

**From:** [contact@engage.vic.gov.au](mailto:contact@engage.vic.gov.au)  
**To:** [amendments](#)  
**Subject:** Making a submission Form Submission  
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## Making a submission Form Submission

There has been a submission of the form Making a submission through your Engage Victoria website.

**Name**

[REDACTED]

**Postcode**

3072

**Email**

[REDACTED]

**Write your submission**

Hi everyone,

I've received the Victorian Planning Authority mail about the Preston Market redevelopment. There are quite a few worrying items, main one being height and density of the proposed building works.

It is very disappointing that the State Govt is willing to overrule the VCAT decision on what constitutes an acceptable and responsible development of the Preston Market precinct. This issue should have already been dealt with. Instead we are staring down the barrel of another inappropriate development.

The height alone of the buildings is not keeping in character with the area. The nearest tall

apartment block is 10 storeys high.

This would be the shortest of all the 6 towers proposed.

The market itself will essentially be buried underneath residential and retail/office buildings.

The additional 2200 dwellings + office/retail space will result in increased traffic on the roads and public transport.

Everyone knows the train capacity (pre COVID19) was very full, it was difficult enough to get on a train at peak times. That was at Preston Station. It was not uncommon for people at stations further down the line to not be able to get on a train at all.

The additional amount of commuters at Preston Station will pretty much ensure that everyone will be waiting for multiple trains to go past until they can actually get on.

The people who can't commute by PT will hit the roads in their cars, so it doesn't take much to imagine the impact this will have on the already congested area around Preston Market, not to mention the need for non resident workers car parking capacity.

The height, density and shape of the buildings is a modern best practice urban design disgrace.

It pretty much guarantees that a large portion of residents and workers in the towers will not have access to any significant amount of natural light.

Similarly the walkways/thoroughfares will be concrete and glass canyons with extremely reduced natural light and increased wind, hardly making them inviting places for people to gather in.

The 'artist's impressions' of what the Preston Market development will look like are not even remotely close to indicating the true size, scale and aesthetic that this will actually end up in the end. No amount of digital green ink on building facades will disguise the true final appearance which will be guided not by good design but purely by a desire to come up with the cheapest option available.

Anyone who's been to the CBD or Docklands can appreciate what over development looks like and the impact it has on residents, workers and visitors alike.

My understanding is the the open space aspect of the proposal requires 10% to be allocated to open space, with a split of 6% actual space and the remainder as a cash balance.

What does that even mean? Does that enable to developer to simply pay their way out of needing to provide adequate open space, so they can instead squeeze in more building footprint?

And why aren't the roof tops utilised as roof top green spaces for the resident? This would

reduce the heat sink associated with large concrete/metal/glass structures and provide some space for the residents to spend time in, reducing their stress levels and increasing mental health.

The residents will naturally breed, so where is the provision for the families to spend time in open spaces? (see Docklands)

Apartment balconies are not adequate and we already have a shortage of open spaces in Darebin, this proposal just exacerbates the problem.

The proposal also mentions that additional open space will be provided by the railway being raised off the ground. I fail to see how this is directly related to the market redevelopment proposal. This should be considered a separate issue and benefit of the state govt railway crossing removal program and not a mechanism for the developer to shirk their corporate/social responsibility and just squeeze in more buildings.

Similarly, under the current proposal there does not appear to be much in the way of any greenery or trees, filling up as much space as possible with structures seems to be the overall theme. Where is the provision for this in the planning? A tunnel between concrete and glass towers with a handful of token pot plants and shrubs is not even remotely adequate. It does not provide shade from the sun, although the developer will probably argue that their oversized and highly dense buildings will do a great job of providing a lack of sun in the open areas, which is not really a solution.

So, can anyone help?

Yes you can.

Start by:

- Reduce the height limits and density of the development.
- Remove the 'cash balance' for open space requirement.
- Increase the actual open space requirement.
- Make it mandatory for the developer to provide roof top green spaces for residents and workers.
- Make it mandatory to provide reasonable and adequate greening and tree provision.

I look forward to the people at the VPA to actually making some common sense rulings on this and not simply being a rubber stamp for the developer's wish list.

The VPA loyalty and responsibility lay with the current and future Victorian and Darebin

residents/workers and the impact this development will have their future quality of life.  
They do not lay with the developer's profit margin.

Kind regards,

[REDACTED]

**I confirm that I have read and agree to the above conditions for making a submission.**

Yes

**I agree to the Collection Notice**

Yes

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