to public use zone, schedule 6.

I understand a public car park can be accommodated within the existing zoning. Therefore I don't see the need for rezoning.

A public use zone however provides a potential threat to the future use of the land in Well Street, Brighton, resulting in a possible reduction in the character of this as a residential Street.

Yours sincerely,

[REDACTED]

Rachael Hudson

From: [REDACTED]
Sent: Monday, 8 July 2019 12:27 PM
To: Planning Strategy
Subject: Amendment C165 - Submission

Bayside City Council

planningstrategy@bayside.vic.gov.au

Dear Sirs,

Re : Amendment C165

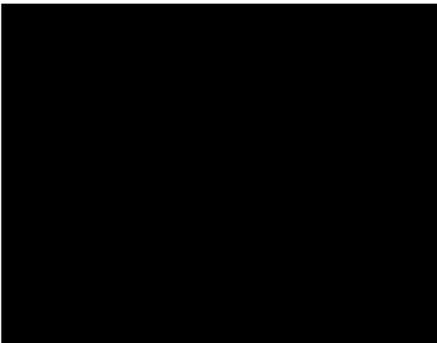
Proposed re-zoning of land at 5 and 7 Well Street, Brighton.

As owner of [REDACTED], I wish to oppose the proposed rezoning of residential land at 5 and 7 Well Street Brighton.

I purchased [REDACTED] May 2015 based on the attractive residential streetscape combined with the close proximity to Church Street.

By rezoning residential land at 5 and 7 Well Street to create a car park detracts from what ought to remain residential street appeal and will undoubtedly add to traffic congestion on Well Street.

My contact details are as follows :



Rachael Hudson

From: [REDACTED]
Sent: Sunday, 7 July 2019 1:00 PM
To: Rachael Hudson
Subject: 5 and 7 Well Street.

Dear Rachel,

I have read the proposed amendment C165 in relation to 5 & 7 well St and do not agree with this rezoning.

I understand council is able to develop the site into extra car spaces under the current zoning .

As a resident in Well St, I want the residential nature of this street to be maintained .

Yours sincerely,

[REDACTED]

Rachael Hudson

From: [REDACTED]
Sent: Sunday, 7 July 2019 1:22 PM
To: Rachael Hudson
Subject: 5& 7 Well Street.

Dear Rachael,

Re Amendment C 165,

I strongly object to councils proposal to re zone land known as 5 & 7 Well St, from general residential zone to a public use zone , schedule 6.

I understand a public car park can be accommodated within the existing zoning.

A public use zone however provides a potential threat to the future use of land in Well St. resulting in a possible reduction in the character of this as a residential street.

Yours sincerely,

[REDACTED]

Rachael Hudson

From: [REDACTED]
Sent: Sunday, 7 July 2019 6:02 PM
To: Rachael Hudson
Subject: Land at 5-7 Well Street Brighton

Dear Rachael

Re Amendment C 165

We strongly object to councils proposal to rezone land known as 5 and 7 Well Street from general residential zone to a public use zone, schedule 6. This could result in a possible reduction in the character of this residential street thus lowering the values of the properties.

Yours faithfully

[REDACTED]

Sent from my iPad

Rachael Hudson

From: [REDACTED]
Sent: Sunday, 7 July 2019 9:21 PM
To: Rachael Hudson
Cc: [REDACTED]
Subject: Re Amendment C165

Dear Ms. Hudson

My wife and I strongly object to the councils proposed re zoning of land known as 5 and 7 Well Street Brighton from general residential to a public use zone, schedule 6.

We understand a public car park can be accommodated within the existing zoning.

A public use zone provides a potential threat to the future use of the land in Well Street resulting in a possible reduction in the character of this as a residential street.

Yours faithfully

[REDACTED]

Rachael Hudson

From: [REDACTED]
Sent: Sunday, 7 July 2019 11:36 PM
To: Planning Strategy; Rachael Hudson
Subject: 5-7 Well St zoning

Hi Rachael,

I have been a resident of Well Street since 2000 and have recently purchased [REDACTED] I have enjoyed growing up in Well Street and its convenience for where I went to school. The street has transformed a great deal since my younger days which is possibly due to more people wanting to reside closer to amenities whether they be for shopping, entertainment or public transport.

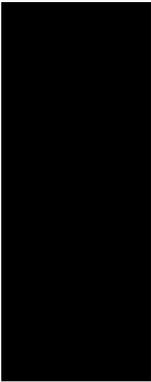
I have had a chance to look over the proposal from the council on changing the zoning of number 5 and 7 Well Street to public use zone. Should this land be rezoned to PUZ6 as a resident and new homeowner of the street this will remove my ability from having any input into its development or use.

The proposed rezoning and ultimate use of both the properties as car parking is of great concern as I will be living across the road from a potentially larger car park and the issues this may bring. The rezoning goes against state and local policy of decreased reliance on cars and better use of public transport. The creation of a larger parking facility will only encourage more car visits into Well Street along with the associated congestion.

By being directly across the road of a potentially larger car park will negatively impact me as I will have to endure both the visual and audial impacts that a larger carpark would attract. I enjoy the current amenity that the neighborhood has and like to be involved with the changes in my street.

Your Sincerely

[REDACTED]



SUBMISSION 15

Dear Rachel,

5 July 2019

Rachael Hudson
Strategic Planning
Amendment C165
Bayside City Council
PO Box 27
SANDRINGHAM VIC 3191

Sent via email to
Planningstrategy@bayside.
vic.gov.au

Amendment C165 to the Bayside Planning Scheme Submission against Amendment

INTRODUCTION

We act on behalf of [REDACTED] Brighton. Our client's property is located on the south-western side of Well Street, directly opposite land known as No. 5-7 Well Street, and of which this amendment directly applies to.

Figure 1:

Aerial showing location of No. 5-7 Well Street being land associated with proposed C165 in context with our client's residential property [REDACTED]



Our client has had the opportunity to review exhibited Amendment C165 documentation in relation to the Bayside Planning Scheme. Our client hereby seeks to lodge an objection to the proposed Amendment.

AMENDMENT OVERVIEW

By way of summary, Amendment C165 seeks to rezone No. 5 and 7 Well Street from General Residential Zone – Schedule 2, to Public Use Zone – Schedule 6. The proposed amendment is required to facilitate the end use and development of both lots for the purpose of a public car park (local government use).

Currently, No. 5 Well Street is used for the purpose of a public car park, with No. 7 Well Street being a vacant residential allotment (demolition of the dwelling which previously occupied the site occurred around mid-2018).

Both sites are located within the boundaries of the Church Street Major Activity Centre.

Our concerns with the amendment are as follows:

DRAFTING QUERIES

There appears to be a significant inaccuracy between the exhibited documentation in referencing the total additional number of car parking spaces the proposed amendment and future car park to be constructed on No. 7 Well Street lot will generate.

Council's notification of amendment letter dated 29 May 2019 references the ability for Council to "construct an additional 25 car parking spaces". This however is significantly different to the explanatory report document which references "the construction of approximately 19 additional public car parks" on page 3.

We seek confirmation from Council as to the correct number of future car parking spaces which will likely be generated through the proposed amendment?

ROLE OF ACTIVITY CENTRES

Amendment C102 (2013) gave effect to the 'Church Street Structure Plan, 2006' by adopting Design and Development Overlay – Schedule 11 over land located within the boundaries of the Church Street Major Activity Centre.

It is a consistent theme through both State and Local policy to encourage higher residential density development and commercial activity within existing identified activity centres.

These areas are to be the focus for retail, employment and recreation opportunities and have the capacity to support higher residential densities, increase housing diversity and economic prosperity. The future growth and development of activity centres should further promote sustainable modes of transport and allow for a higher concentration of people and activities.

It is a commonly agreed principle that the future growth and development of activity centres should occur with the aim of reducing the reliance on car-based travel by promoting sustainable land use and transport outcomes.

Amendment C165 fails to uphold these fundamental principles of activity centre planning as it will facilitate a future land use and development outcome which in fact “promotes car-based travel”, failing to promote “sustainable transport outcomes” for the Church Street activity centre.

A REVIEW OF RELEVANT POLICY

Having conducted a detailed review of the State and Local provisions of the Bayside Planning Scheme, and various reference documents noted within the ‘explanatory report’ prepared in support of the amendment, it is evident that the amendment fails to achieve appropriate policy support. In short, the Amendment is contrary to the general thrust of the Bayside Planning Scheme which seeks (amongst other things) to promote sustainable transport and land use outcomes for Bayside’s various activity centres.

Clauses 11.01-1R, Clause 11.03-1S, Clause 15.01-4S, Clause 17.01-1R, Clause 18.01-1S, Clause 18.01-2S, Clause 18.02-1S, Clause 21.03, Clause 21.06, Clause 21.07, Clause 21.09 and Schedule 11 to Design and Development Overlay all seek to promote more “sustainable” and “vibrant” land use outcomes for Bayside’s activity centres. Policy further seeks to support land use outcomes which discourage private car ownership/usage and encourage the use of sustainable travel modes. As an overview, the above-listed clauses (amongst other things) seek to:

- *To promote the use of sustainable personal transport.*
- *Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.*
- *Improve access by walking, cycling and public transport to services and facilities*
- *Create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.*
- *Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.*
- *Ensuring equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.*
- *Locate transport routes to achieve the greatest overall benefit to the community to making the best use of existing social, cultural and economic infrastructure, minimising impacts on the environment and*

optimising accessibility, safety, emergency access, service and amenity.

- *Ensure the design, construction and management of all transport modes reduces environmental impacts.*
- *Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.*
- *Design and locate local car parking to protect the role and function of nearby roads; to enable easy and efficient use; to enable the movement and delivery of goods; and to achieve a high standard of urban design and protect the amenity of the locality, including the amenity of pedestrians and other road users.*
- *Achieving a more sustainable urban built form by **reducing greenhouse gas emissions and car dependence.***
- *The principles of sustainability include a **reduced reliance on the private motor vehicle and greater reliance on sustainable transport,** specifically, walking, cycling, public transport.*

Given the strategic context of the site, and the ever growing imperative to promote sustainable land use and transport outcomes, the imposition of facilitating the expansion of the existing public car park at No. 5 Well Street onto No. 7 Well Street site is significantly misguided.

The proposed amendment fails to respond to the strategic directives relating to transport, car parking, and activity centre planning as listed above. The proposed amendment further fails to result in a defined net community benefit for the area when considering the clear directive of State and Local planning policies which seek to discourage car ownership and dependency and promote more sustainable transport and land use outcomes existing and future generations.

The 'Transport Integration Act 2010', a reference document within the 'explanatory report' further seeks to promote sustainable transport and land use planning outcomes. Two key vision statements set out at Part 2 include:

- *Promoting forms of transport and the use of forms of energy and transport technologies which have the least impact on the natural environment; and*
- **Reducing the need for private motor vehicle transport and the extent of travel.**

Rather than providing further strategic support for the proposed amendment, it is our client's view that the 'Transport Integration Act 2010' rather discourages the land use outcome the Amendment is ultimately seeking to facilitate.

Council has further sought to justify the amendment through the findings of the 'Bayside Integrated Transport Strategy 2018-2028'. Having reviewed this document in detail, it would appear there is a consistent and clear theme which seeks to discourage private car ownership and promote land use outcomes which support sustainable transport

outcomes. This is highlighted through the purpose statement of the document which states:

- *Sustainable transport is the mode of choice, facilitated through the creation of a well-connected, safe, accessible and convenient transport system that positively contributes to a strong economy, the health and wellbeing of the community and a **low-carbon future within Bayside.***

Of most significance, the document notes:

- *Furthermore, a steady increase in population and affluence has led to an annual growth in private vehicle ownership in Bayside of 1.9% (on average) over recent years. If this trend continues, there will be an additional 20,000 private vehicles competing for road and parking space in Bayside over the next 10 years (ABS, 2017).*

Providing additional capacity through more road space and parking is not a sustainable solution to this dilemma as the increase in trips arising from a growing population and increasing vehicle ownership will continue to outpace road capacity. Similarly, the provision of additional car parking will also be utilised by the growth in vehicle ownership, potentially leading to a repeat of the dilemma once again.

How these challenges are managed may ultimately affect the look and liveability of cities in dramatic ways.

Under 'Goal 6 – Optimising parking opportunities' at page 21, the document notes:

- *Providing car parking to satisfy the demands of all road users is one of the biggest challenges faced by Council as the demand for on-street parking often outweighs supply, particularly in shopping precincts and around schools. This is due to the fact that there is not enough room on our streets to provide everyone with a parking space. Local congestion can also be generated **by parking demand as drivers continue to 'hunt' for a vacant space.***

The need for land use planning to facilitate behavioural change and the shift towards walking, cycling and public transport being more convenient alternatives to traffic and parking congestion is further discussed. Goal 6 further notes:

- ***Providing additional capacity through more road space and parking is not a sustainable solution to this dilemma as the increase in trips arising from a growing population and increasing vehicle ownership will continue to outpace road capacity. Similarly, the provision of additional car parking will also be utilised by the growth in vehicle ownership, potentially leading to a repeat of the dilemma once again.***
- *The availability of parking greatly influences what travel mode is considered 'most convenient' and can actually generate car travel demand causing congestion within streets as drivers continue to drive around looking for a vacant parking space. Parking can also affect the overall viability of our activity centres if the turnover of parking spaces*

is not managed correctly, it has a significant impact on the environment and local amenity and comes at direct financial cost to the community.

The management of car parking is therefore critical to achieving high levels of amenity, good accessibility and long term sustainability to ensure that parking opportunities are available for those who need it.

It is clearly evident from the above that the proposed Amendment fails to respond to the clear policy directive which seeks to discourage car ownership and dependency and promote more sustainable transport and land use outcomes into the future. As Council's own integrated transport study suggests, by providing additional car parking within activity centres, this will naturally generate additional parking congestion and will fail to facilitate a behavioural shift away from private car ownership/usage. In Council's own words, by "providing additional capacity through more parking is not a sustainable solution" to the dilemma of discouraging car ownership/usage with Bayside's activity centres.

OTHER CONSIDERATIONS

The expansion of the existing public car park at No. 5 Well Street across No. 7 Well Street allotment to facilitate an undetermined increase in car parking numbers (i.e. potentially 19 x spaces) further has the potential to detrimentally impact upon the character of Well Street and broader area and will result in a range of off-site amenity impacts on the surrounding residentially zoned and development land.

By providing additional public parking at this interface location, new and additional off-site amenity impacts will occur. Associated amenity impacts will include noise pollution, increased traffic congestion, increased commercial activity, visual impacts etc. On-street parking along Well Street (which is currently absent of any resident parking controls) will further be utilised by drivers "hunting for car spaces". Residents along Well Street currently endure issues with Coles shopping trolleys being left across driveways and on nature strips. This issue has the potential to be exacerbated with the expansion of the public car park.

It is our client's firm view that there is no net community benefit associated with the proposed amendment when considering the limited public benefits of 19 x additional public car parks vs the potential amenity impacts the car park expansion will generate on the surrounding area.

It is our view that Council would be better off investigating the funds needed to pursue the amendment and construct the additional parking into investigating new parking technologies that can be adopted across Bayside's various activity centres.

Further, we question whether the use and development of No. 5 and 7 Well Street for the purpose of a public car park represents the "highest and best use" of the land. Careful consideration should be given investigating the highest and best use of the land to generate public

money to facilitate the implementation of future parking technologies that will better deal with parking availability and congestion issues within the centre. By investing in new parking technologies, rather than the construction of additional parking spaces, the key findings and recommendations of 'Bayside Integrated Transport Strategy 2018-2028' will be better achieved.

SCHEDULE TO THE PUZ RECCOMENDATIONS IF AMENDMENT IS PURSUED

In the event Council determines to pursue the Amendment further, we would respectfully request that Council consider the following:

- Limiting the use of any future car park on the site to between 7am and 10pm. Such a restriction would assist greatly in managing potential off-site amenity impacts (i.e. noise) on nearby residential land associated with the expanded use.
- The Schedule to the Public Use Zone allows for specific sites where the PUZ has been applied to include “conditions” relating to the use of development of the land. In the event the amendment is pursued further and ultimately supported by Council/the Minister for Planning, we would recommend the Schedule being amended to include:
 - **5-7 Well Street, Brighton** being specified under “public land”. **Public car park** specified under “use and development”, and the following conditions specified under “conditions”.
 - *A minimum 3.0 metre wide landscape buffer provided and maintained along the site’s Well Street frontage.*
 - *Acoustic fencing up to 2.0 metres in height provided adjacent to the site’s south-eastern side boundary.*
 - *Any building structures associated with the use and development setback in accordance with Standard B6 of ResCode from south-western front boundary.*
 - *Any building structures associated with the use and development setback in accordance with Standard B17 of ResCode from south-eastern side boundary.*
 - *Any lighting associated with the use and development to be appropriately baffled to manage light spill from the site.*

The proposed conditions listed above are considered appropriate in managing potential off-site amenity impacts associated with the use of the land for the purpose of a public car park on nearby residential land.

Figure 2:

Current Schedule to the PUZ which we recommend could be amended to make specific reference to the future use and development of No. 5-7 Well street, Brighton.

BAYSIDE PLANNING SCHEME

19/01/2006
VC37

SCHEDULE TO THE PUBLIC USE ZONE

Public land	Use or development	Conditions
None specified		

We further submit that a practical way in managing the potential off-site amenity impacts associated with the car park expansion would be to adopt “resident parking only” on the south-western side of Well Street, similar to that which has been implemented in other streets in Brighton. This practical regulatory approach would align with Council’s historic ‘strategy plan’ for Brighton’s Shopping Centres where it was identified that “resident parking” on one side of Well Street, would assist in managing parking issues within the centre. This approach would assist in managing the amenity expectations of nearby residents whilst facilitating the long-term commercial viability of the centres by managing amenity impacts associated with car parking that is generated through the day to day operation of the centre as a whole.

Further, CCTV monitoring of the public car park and the construction of a pedestrian crossing to ensure the safety of users of the car park and pedestrians along Well Street could also be considered by Council. These actions would further assist in managing potential off-site amenity impacts associated with any expansion of the car park.

CONCLUSION

On the basis of the above, it is our client’s position that Amendment C165, to facilitate the use and development outcome of an expanded public car parking at No. 5 and 7 Well Street will facilitate a poor planning outcome for the site and broader area.

The proposed amendment fails to respond to the broad range of State and Local planning policy directives which seek to promote sustainable land use and transport outcomes and behavioural shifts away from private vehicle ownership/usage.

It is our client’s view that further work should be undertaken to determine the highest and best use of the subject lots to facilitate actual net community benefits that better respond to long-term parking availability and congestion issues facing the Church Street activity centre.

The expansion of the existing public car park at No. 5 Well Street further has the potential to result in detrimental amenity and character impacts on Well Street and surrounding residential land.

Should you have any queries, or should you require any further information, please do not hesitate to contact this office [REDACTED]

Yours sincerely,

[REDACTED]

[REDACTED]

Rachael Hudson

From: [REDACTED]
Sent: Monday, 1 July 2019 3:08 PM
To: planningstrategy@bayside.gov.au
Subject: Amendment C165

I'd wish to formally register my concern(s) regarding the aforementioned proposal.

I'd like the land to remain as a General Residential Zone, (Schedule 2.)

I have lived in Brighton for 5 years and there already seems to be a disturbing trend towards overpopulation and unrestrained growth, with virtually no detectable attempt at applying and enforcing regulation, (or punishment for breaches of regulations, laws and by-laws.)

This is a terrible proposal and does not bode well for the future of this, (or any other,) suburb, which has traditionally been described as a quiet, family/owner/resident friendly place to live.

There is no evidence whatsoever, to suggest that building a carpark will, " ease traffic and congestion." If anything, the opposite is more accurate. It would only serve to encourage more people to the area, increasing traffic and congestion, leading to overpopulation and unrestrained growth.

A contrary position, to the proposal is required here i.e. We should be discouraging

Thank You.

Rachael Hudson

From: [REDACTED]
Sent: Tuesday, 25 June 2019 4:54 AM
To: Planning Strategy
Subject: Amendment C165

My name is [REDACTED] I like to object for proposed Carpark and rezoning at 7 well st Brighton for following reasons:

The rezoning of the at 7 well st Brighton is contrary to state and local policy which seek to promote behaviour shifts away from car use and encourage sustainable transport options. The proposal is detrimental to the amenity of our residential street as it will increase traffic congestion safety to residents pollution and noise in our street and provide no benefit to parking considering only 25 car parking is proposed and ongoing car parking dispensations Bayside City Council is permitting for the commercial area in Church street

Bayside open space strategy has flagged the shortfall in open space around Church street and with the increase of residential living young families moving in the area it is my opinion and the opinion of other rate payers in the area that number 7well st Brighton is better utilised for the social benefit of the community in the form of a public open space with children playground

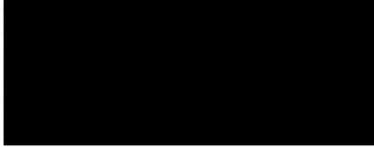
I wish to make you aware of a petition signed by the 325 rate payers in Bayside in relation to the 7 well st Brighton

I find it rather harsh for council to proceed with a rezoning application without consulting with residents (rate payers) in the street in relation to 7well Brighton

Regards

[REDACTED]

SUBMISSION 18



Ms. Juliana Aya,
Manager of Urban Strategy,
Bayside City Council

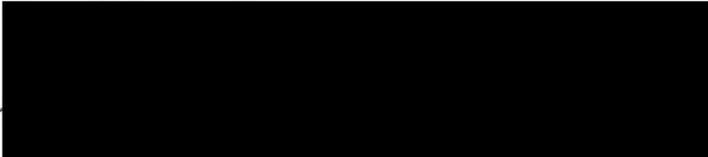
Dear Ms.Aya, Amendment C165

I refer to your letter of May 29 to residents of Well St regarding the rezoning of 5 and 7 Well Street from General Residential Zone Schedule 2 to Public Use Zone Schedule 2.

Residents of Well St are alarmed at the progressive erosion of the quiet residential nature of Well St into an overused thoroughfare with noisy fast moving and increasingly dense traffic that will be exacerbated by the extension of car parking to 7 Well St.

We strongly oppose the rezoning of 5 and 7 Well St from residential to general use. In line with previous classifications they should be strictly maintained as residential and no extension of car parking allowed.

Should your proposed rezoning proceed, the use of 7 Well St should be as a landscaped community park. As you are aware there has been a greatly increased number of apartments in that vicinity and some green space for these residents needs to be made for recreational use and general community interaction. With so much 'concreting' occurring around 7 Well St the advent of a new community park by Council would be warmly welcomed. Of course, in the longer term underground carparking could be introduced whilst maintaining the community park at surface level.



SUBMISSION 19

27 May 2019

Mr Hamish Reid

Director

City Planning and Amenity

Bayside City Council

hreid@bayside.vic.gov.au

Dear Sir,

PETITION RE 7 WELL STREET, BRIGHTON

I wish to lodge the attached objections of 324 residents of Brighton to converting this land into a public car park. We request that it be designated as open public space with a children's playground.

The rezoning of this land to accommodate on grade parking for 25 cars will have no measurable benefit to the Church Street precinct in view of car park dispensation Council is continuously granting to developers and traders in the precinct.

I would appreciate your support in stopping the ongoing erosion of our residential amenity.



PETITION COVER SHEET

Please complete all details and submit this page with the petition.

Lead Petitioner Details

Name	[REDACTED]
Address	[REDACTED]
Email	[REDACTED]
Telephone	[REDACTED]

Petition Details

Petition Subject/Title	7 Well Street, Brighton to be designated as public open space with Children's playground facilities
Number of Signatories	325
Submitted to Council	1 / 20
Submission Method	<input checked="" type="checkbox"/> In person (Bayside City Council Corporate Centre) <input type="checkbox"/> Ordinary or Express Post

Dear Sir's

I am writing to respectfully request that no 7 well st brighton be designated as open public space with Children's playground facilities

From recent experience I have observed that Bayside City Council operate under two sets of rules: One being for property developers that seem to get what they ask for and another for mum and dad ratepayers that struggle with council red tape. It appear that council provide planning exceptions to developers and car park dispensations to traders which is out of limit to the majority of rate payers in the municipality

Some of the exceptions that I have noticed lately are as follows:

- lesser front and side setback on developments
- car parks dispensations
- additional height limits
- increased site coverage

To rezone the land located at 7 well st brighton for the use as At Grade parking for 25 car spaces won't have no benefit to parking for the Church st activity center considering the deficiency in parking controls and amount of car park dispensations council is continually issuing for the traders in Church st. This would be one of the most expensive car park in bayside.

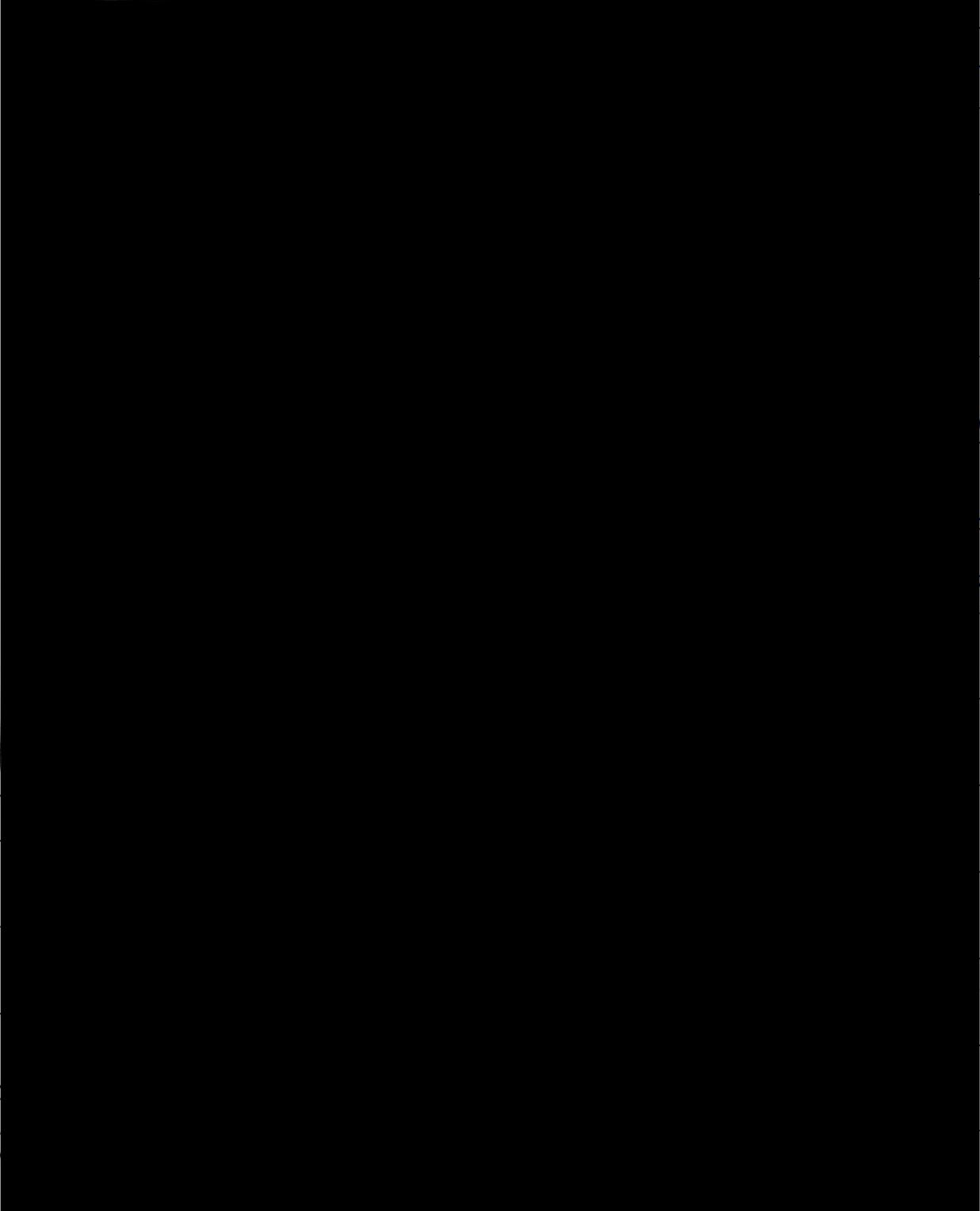
The fact that Council is constantly ignoring the residential amenity of Well st and requests from surrounding residents to change the lot into a public space and children playground that socially benefit the community is disheartening I look forward to your support in stopping the ongoing erosion of our residential amenity

Yours sincerely



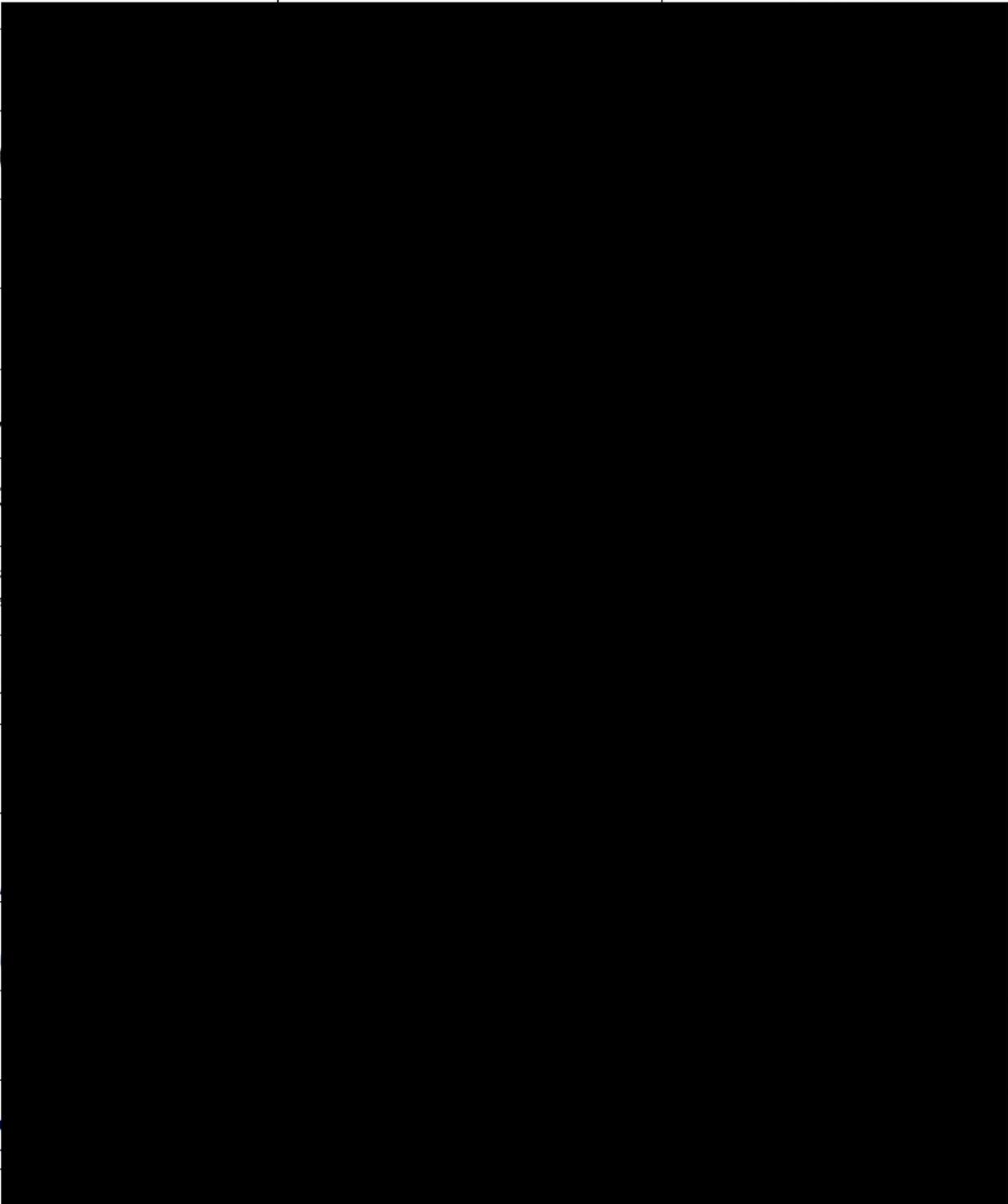
PETITION

"We the undersigned hereby petition Bayside City Council to designate 7 Well Street, Brighton as open public space with Children's playground facilities"

NAME (printed)	ADDRESS	SIGNATURE
		

PETITION

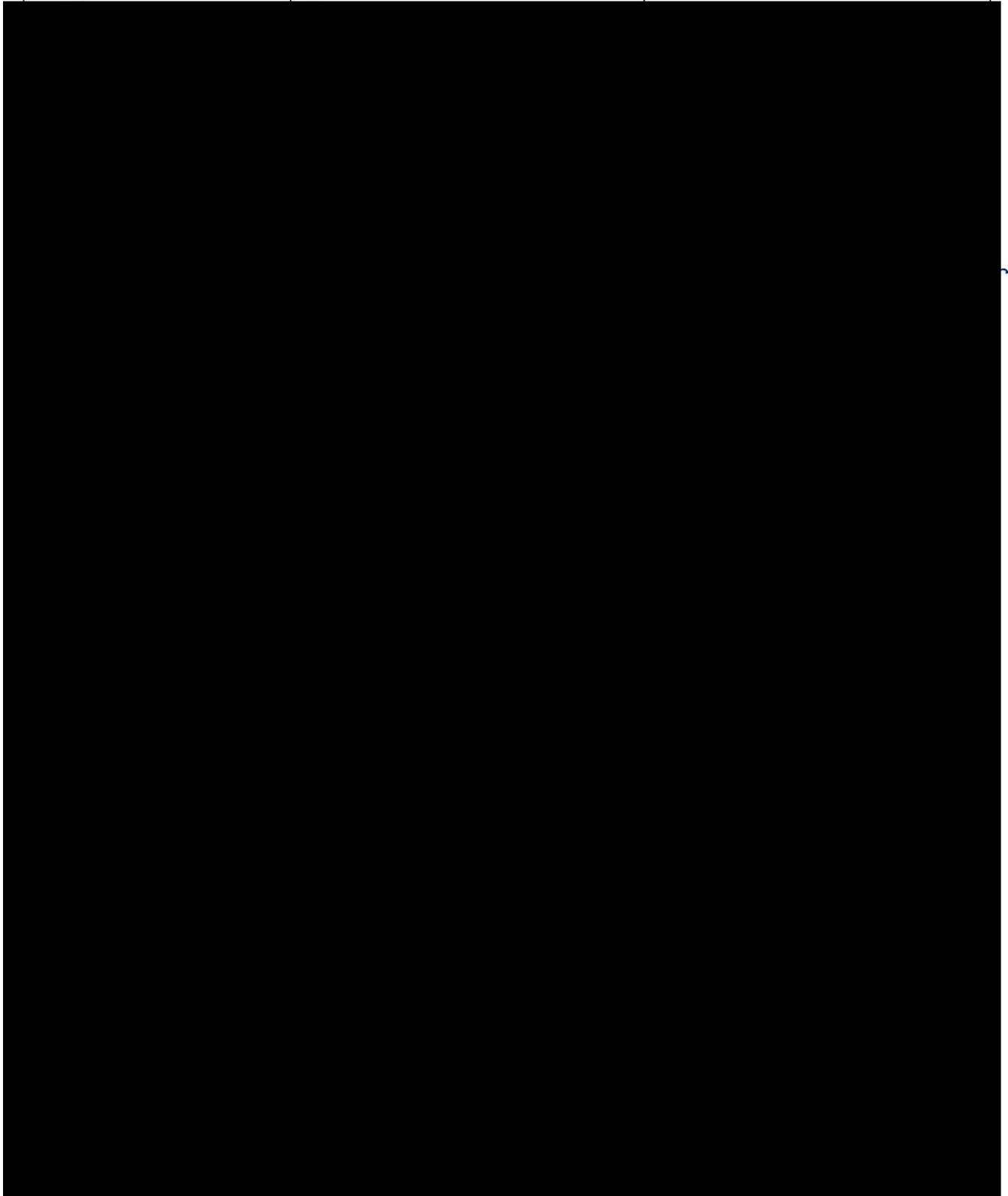
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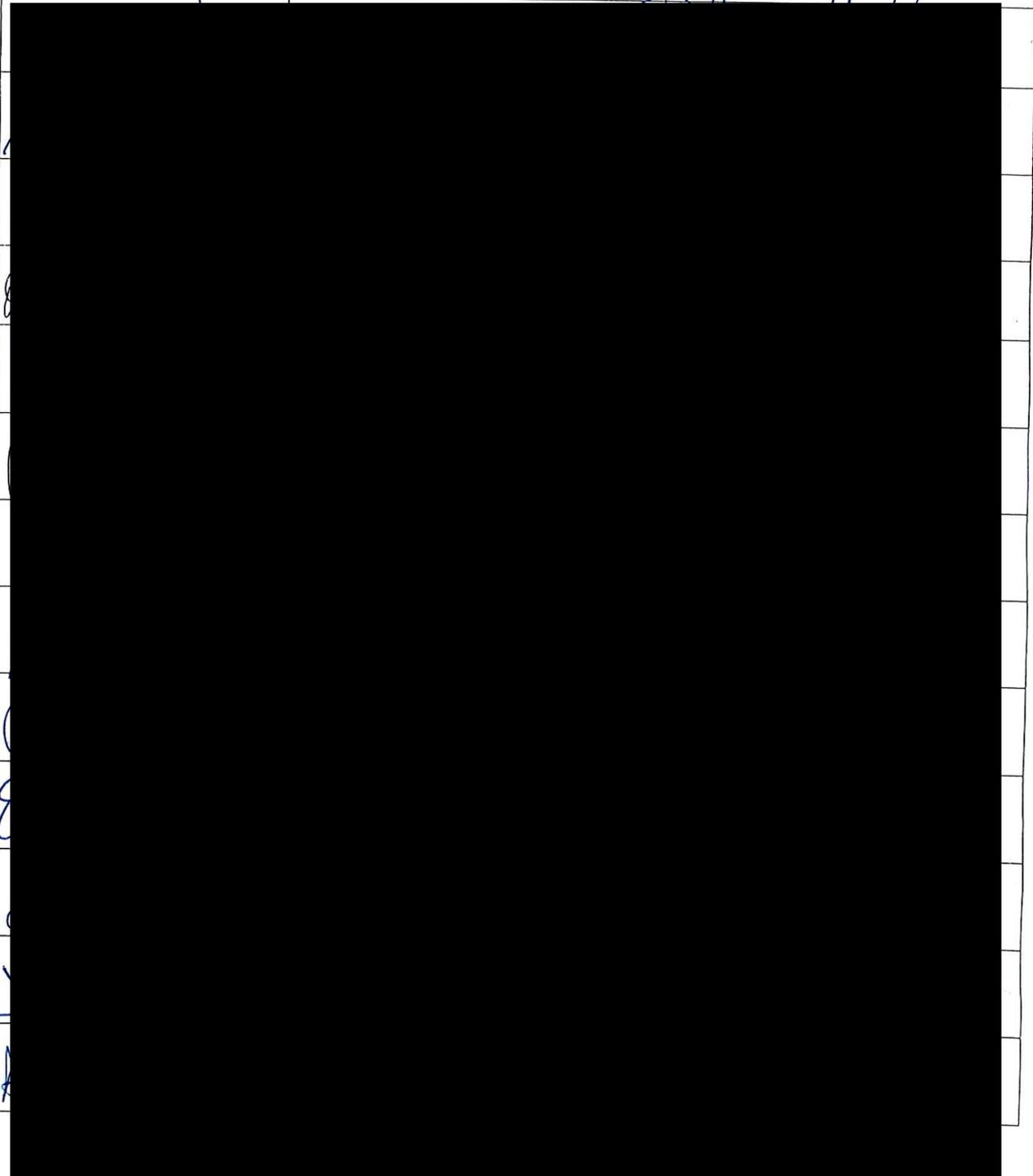
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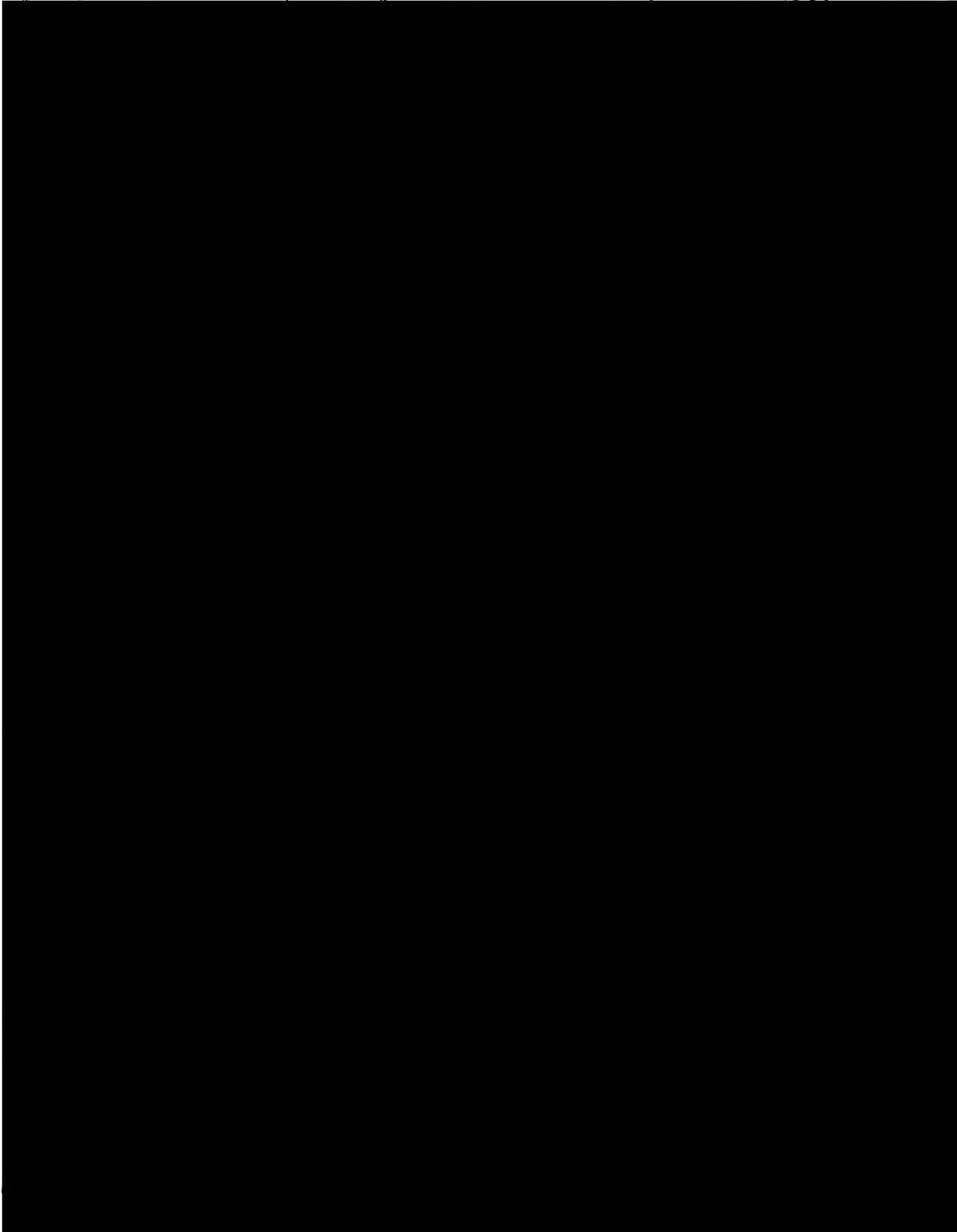
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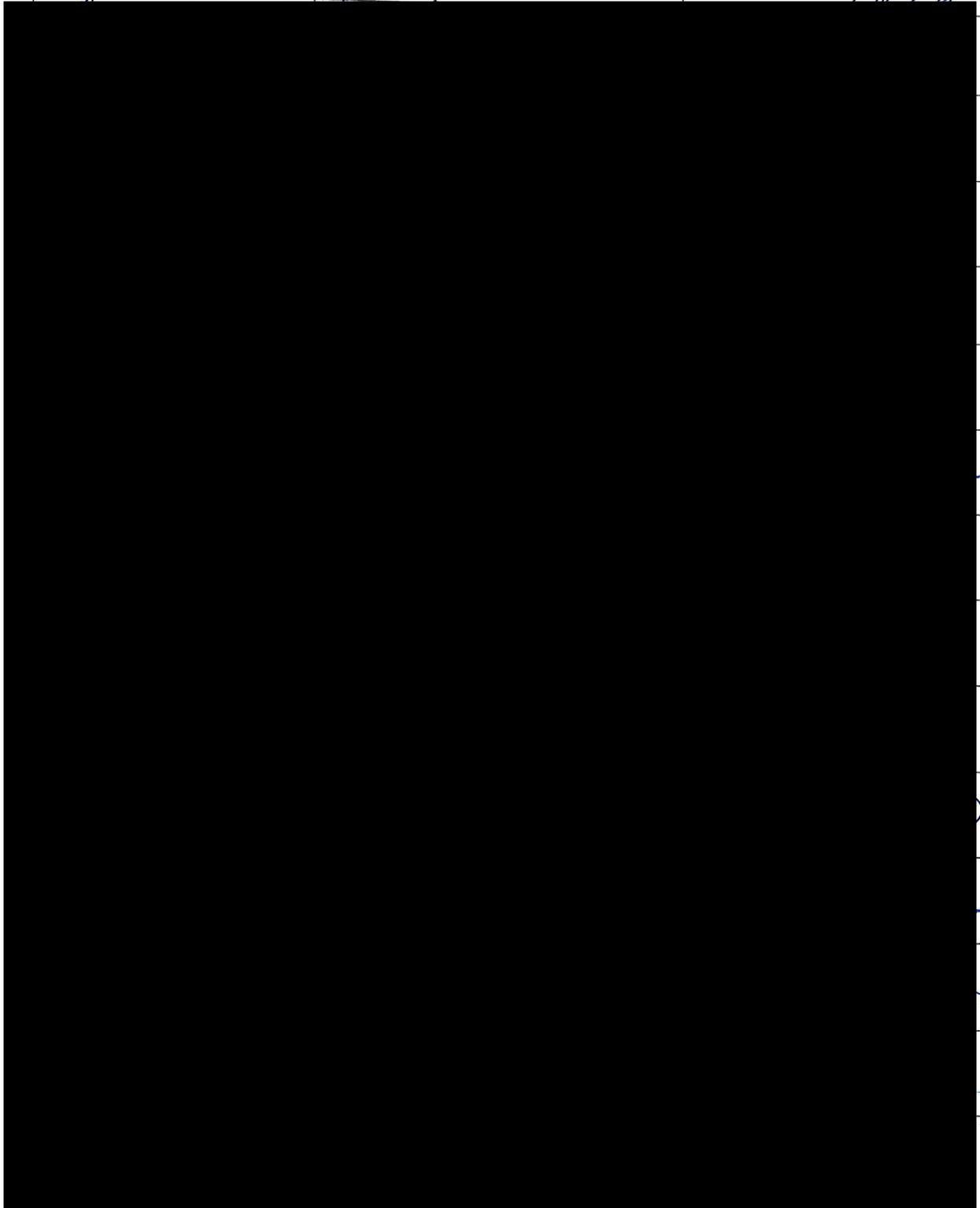
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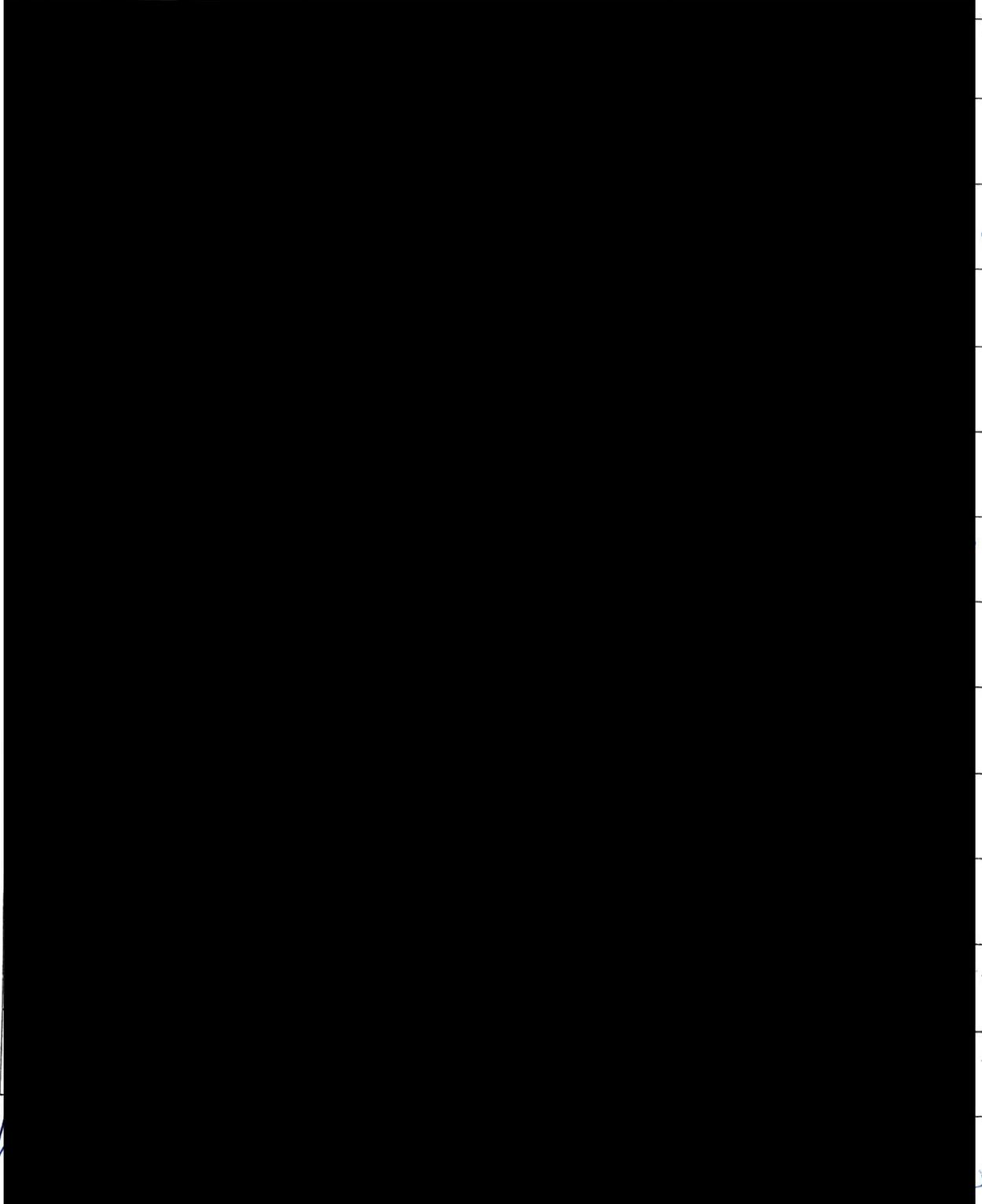
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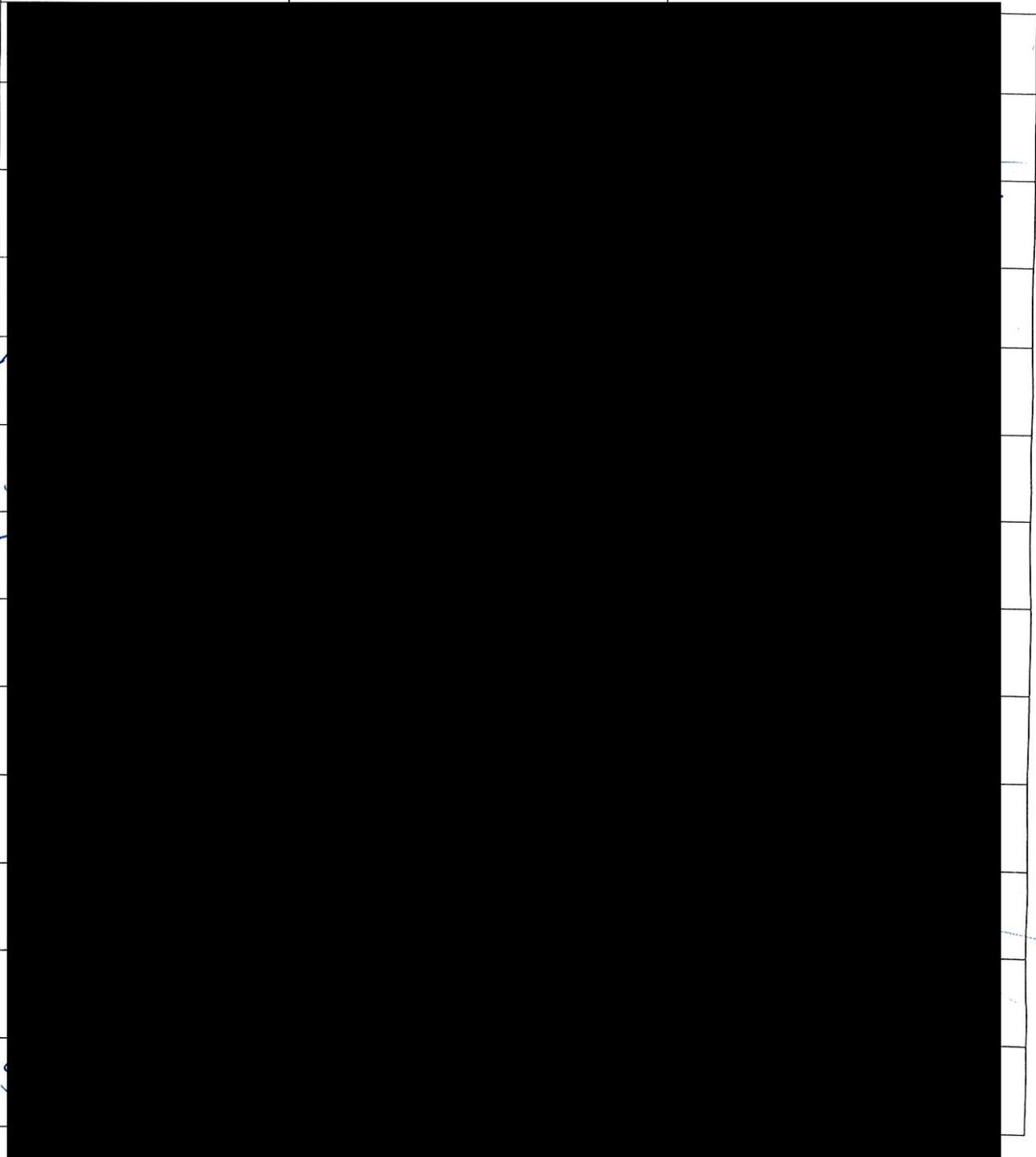
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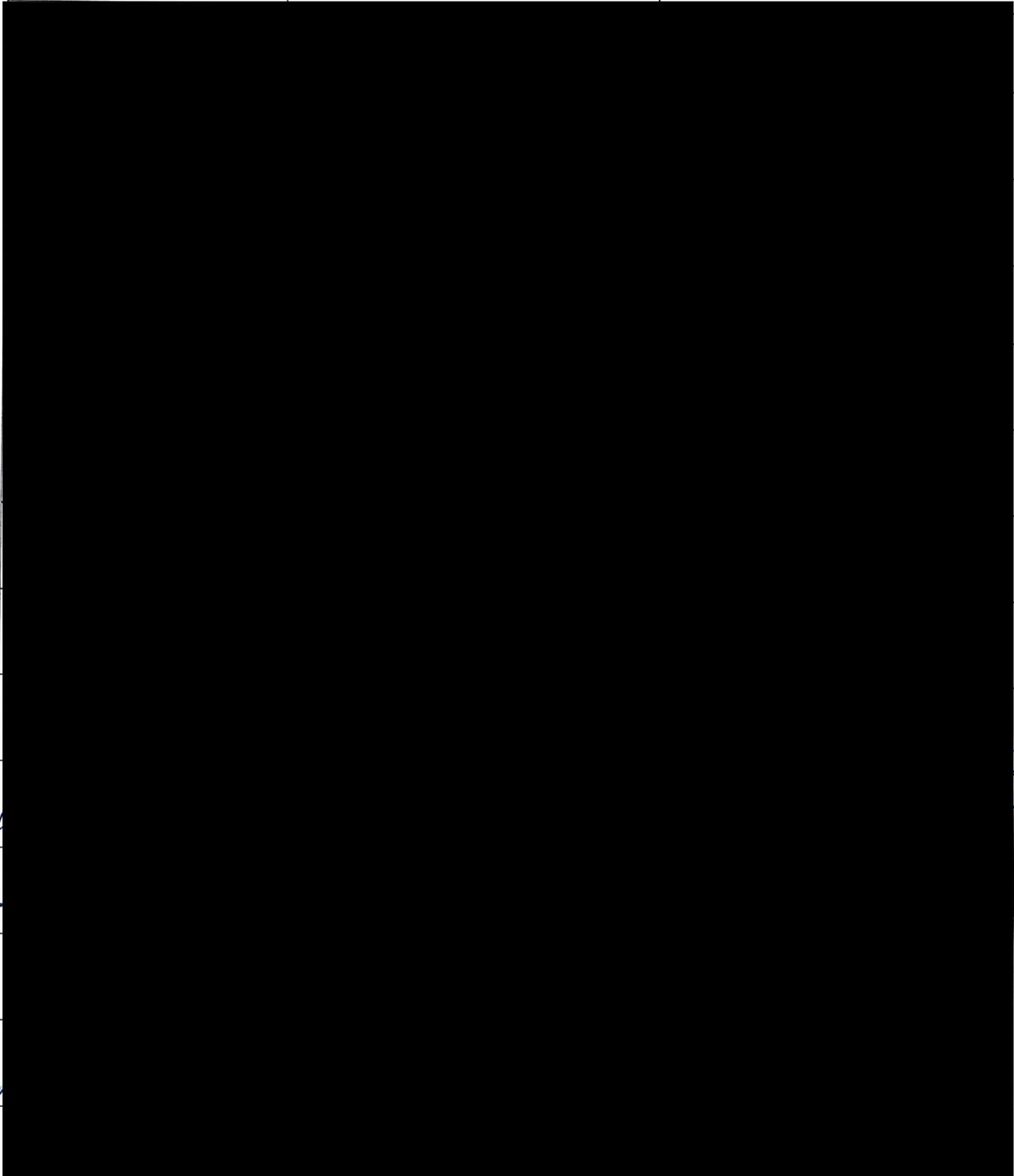
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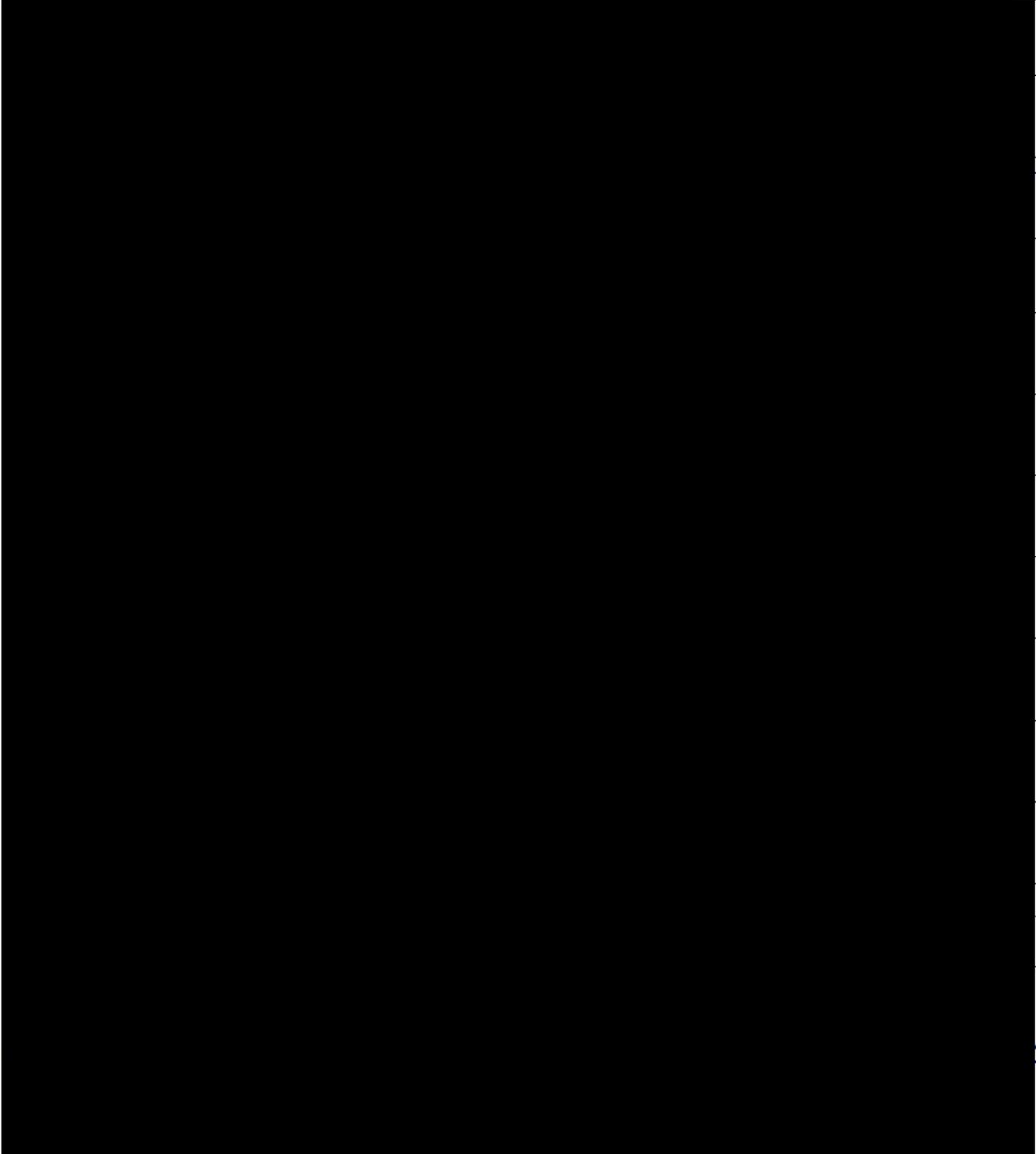
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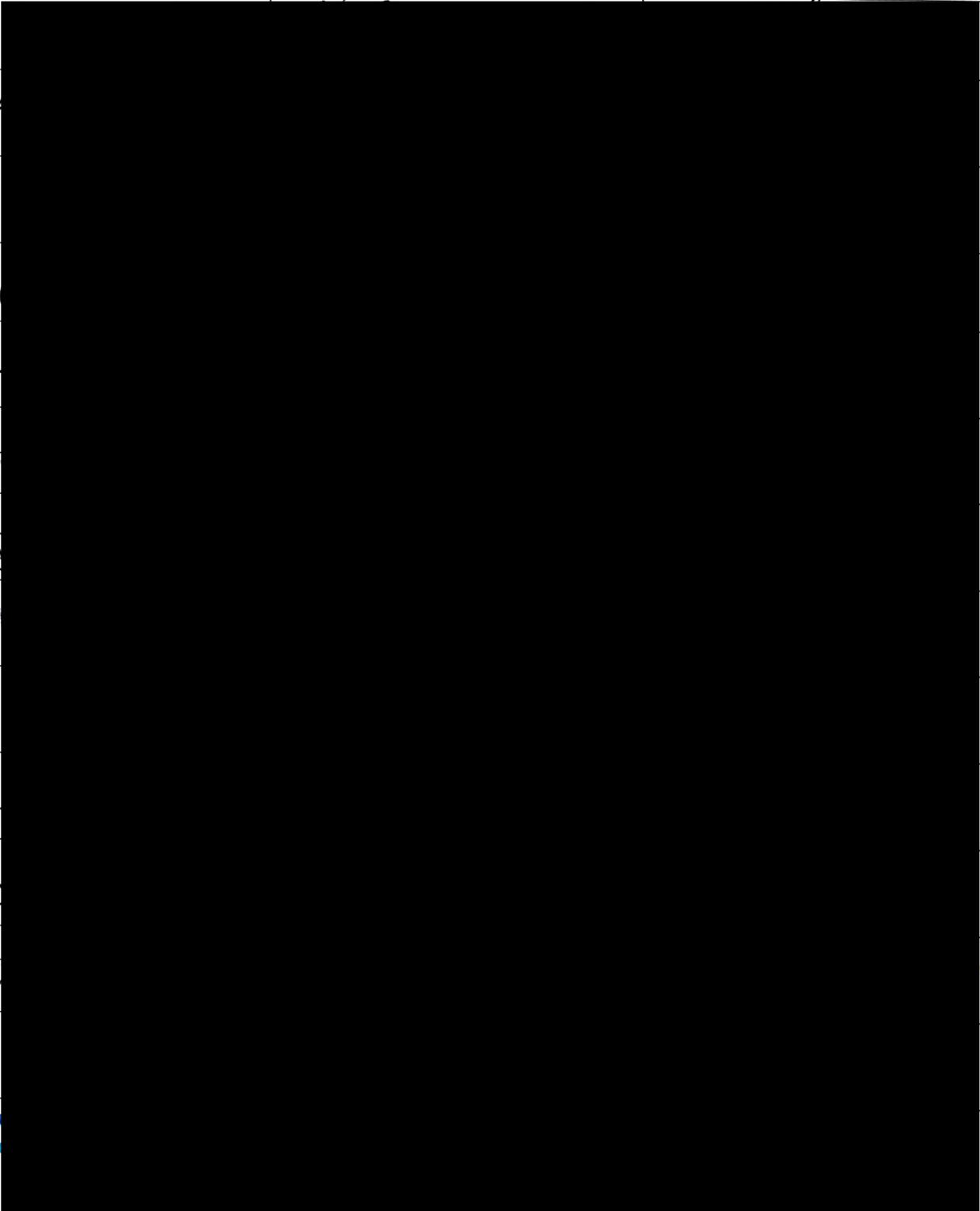
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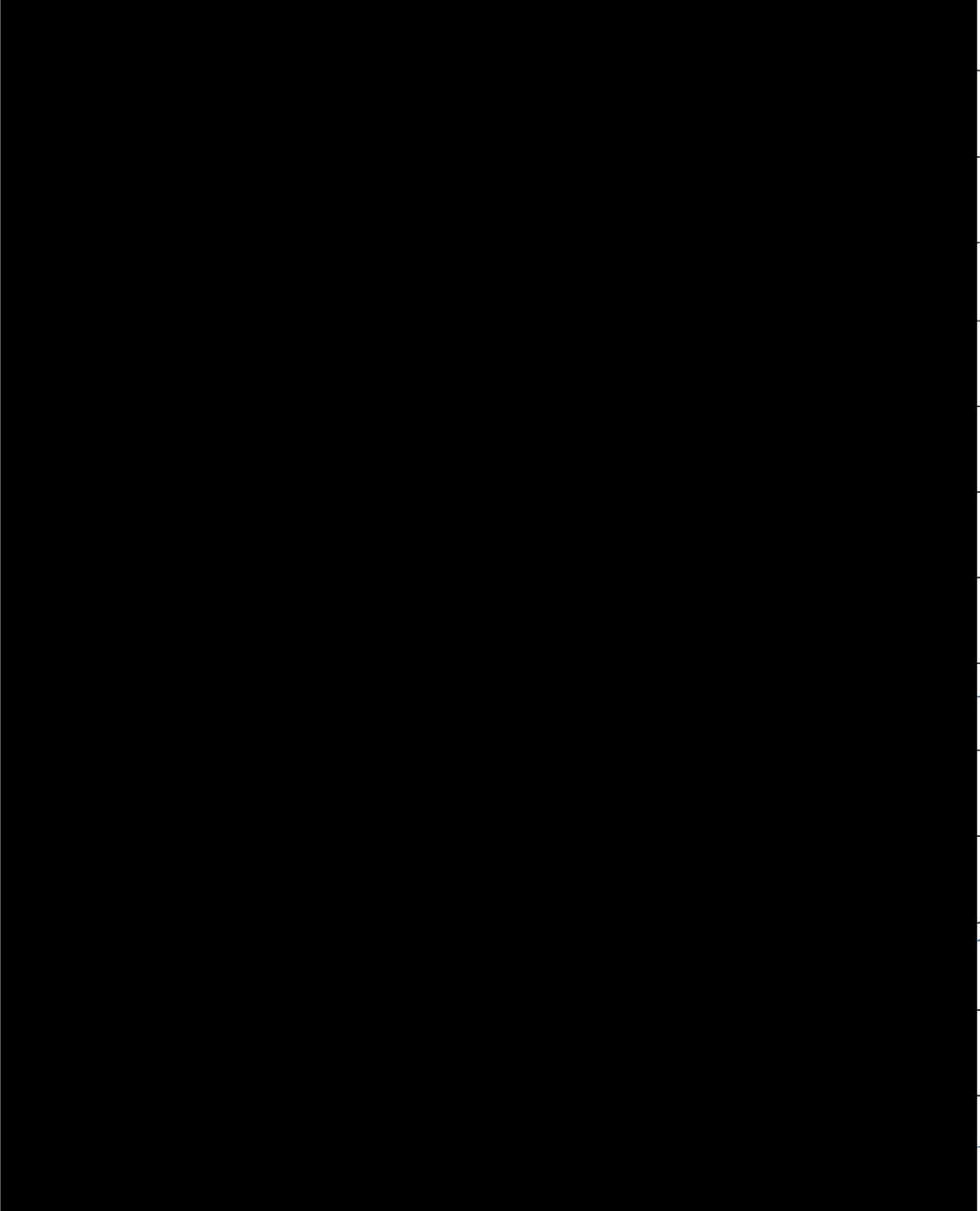
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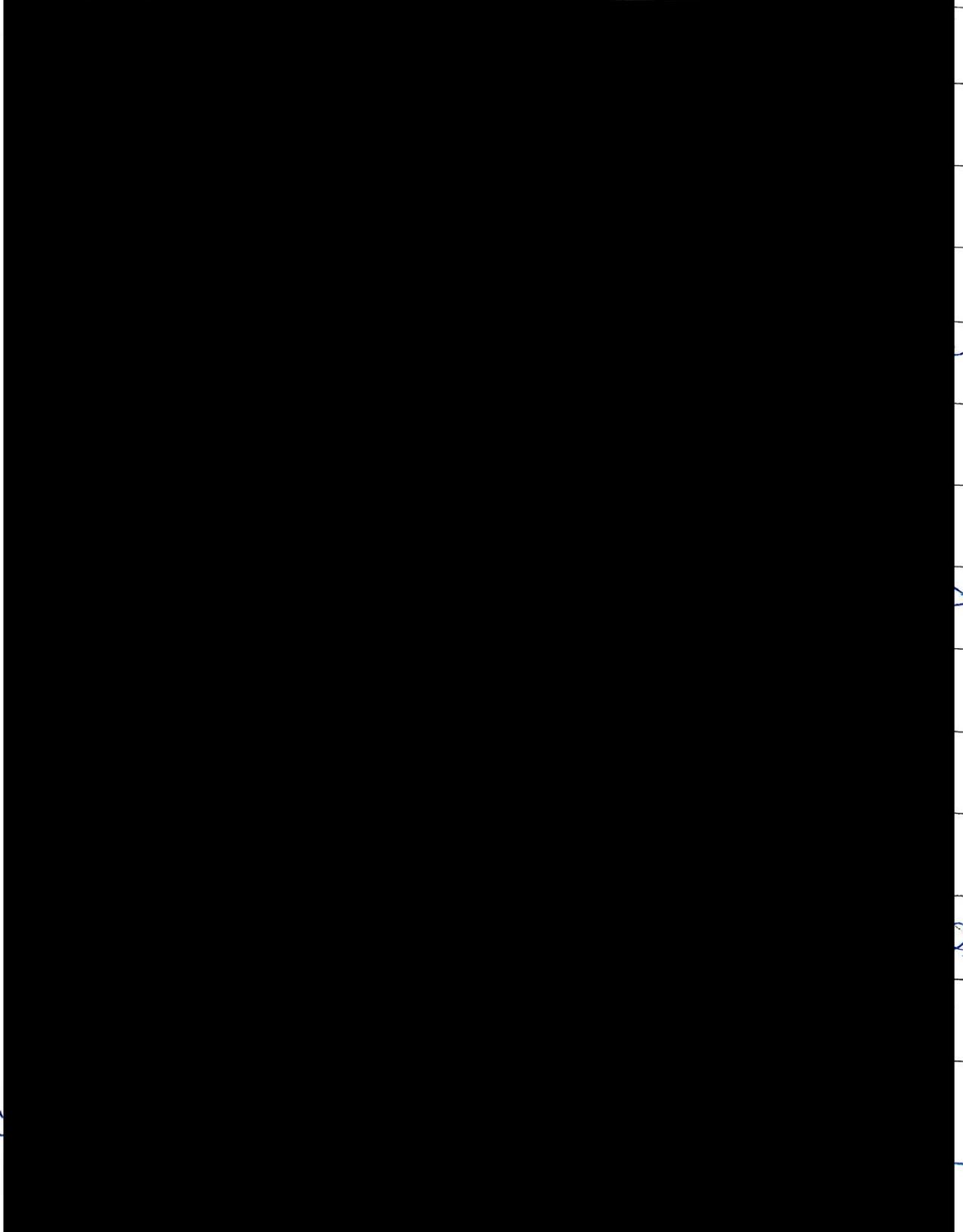
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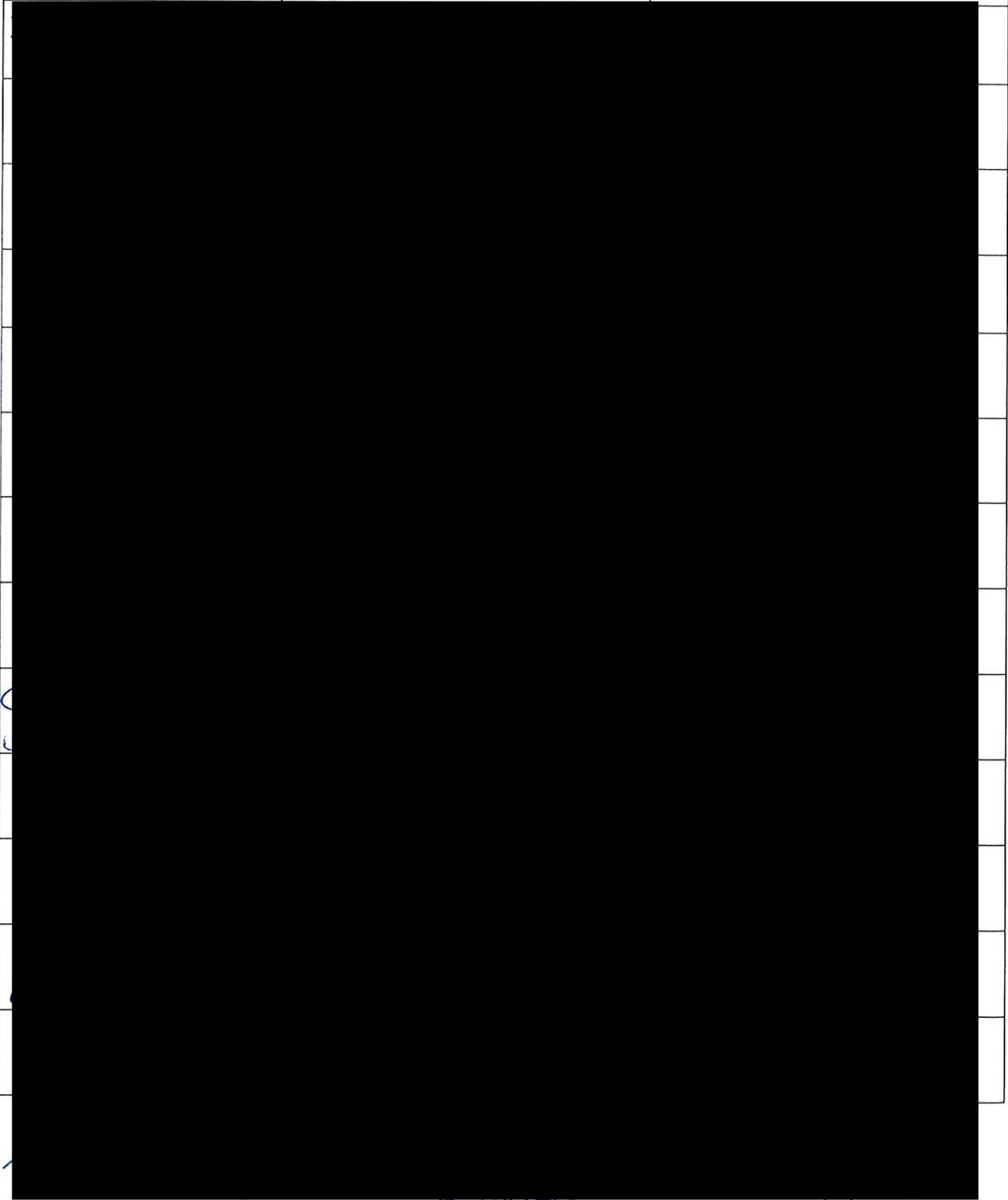
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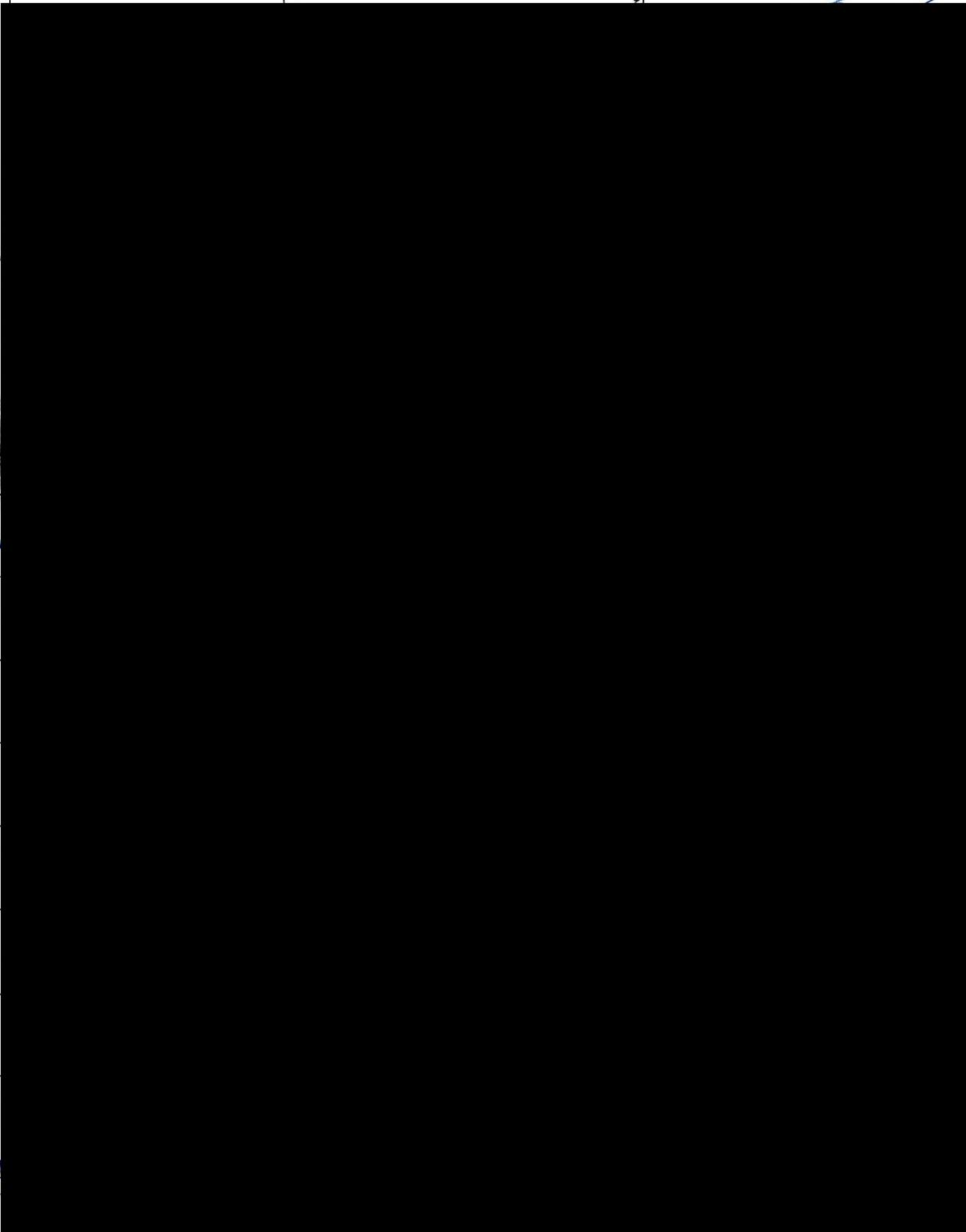
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[Redacted Signature Area]		

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NAME (printed)	ADDRESS	SIGNATURE
[Redacted Signature Area]		

Rachael Hudson

From: Rachael Hudson
Sent: Wednesday, 21 August 2019 8:45 AM
To: Rachael Hudson
Subject: RE: Amendment C165

From: [REDACTED]
Sent: Thursday, 11 July 2019 10:49 AM
To: Planning Strategy <planningstrategy@bayside.vic.gov.au>
Subject: Amendment C165

Bayside Council,
I trust this submission will be accepted despite missing the closing date. (The print in the notice is so small it's not easy to read).

I am concerned at the proposal for yet more car-parking, this time in Well st., Brighton.

Living in Hampton, I do not use Church st as my regular shopping strip; I do visit to meet friends for lunch or to catch a movie, etc.

I do not drive to Church st as I have little interest in trying to find a car park, and add to congestion, the worry of a parking fine etc. I cycle to Church st, or to my local train station to travel by train. I do the same for Bay st Nth Brighton. If this is not possible due to severe weather – I don't go at all!

Building yet another car park will not solve parking problems, congestion etc but it will certainly increase them, as even more people drive to Church st, instead of using an alternative transport method.

Council has recently formulated various strategies to reduce car use – the walking/PT document; the cycling infrastructure document. Why then are you proposing a further car park ?

I am well aware of the concerns/comments by traders that massive car parks need to be provided for them to maintain customer access. There are many centres/businesses that have found increased customers/foot traffic by reducing car traffic and facilitating walking/cycling etc.

Cycling on Bayside streets is already difficult enough, bike lanes are blocked for years due to developers/construction operations; the inconsistency in design of infrastructure making it confusing for all road users; the belief by many motorists that bike lanes are provided for their use.

Bicycle parking is another issue – with parking rails used by dog owners. As I write this the media is reporting yet another death by a dog attack, as well as a serious injury. Why then are cyclists not provided for in the same way as motorists.

I'm quite sure that if I used a car park space to erect my tent, sit and read a book etc – I would be fined for inappropriate use of it !

Why then are cyclists consistently refused safe access to the parking rails we have paid for in our rates ?

Due to a huge increase in residential development, we now have a huge number of cars all trying to fit into the same amount of road space. It is obvious that increased congestion will occur ! It will never be possible to provide for such a huge increase in car traffic. Instead alternative transport options need to be FRONT/CENTRE/EVERYWHERE in all council planning.

Cycling in Bayside is becoming more difficult and dangerous as car traffic continues to increase. Another car park on the edge of Church st shopping centre will make my journey there even more difficult than it is now !

The continuing increase in vehicle pollution is another concern, due to encouraging even more car use.

Regards,

