



Town and Country Planning Association

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<p>Submission by the Town and Country Planning Association seeking changes to the proposed Amendment C154 (“Chadstone Shopping Centre expansion”) to the City of Stonnington Planning Scheme</p>

Dear Sir/Madam.

The Town and Country Planning Association (TCPA) has members and supporters residing in the catchment area for the Chadstone Shopping Centre (CSC)

On their behalf the attachment to this submission puts the case that C154 more favourably and strongly allows for future sustainable transport solutions to serve the CSC.

Therefore, in relation to the proposed amendment C154, the TCPA proposes to the planning authorities that permitted changes to the geometric layout of the Chadstone Shopping Centre buildings (especially the layout of the bus interchange terminal) be made as to provide for efficient and practical construction of a light rail right-of-way onto the Chadstone Shopping Centre site to give convenient transfer access between light rail, bus routes and to the commercial and retail floor.

We seek to be able to present the TCPA case in detail at the appropriate time during review.

The summary of the TCPA’s case is set forth in the following three pages.

Yours sincerely

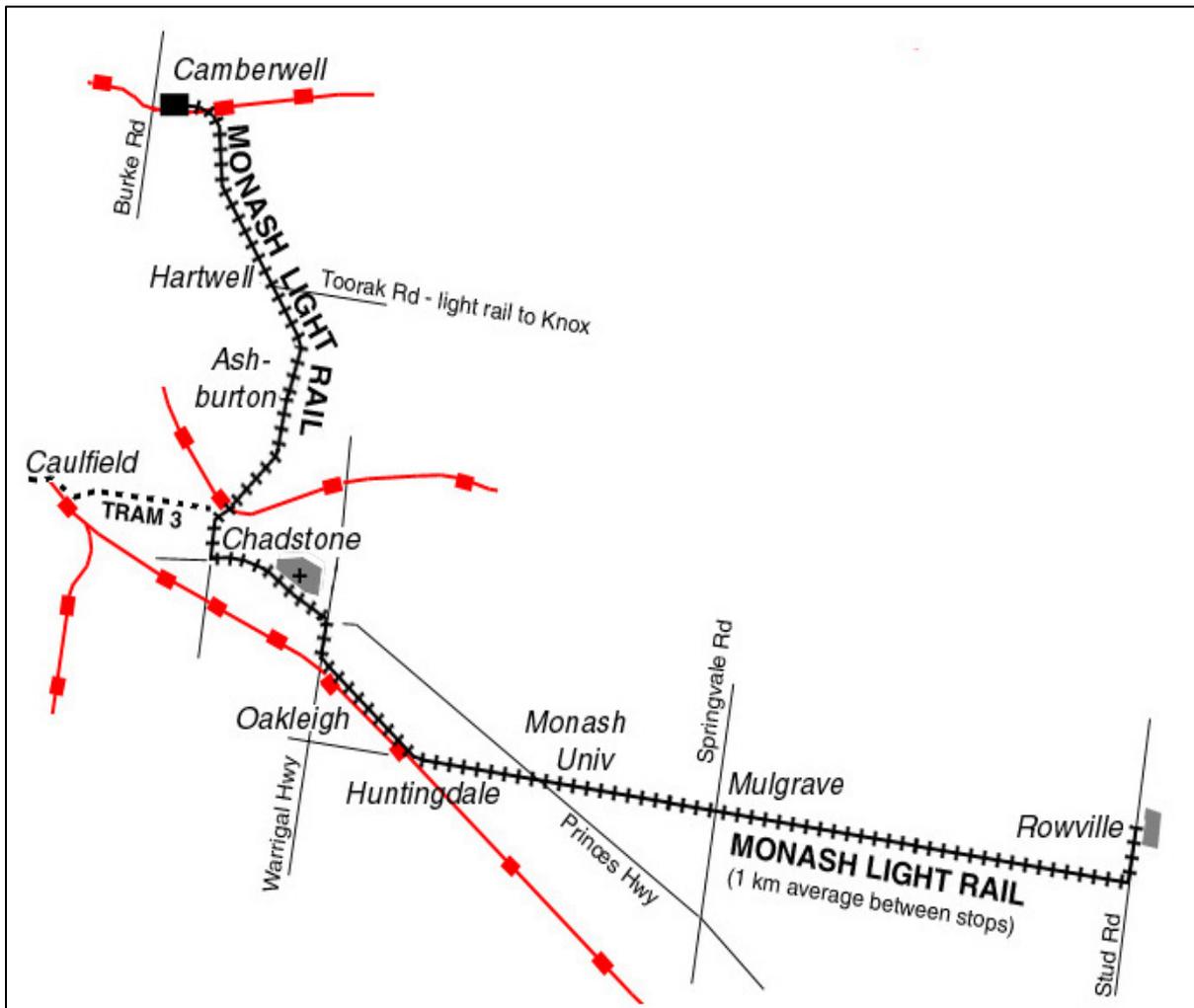
Horst (Oz) Kayak
President, TCPA

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Putting principles of sustainable and integrated land use and transport into practice – the current regional case of Chadstone

Examples of “town-centred” urban consolidation that minimises car use are widespread in Europe, and some (e.g. Manly and Parramatta) exist in Sydney and here at Glenferrie Road and Box Hill. These show how intensified commercial and social activity can happen without becoming traffic congested, soul-less concrete canyons.

In this submission to the current review of Planning Scheme Amendment C154 to the Stonnington Planning Scheme, the Town and Country Planning Association (TCPA) makes proposals that would improve public transport access to and between Chadstone Shopping Centre, central Camberwell, Monash University, the Monash-Mulgrave commercial precinct, and other activity centres. The proposals would also greatly increase connectivity between disparate parts of the principal public transport routes to the suburban east of Melbourne. Specifically:



- Conversion of the Alamein branch railway to a 25 km light railway (“Monash Railway”) from Camberwell station, extending beyond Alamein via Belgrave Road, thence Princes Highway past Chadstone Shopping Centre, Oakleigh activity centre and station, Huntingdale, Monash University and Wellington Road to Rowville. (See map above). In words, the potential route would lie within the railway easement between Camberwell station and Alamein station thence along the former outer circle railway corridor, crossing over Gardiners Creek, Monash Freeway, East Malvern station, Sylvester Crescent and Belgrave Road (else the Outer Circle railway easement), Princes Highway, Warrigal Road, north side of Gippsland railway between Oakleigh and Huntingdale stations, North Road, Wellington Road, to Stud Road.
- The Burwood Highway tram route 75 could also be diverted along it to Camberwell for a quicker transit to central Melbourne.

- The Alamein train fleet would be operated between Melbourne CBD and Box Hill;
- Extending tram route 3 from East Caulfield to Chadstone with one kilometre of track to join this light railway at the junction of Waverley Road and Belgrave Road;
- A “premium” bus route to run between Latrobe University and Brighton or Chadstone via Heidelberg Central and nearby hospitals, Burke Road and Caulfield station.

These, plus improvements to other transport services and modal coordination, would give these activity centres a good chance of growing in value but not in congestion.

The Monash Railway would more likely fall into a medium to longer term framework. Therefore, in relation to the proposed amendment C154, the TCPA proposes to the planning authorities that permitted changes to the geometric layout of the Chadstone Shopping Centre buildings (especially the layout of the bus interchange terminal) be made as to provide for efficient and practical construction of a light rail right-of-way onto the Chadstone Shopping Centre site to give convenient transfer access between light rail, bus routes and to the commercial and retail floor-space.

Urban strategic background to these public transport proposals

Melbourne 2030 seeks further urban growth in metropolitan Melbourne that increases the well being of its citizens on a triple bottom-line basis: increased social harmony and personal well-being, increase in economic wealth, and minimum adverse impact on the physical environment.

The overwhelming evidence from around the world is that more compact cities where car and truck movement is minimised and where citizens make most of their personal travel on foot, on bicycle or in public transport are those cities with highest per capita wealth, ambience and best sustainability. Thus in Melbourne’s case, government policy is right in discouraging unsustainable population growth at or beyond the urban fringe, and fostering growth in established urban activity centres and the central CBD that are well integrated with high quality public transport or in “brownfields” sites connected or connectable to public transport.

Of course, such strategies involve large investments and pose the chicken-and-egg dilemma: which comes first? Experience in many cities has shown that government-private collaboration in both the strategic planning and funding of large scale precinct land re-structuring and the associated supporting infrastructure simultaneously creates both the greatest increase in both public (social) and economic (private owners and the public) value of such precincts and the greatest chance of success in such programs. Strategic intervention is essential to give leadership and to reduce risk to private investors.

The land being restructured can be “greenfields” (essentially virgin or agricultural land), “brownfields” (land already intensively built-over for intended purposes, but whose uses have now ceased) or “yellowfields” (built-over land still used for the purposes for which it was developed, but whose intensity and value of use have declined). These colour connotations evoke the life cycle of tree leaves.

Prominent examples of urban brownfield developments in Melbourne are the former Victoria Docklands, Dandenong livestock saleyards and the Broadmeadows army camp. Wapping, in London, is world famous as Canary Wharf.

Yellowfields are not always easy to identify and they are certainly harder to restructure and redevelop than brownfields precincts. South Melbourne’s industrial zone along the Yarra’s south bank was an obvious case. Along the proposed Monash Railway, there are considerable areas of yellowfields residential and commercial land stocks, particularly surrounding Oakleigh’s central business district, and in Huntingdale and Clayton. A large area of brownfield land lies adjacent to Oakleigh station and along the north side of the Gippsland railway to Huntingdale.

Functioning activity centres along the Monash rail route include Camberwell district centre, Hartwell commercial precinct, Ashburton shopping centre, **Chadstone shopping centre**, Oakleigh district centre, Huntingdale industrial zone, Monash Medical Centre (Clayton), Monash University, Monash-Mulgrave business & industry zone and Rowville Shopping Centre. Several of these precincts and their surrounding residential areas are tired yellowfields, and light rail and coordinated bus networks would help underpin their revival and major growth as residential and non-residential activity precincts whilst reducing growth in car traffic.

The Monash Railway answers three separate planning challenges, and a unifying goal: -

1. To provide the long-advocated rail link from Huntingdale to Monash University and Rowville.
2. To increase regional rail patronage on the poorly patronised short spur rail line to Alamein that, in all three official reviews of metropolitan rail services since 1978, had been recommended for closure.
3. **To radically improve public transport linkages to Chadstone Shopping Centre to reduce car traffic.**

Indeed, the Monash Railway benefits exceed the sum of benefits of the three separate areas of transport strategy. It supports the unifying principles of the Melbourne Metropolitan Planning Strategy by improving the prospects for increasing public transport patronage to these connected middle suburban centres, rather than car travel and settlement at the suburban fringe.

This Monash Railway is also an alternative mode of public transport to the heavy rail proposal(s) linking Rowville to Melbourne currently under review by the Department of Transport. The TCPA believes that a light rail mode would be more easily integrated within the Wellington Road easement by meeting the feasibility constraints of the available patronage catchments between Huntingdale and Rowville, and spatial constraints existing along Wellington Road such as at major road intersections, and the steep gradient into the Dandenong valley.

Similarly, the proposed premium bus route will allow people to ride between (say) Brighton and Latrobe University via Thomas Street, Bambra Road and Burke Road, to visit activity centres like Monash Caulfield campus, major schools (Sacre Coeur, Korowa, etc), central Camberwell, Heidelberg central and its major hospitals. Tram route 72 would be retained as now.

Specific requirements of Victorian planning policy and regulations supported by these TCPA transport proposals

Ministerial Direction No.9 - Metropolitan Strategy requires that the amendment has regard to metropolitan policy within Melbourne 2030. These TCPA proposals address and support key elements of Melbourne 2030 that are relevant to transportation components of the C154 amendment, namely: -

- Improving connections to the principal public transport network (Policy 8.1), thus:
- Encouraging ecologically sustainable development (Policies 7.3, 7.4 and 7.6)
- Improving access and amenities for pedestrians and cyclists (Policy 8.7), and
- Improving community safety by switching travel away from motor cars (Policy 5.3)