
Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Lloyd Elliott

Email address: *

lelliott@urbis.com.au

Date of meeting: *

Tuesday 7 July 2020

Agenda item title: *

Agenda item 6.1, 7-9 Hosier Lane, Melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Verbal presentation

Please indicate whether you would like to address the Future Melbourne Committee via phone or Zoom in support of your submission: *

Yes

Privacy acknowledgement: *

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Name: *

Ross Deam

Email address: *

Ross@trawallagroup.com.au

Date of meeting: *

Tuesday 7 July 2020

Agenda item title: *

Permit Application No. TP-2019-36; 7-11 Hosier Lane Melbourne

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

See Attached

Alternatively you may attach your written submission by uploading your file here:



[20200706115859690.pdf](#) 99.30 KB · PDF

Please indicate whether you would like to address the Future Melbourne Committee via phone or Zoom in support of your submission: *

No

6th July, 2020

City Future Melbourne Committee

**Permit Application No. TP-2019-36 (Permit Application)
7-11 Hosier Lane, Melbourne (Land)**

We write to you to strongly object to the Permit Application relating to the Land.

We are the registered proprietor of the land at 167 Flinders Lane, Melbourne, to the immediate north of the Land (separated by Rutledge Lane). We have owned 167 Flinders Lane for over 10 years and are really concerned about the impact that the development will have on the character of Hosier Lane and will create a precedent for further over development of the laneway. Hosier Lane is a special precinct in Melbourne and any development in the laneway needs to respect the history and culture of the area.

We strongly object to the Permit Application for the following major reasons:

1. The scale and form of the proposed development fails to conserve and enhance the significance of the heritage precinct and will greatly impact the significance of the heritage precinct (HO506 – Flinders Lane Precinct) contrary to the decision guidelines and purposes of clause 43.01 (Heritage Overlay), clause 15.03-1S (Heritage Conservation), clause 21.06-2 (Heritage) and clause 22.04 (Heritage Places within the Capital City Zone) of the Melbourne Planning Scheme.
2. It is important any design response must ensure new additions to the host building and the precinct more broadly do not detract from the skyline silhouette of this and other contributory buildings.
3. Additionally at 11 storeys, the proposed height is excessive and visually dominates the existing heritage fabric and the heritage precinct more broadly. The new built form is disproportionate to the heritage building and as a result dominates the host building and more generally results in an unacceptable impact in Hosier Lane. The proposed height of the building, at eleven storeys, does not respect the height of the adjoining heritage places at 167 Flinders Lane which comprises seven storeys only.
4. While the host building can accommodate some additional height, the bulk and appearance of the proposed addition is not in keeping with the character and appearance of adjacent buildings and adversely affects the significance of the heritage place.
5. It therefore follows that at 11 storeys the built form is very much out of character, overwhelms the host building and dominate the streetscape.
6. This is exacerbated by the proposed materiality and treatment (including the broad range of colours) which fails to be polite, recessive and respond adequately to the character and appearance of the host heritage fabric. In fact the architectural response draws the eye to the bulk of the upper level addition, diminishing the value of a podium typology response.
7. Furthermore there is a substantive failure to setback the upper levels of the proposed addition in order to ensure the heritage fabric remains the dominant and celebrated feature contributing to this streetscape. In order to bring this proposed addition into the realm of acceptability, the building needs to be reduced in height and substantive upper level setbacks employed as part of any design response.
8. The DDO2 provisions apply a preferred side setback requirement of 5 metres from the centre of the lane. A built form outcome sought to be achieved by the side setback requirement is to ensure:

'provision of adequate sunlight, daylight, privacy and outlook from habitable rooms, for both existing and proposed developments.'

The application has no allowance that the building opposite has existing habitable rooms of the penthouse apartment at 167 Flinders Lane and the setback is inadequate.

The proposal ensures "no overlooking impact" but the detail contained within the architectural drawings does not demonstrate this.

The proposal does not respond to the constraints of the site and the development would unreasonably impact upon residential amenity, particularly through loss of outlook.

9. We acknowledge the Permit Application proposes to restore the heritage façade. Having said that, the benefit of restoring the heritage façade does not warrant such a significant departure from the outcomes sought to be achieved by State and local policy guiding design making on heritage matters.

The development will destroy the ambience of Hosier Lane and the iconic destination within the city of Melbourne. Further, the development will not preserve the important heritage value of Hosier Lane.

For these reasons stated above the application is not deserving of a planning permit.

Yours Sincerely,

Ross Deam
CFO and GM Property
Jewelcreek Pty Ltd
Part of the Trawalla Group

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Mary Ann Jackson

Email address: *

majarch@vdd.com.au

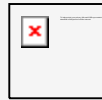
Date of meeting: *

Tuesday 7 July 2020

Agenda item title: *

6.5 Disability Action Plan 2020–2024, Embracing Equity in Participation

Alternatively you may attach your written submission by uploading your file here:



[maj_input_to_future_melbourne.docx](#) 17.98 KB · DOCX

Please indicate whether you would like to address the Future Melbourne Committee via phone or Zoom in support of your submission: *

No

Submission to Agenda item: 6.5 Disability Action Plan 2020-2024, Embracing Equity in Participation

I, Mary Ann Jackson, am a longterm resident and business owner within the City of Melbourne. I sit on the CoM DAC as an 'expert member'. I am a very experienced built environment accessibility specialist (registered architect, accredited access consultant, qualified urban planner) currently undertaking a PhD in 'built environment accessibility for people with disability'. Beyond my professional interests, I have personal experience as 'carer' due to my late husband's several years of terminal illness. I am also female and 'older' and therefore conscious of the life experience of marginalised groups.

I am very committed to assisting Melbourne become 'the world's most accessible and inclusive city'.¹ The COVID-19 situation has heralded a seemingly unprecedented interest in city planning, presenting the City of Melbourne with a unique opportunity to actively showcase best practice access and inclusion policy leadership. I very much support implementing a best practice precinct in which built environment attributes include, but are not limited to: accessible and inclusive public transport and associated built infrastructure (ie, stations or stops); generous accessible and inclusive pedestrian/ outdoor trading/ green space (achieved by reducing road space); accessible and inclusive toilet facilities for people with disability, carers, and assistance animals; and accessible, inclusive, and affordable housing. To achieve this best practice accessible and inclusive precinct, co-designing a full suite of design manuals underpinned by human rights-based thinking acknowledging the human rights model of disability is vital. Extensive interaction and engagement with hard-to-reach groups² is crucial. In spearheading such a demonstration precinct, the City of Melbourne would then be well-placed to further facilitate exemplary access and inclusion outcomes befitting its global, 'most liveable', status. But, allocation of substantial financial, personnel, and timing resources, consistent with a multi-year endeavour, is essential.

The lack of resources afforded to the disability arena is well-documented in the disability literature and daily experienced by people with disability. Many of CoM's Future Melbourne and Council Plan Goals will be compromised without substantial resources being put to addressing access and inclusion issues. The obviously extensive financial, personnel, and timing resources put towards CoM's new Transport Strategy have resulted in the Strategy being widely-acclaimed. CoM's Transport Strategy, endorsed by Council, has been formulated through a combination of external and in-house professional expertise and extensive community engagement. Many proposed actions contained in the document are forward thinking, even radical³, and will involve substantial physical change within the public realm pedestrian environment and the public/ transport/ built environment interface. This is the sort of change to which the forthcoming CoM DAP must aspire and which commitment to an accessible and inclusive precinct would demonstrate. Substantial resources are, however, required.

In light of the above, I respectfully request that the Future Melbourne committee endorse the current DAP's progress to date and also look toward providing sufficient (increased) funding and resources to enable the DAP/ CoM to achieve its vision.

¹ As per (draft) CoM DAP.

² refer *Consultation paper state disability plan 2021 - 2024* for extensive list.

³ As widely reported, refer: <https://www.google.com/search?client=firefox-b-d&q=radical+Transport+Strategy+2030>

Privacy acknowledgement: *

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Name: *

Kaye Oddie

Email address: *

koddie@bigpond.com

Date of meeting: *

Tuesday 7 July 2020

Agenda item title: *

Macaulay Draft Stucture Plan – for Consulation

Alternatively you may attach your written submission by uploading your file here:



[submission_fm_committee_7_july_2020_item_6.2.pdf](#) 385.58 KB

• PDF

Please indicate whether you would like to address the Future Melbourne Committee via phone or Zoom in support of your submission: *

No

koddie@bigpond.com

6 July, 2020

Lord Mayor & Councillors
Future Melbourne Committee
Melbourne City Council

**RE: FUTURE MELBOURNE COMMITTEE MEETING - 7 JULY, 2020
AGENDA ITEM 6.2
MACAULAY DRAFT STRUCTURE PLAN REFRESH – FOR CONSULTATION**

I would like to submit the following comments in regard to the Macaulay Draft Structure Plan Refresh – for Consultation:

1. Interfaces with existing established residential and heritage areas

The draft Plan does not appropriately recognise the importance of key interface streets with Macaulay. These streets – Shiel, Melrose and Alfred Streets - comprise established existing residential and heritage precincts along one side / interfacing with Macaulay precincts.

The draft Plan fails to properly allow that new developments in Macaulay need to respect the scale, height and setbacks of the existing, established areas. The draft Plan has deleted and downplayed this important relationship as set under Amendment C190, instead applying non-specific terminology such as ‘respond positively’.

It is therefore recommended reinstatement of these important criteria by amending the draft Plan, to more specifically state:

page 29 of 112

Design recommendations

additional dot point:

- To ensure that new development at the interface with stable residential and heritage precincts respects the scale, height and setbacks of the precinct.

page 40 of 112

**Objective 5: Ensure design excellence is achieved for key strategic sites in Macaulay
Sensitivity criteria**

- location on or adjacent to a heritage property or at interface with a stable residential or heritage precinct

2. Melrose Precinct Density and built form

The draft Plan fails to incorporate or even acknowledge Amendment C190 Part 2 to the Melbourne Planning Scheme, which specifically relates to street wall height and setbacks for Shiel Street, North Melbourne:

Shiel Street	Development at the frontage must not exceed a height of 3 storeys. Development above the street wall should be set back at least 2 metres for every 1 metre of height.
--------------	---

The draft Plan must reinstate these criteria:

page 80 of 112

Proposed controls

Building heights

- street wall height of 3 storeys on Shiel, Melrose and Alfred Streets
[there is no justification for increasing street wall height to 4 storeys]
- development above the street wall should be set back at least 2 metres for every 1 metre of height on Shiel Street.

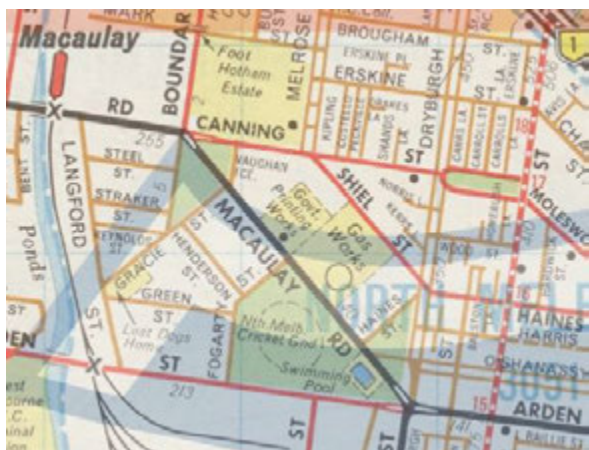
3. 1.3 About Macaulay

The history of Macaulay / Timeline

page 16 of 112

2004 Public Record Office Victoria opens on the former site of the Victorian Government Printing Office.

[not the on the site of the Melbourne Gas Company Gasometer, which occupied what is presently the car park for the PRO – see map and photograph below]



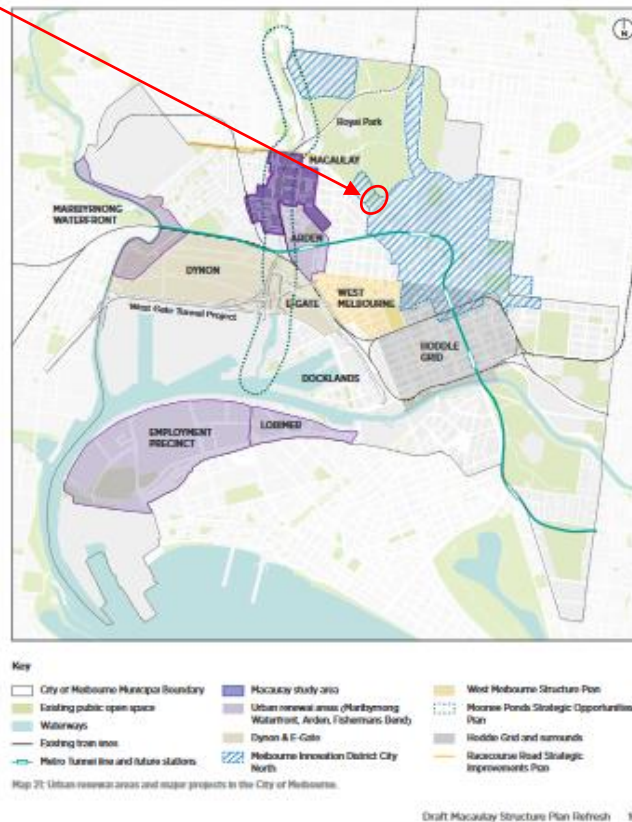
Melway 1970



Image 14: Aerial view of factories, warehouses and residential streets taken between 1950 and 1960. Macaulay Station is in the right foreground with the Gasometer in the background on Macaulay Road.

4. Appendix 3 Projects in the area

Why is **Nature Play in Royal Park** - at the corner of Gatehouse St and Flemington Rd – being shown as part of the Melbourne Innovation District City North?



I would ask that the Future Melbourne Committee consider these changes and corrections before the draft Macaulay Structure Refresh Plan is released for consultation.

Sincerely,
Kaye Oddie

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Rowan Maclean

Email address: *

rowan.maclean@unimelb.edu.au

Date of meeting: *

Tuesday 7 July 2020

Agenda item title: *

Ministerial Amendment C371 Fishermans Bend Campus

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting.

Submissions will not be accepted after 10am.

Speaking in support of the application – the presentation slides will be emailed.

Please indicate whether you would like to address the Future Melbourne Committee via phone or Zoom in support of your submission: *

Yes

Privacy acknowledgement: *

I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Charles Sowerwine

Email address: *

c.sowerwine@gmail.com

Date of meeting: *

Tuesday 7 July 2020

Agenda item title: *

6.3 Ministerial Amendment C371 Fishermans Bend Campus

Alternatively you may attach your written submission by uploading your file here:



[rhsv_submission_to_fmc_20.07.07.docx](#) 288.16 KB · DOCX

Please indicate whether you would like to address the Future Melbourne Committee via phone or Zoom in support of your submission: *

No



ROYAL HISTORICAL SOCIETY OF VICTORIA INC.

239 A'Beckett Street, Melbourne 3000

7 July 2020

The Royal Historical Society of Victoria has strongly supported and continues to support the nomination of the GMH Fisherman's Bend Site to the Victorian Heritage Register. We believe that the CoM officers' report offers an excellent analysis of the shortcomings of Planning Scheme Amendment C371 prepared by the Minister for Planning for The University of Melbourne's new Fishermans Bend Campus.

Before proceeding to the substance of our submission, let us pass in review some of the shortcomings.

Foremost among these shortcomings is that 'the heritage elements overwhelmed in scale' (p. 123). The officers note surprising sloppiness of the proposals as submitted: 'maximum building envelope heights and discrepancies with indicative massing diagrams make likely built form outcomes difficult to ascertain (p. 121). This, they note, leaves open built form up to 141m, heights which, as the officers gently point out, are 'excessive in this location' and 'are not responsive to the heritage context' (p. 121).

Typical of the plan's disregard of heritage is, as the officers found, its 'inconsistent information about the proposed extent of demolition. 'The Incorporated Document incorrectly refers to the Social Centre as being nominated for demolition' (p. 122).

Failure to pay sufficient attention to heritage leads to significant shortcomings in broad planning terms. The officers point to a poor 'balance between built form and public realm,' and 'poorly articulated public realm provision, with what appears to be limited open spaces within the site, and limited opportunity for tree plantings' (p. 118).

Given these serious shortcomings, the question before Future Melbourne Committee is how to proceed.

If it were to be accepted that the planning for this site could proceed in conjunction with Ministerial consideration of the heritage nomination, we would support the officers' recommendations. They address the shortcomings as much as it is possible to do so on this basis. But that basis is fundamentally flawed.

The Minister for Planning appears so far to have acceded to The University of Melbourne's request for a Planning Scheme Amendment under Section 20(4) of the Planning and Environment Act, to be considered concurrently with the Victorian Heritage Register nomination. The officers are right not to support a process by which the VHR nomination is conflated with planning at the behest of the applicant with the public and, by all indications, the public interest shut out until it is too late. Like the officers, we do not accept that this as an acceptable way forward.

On calling in the nomination, the Minister said that he would make his decision after receiving the Heritage Council report. We believe that, given the shortcomings in the plans identified by CoM officers, consideration of planning must not proceed until the Heritage Council report has been published and the site registered or refused registration. The concurrent preparation of the plan is simply an attempt to bypass normal procedures. If the site is to be registered, permits should be sought from Heritage Victoria, not issued in advance.

Our position is that CoM Council must not make the master plan decision until the Heritage Council's report to the Minister is published and available for public scrutiny AND until the decision on nomination is made.

We realise, of course, that CoM Council is limited in what it can do. Council can, however, and must defer consideration of the application for a planning permit until the Heritage Council report has been published and registration has been decided.

We urge Council, moreover, to request, respectfully but urgently, that the Minister proceed on this basis and make clear that it will not consider the issue in advance of the report and the decision.

The RHSV, for its part, will raise the issue urgently with the Minister and we urge FMC to take the strongest possible stance.

(Professor) Charles Sowerwine,
Chair, Heritage Committee,
Royal Historical Society of Victoria.

Dear City of Melbourne Meeting Group Team

This is a written submission in regards to Agenda Item 6.4 Proposed Revised Governance Structure for Fisherman's Bend. FMC Meeting 7 July

I support the management team in this matter. In regards to governance of the Fisherman's Bend Urban Renewal Project, it is vital that there is clarification in regards to designated areas of responsibility. Looking at the examples provided from Brooklyn, London and Paris it is apparent that City of Melbourne will have a prominent role to play at Fisherman's Bend in regards to governance of the project.

Tunnels. From Newport Train Station, there needs to be two underground train tunnels, traveling under Fisherman's Bend and going to Southern Cross Station.

One tunnel in the north, and one tunnel in the south.

A train station should be considered for the southern tunnel on Todd Street, opposite Westgate Park and adjacent to the superb Melbourne International Kart Raceway.

Westgate Park will become more popular than ever, and having greater public access to the Park is appropriate.

Storm water harvesting at Fisherman's Bend should be considered, especially in regards to flood mitigation.

Of paramount importance is the construction of two tram lines into Fisherman's Bend. Public transport at the detailed scale of Osaka, New York and Paris should be considered. We need to consider what the transportation needs of Fisherman's Bend will be in 80 to 100 years from now and design towards that.

It is superb that the University Melbourne are locating at the old Holden site on Salmon Street the School of Engineering and the Faculty of Architecture.

There needs to be a massive library at Fisherman's Bend. Finding a permanent place for the Australian Music Vault should be considered, with a performance space like the Punters Club, Fitzroy.

Best regards

Chris Thrum

Dear Councillors

Surely the entire planning context has been irrevocably changed by Covid-19, and the potential of future pandemics. Whilst we all hope vaccines will be developed, the new risks posed by high density high rise, described as "vertical cruise ships" by health authorities, are now apparent, and a new consideration. Both Arden and Macaulay should be rethought, along with the whole densification planning mantra. Decentralisation should be re-emphasised. Macaulay, and Arden, should be deferred pending clarification of the outcome of the current Covid-19 situation, and after review and reflection.

Regards
Geoff Leach
In lockdown
North Melbourne