

Privacy acknowledgement: *

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

Name: *

Brendan Rogers

Email address: *

BRogers@urbis.com.au

Phone number *

Date of meeting: *

Tuesday 4 May 2021

Agenda item title: *

6.1 Planning Permit Application: TP-2019-834, 363 King Street, West Melbourne

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

To be verbally presented

Submissions will not be accepted after 10am.

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: *

Robert Puksand

Email address: *

rpuksand@graypuksand.com.au

Phone number *

Date of meeting: *

Tuesday 4 May 2021

Agenda item title: *

6.1 Planning Permit Application: TP-2019-834, 363 King Street, West Melbourne

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

In-person submission in support of the application (applicant architect)

Submissions will not be accepted after 10am.

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: *

Tristan Davies

Email address: *

trist14222@gmail.com

Phone number *

Date of meeting: *

Tuesday 4 May 2021

Agenda item title: *

6.1

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



[agenda_item_6.1_363_king_street_mha_submission.doc](#) 1.37

MB · DOC

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

No

3 May 2021



Supported by the National Trust
www.melbourneheritage.org.au
melbourneheritageaction@gmail.com

Future Melbourne Committee

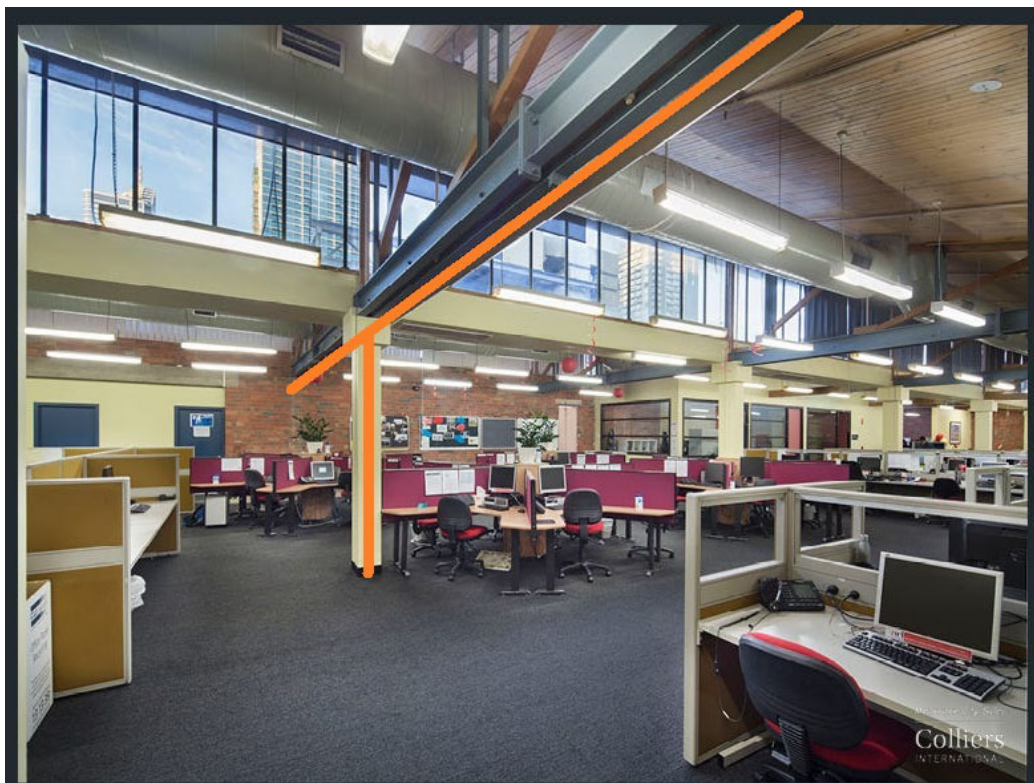
Agenda Item 6.1

TP-2019-834, 363 King Street, West Melbourne

Melbourne Heritage Action does not object to this proposal, however we believe that the retention of heritage fabric can be improved.

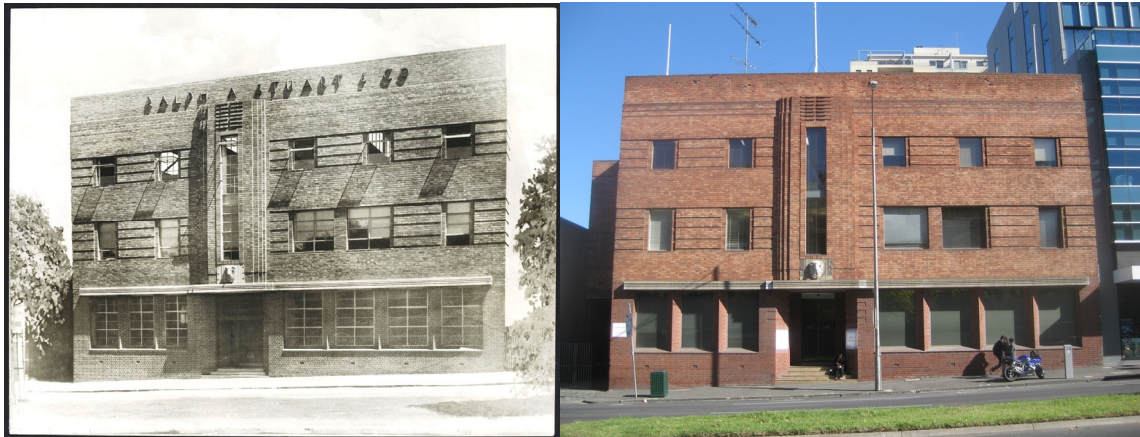
We note that since this application was made well before the new heritage guidelines were improved that it is reasonable not to apply them in this case. However, we note that with the retention of 7m depth of the sawtooth roof that it would not involve much further effort to retain the internal concrete, steel and timber truss structure that holds it up – in fact unless this is done it is likely that the roof would be dismantled and reconstructed rather than ‘retained’.

The existing columns appear to be in line with the 7m that would be retained, and forward of the new columns, so this involves very little change. The ground level would need to be propped in order to excavate part of the basement, but then this would obviate the need for heavy propping of the facades.



Line of structure shown in orange

We also look forward to the recreation of the steel framed windows in the façade – without them the Art Deco horizontal lines are significantly interrupted.



Kind regards,

Rohan Storey
Vice -President
Melbourne Heritage Action

Privacy acknowledgement: *

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

Name: *

Nicola Smith

Email address: *

carstensmith@hotmail.com

Phone number *

Date of meeting: *

Tuesday 4 May 2021

Agenda item title: *

6.2 – Planning Permit Application: TP-2020-472

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



[3238_bourke_questions_for_fmc.pdf](#) 108.32 KB · PDF

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

No

32-38 Bourke Street – FMC May21 Agenda Item 6.2

1. I totally disagree with the statement in the Report to the Future Melbourne Committee that “the CCZ is not a residential zone, it is a special purpose zone that acknowledges the CBD is a 24 hour place”. All development must consider its context, in this case largely residential. It is completely unreasonable that the City of Melbourne promotes this as a liveable city for people, allows the development of residential apartments, and then expects that this could possibly be compatible with high levels of noise, and people coming and going right outside our homes, until and beyond 1AM! Residents pay our rates and have the right to a peaceful existence, physical and mental wellbeing. **How does CoM propose to resolve this conflict?**
2. Yes, both the acoustic report and patron management plan are absolutely required considering the residential context. **Will CoM require these to be provided prior to the planning permit being issued?**
3. Residents have contributed greatly to the success of the activation of the city – CoM needs to ensure we are not driven away. We all lead busy lives, and yet a big part of living in the city seems to be holding CoM to account to follow their own policies and demand that a reasonable balance is struck that acknowledges residents. **Will there be a cultural shift at CoM arising from the new consultation policy that will fairly consider residents?**
4. There are parts of the city that are recognised as late-night parts of town, and others that are not – allowing residents to avoid noisy precincts of the city if they choose. There is a danger that if CoM does not strictly consider impacts on residents in quieter parts of town such as ours, the CBD will become uniformly noisy and unliveable. **What is CoM doing to acknowledge and manage the cumulative effect that the many venues in combination have on the residents in this peaceful precinct?**
5. There is significant amount of research linking alcohol and violent crime, which has been shown to increase for late-night venues, for example: *_Venue-Level Predictors of Alcohol and _Article_Crime Stats_Night Time Entertainment Precincts*. **What is CoM doing to acknowledge these issues and “build back better”?**
6. Amenity impacts on residents including families include: nuisance of drunk rowdy patrons loitering, smoking, entering, queuing and/or leaving the premises, including blocking access to adjoining venues and residential buildings, anti-social behaviour, violence and vandalism right on our door step. Smoking damages the health of pedestrians trying to navigate safely through the public realm, particularly under canopies, and congregating to smoke and drink can create unreasonable nuisance, noise and congestion. **Will smoking and consumption of alcohol (except in seated areas) be prohibited from the footpath areas in Bourke Street between Spring St and Liverpool Street and will use of the outdoor seating areas be limited to 11pm?**
7. Impacts are exacerbated by the proposed “Hotel” classification – when liquor is taken off-site, it can inevitably be consumed in the street, creating a confronting environment for residents. **How is CoM addressing this trend for Hotel applications when they are really a tavern/ bar – there are dozens of places within 100m to buy liquor and take it off-site – what research is CoM doing to determine when is too much?**
8. Deliveries, loading, rubbish management, glass bottle disposal, ventilation, kitchen exhaust systems, odour and all the other logistics for a venue of this nature all have to dealt with via Bourke Street between 7am-10pm to avoid accepted sleeping times, and without blocking the footpaths or Streets. **How will this work?** It is a mystery to me how the proposed WMP, delivery management plan and exhaust systems are considered appropriate by CoM when the waste storage area shown on plans is totally inadequate and does not include on-site bottle crushing. Physical and mental health and wellbeing is directly connected to a good night’s sleep. **How will CoM ensure the wellbeing of residents is adequately protected considering these issues?**

9. The reason 120 patrons can be squeezed into this drinking venue is by not following normal requirements such as a proper waste facility, DDA facilities and bicycle parking/ end-of-trip facilities. **Why is CoM deciding to grant a dispensation to these fundamental issues and in so-doing creating a dangerous precedent?**

10. CoM promotes cycling yet is granting a dispensation for bicycle parking which is confusing. The bicycle street parking in Liverpool Street is already being removed for the Job Warehouse development. **Where will bicycle parking be provided, considering this already congested strip of Bourke Street footpath?**

Thank you in advance for giving careful consideration the above concerns and writing stringent conditions into the planning permit that will protect the health, wellbeing, amenity and safety of residents living in the immediate proximity to the venue, as well as the public in general.

NS 4 May 2021

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*

Name: * Nicola Smith

Email address: * carstensmith@hotmail.com

Date of meeting: * Tuesday 4 May 2021

Your question

1. I totally disagree with the statement in the Report to the Future Melbourne Committee that “the CCZ is not a residential zone, it is a special purpose zone that acknowledges the CBD is a 24 hour place”. All development must consider its context, in this case largely residential. It is completely unreasonable that the City of Melbourne promotes this as a liveable city for people, allows the development of residential apartments, and then expects that this could possibly be compatible with high levels of noise, and people coming and going right outside our homes, until and beyond 1AM! Residents pay our rates and have the right to a peaceful existence, physical and mental wellbeing. How does CoM propose to resolve this conflict?

2. Both the acoustic report & patron management plan are absolutely required considering the residential context. Will CoM require these to be provided prior to the planning permit being issued?

3. Parts of the city are recognised as late-night areas, and others are not – allowing residents to avoid noisy precincts if they choose. There is a danger that if CoM does not strictly consider impacts on residents in quieter parts of town, the CBD will become uniformly noisy and unliveable. What is CoM doing to acknowledge and manage the cumulative effect that the many venues in combination have on residents in this precinct?

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*

Name: * Nicola Smith

Email address: * carstensmith@hotmail.com

Date of meeting: * Tuesday 4 May 2021

Your question

1. CoM promotes cycling yet is granting a dispensation for bicycle parking which is confusing. The bicycle street parking in Liverpool Street is already being removed for the Job Warehouse development. Where will bicycle parking for this venue be provided, considering this already congested strip of Bourke Street footpath? The reason 120 patrons can be squeezed into this drinking venue is by not following normal requirements such as a proper waste facility, and bicycle/ end-of-trip facilities. Does this not create a dangerous precedent?

2. Deliveries, loading, rubbish management, glass bottle disposal, ventilation, kitchen exhaust systems, odour and all the other logistics for a venue of this nature all have to dealt with via Bourke Street between 7am–10pm to avoid accepted sleeping times, and without blocking the footpaths or Streets. How will this work?

3. How can the proposed WMP, delivery management plan and exhaust systems be considered appropriate by CoM when the waste storage area shown on plans is totally inadequate and does not include on-site bottle crushing or details of mechanical exhaust? How will this work? Physical and mental health and wellbeing is directly connected to a good night's sleep. How will CoM ensure the wellbeing of residents is adequately protected considering these issues?

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*

Name: * Robert Smith

Email address: * rob@torquewizz.com

Date of meeting: * Tuesday 4 May 2021

Agenda item title: 6.2 – Planning Permit 32–38 Bourke Street

*

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.

1. The 1am liquor licence is unacceptable considering the residential context, and the potential for associated alcohol-related nuisance and crime. Late-night alcohol consumption increase Victoria Police workload unnecessarily, which the tax payer has to finance and whose taxes can be better spent. Classifying the venue as a HOTEL exacerbates the problem with its increased flexibility of serving and selling alcohol under license than as a TAVERN.
2. The vicinity is highly residential, therefore there will be amenity impact that includes: sleep interruption, nuisance of rowdy alcohol-impacted patrons loitering, smoking, entering, queuing and/or leaving the premises, anti-social behaviour, violence and vandalism.
3. Given the proximity to apartments, alcohol trading would be appropriate only until 11pm, with an earlier time of 9pm for outdoor trade.
4. A new liquor license is required as the premises is currently used as a site office, therefore existing license_31907255 is no longer relevant.
5. Potential Infringement of ROAD SAFETY ROAD RULES 2017 – REG 198. The impact on local amenity of unloading and transfer of every food and beverage delivery into the premises via Bourke Street appears to have been ignored. The delivery of food and beverage will be far more frequent than the proposed WMP for waste and recycling.
 - Unlike the WMP with set hours for collection and with dedicated staff at the ready to handle the waste and

recycling bins, deliveries of food and beverage in most cases are ad hoc, lack coordination and therefore add significantly to the noise and disruption to local residents created by waste and recycling removal.

– The VMP of the proposed application must be updated to include a Delivery Management Plan to quantify the impacts that food, beverage and all other operational deliveries will have on all stakeholders. Likewise insist on on-site bottle-crushing, and careful management of mechanical noise and odours.

– Without this vital missing information, Council cannot make an accurate assessment of the total impact that all product deliveries and removals, as well as operational noise, will have on the sophistication of the Bourke Hill precinct, pedestrians in the public realm, vehicular traffic and local residents.

Thank you

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee via
phone or Zoom in
support of your
submission: *

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

*

Name: * Matthew Ginn

Email address: * matthewginn@gmail.com

Date of meeting: * Tuesday 4 May 2021

Agenda item title: Planning Permit Application TP-2020-472, 32-38 Bourke Street

*

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.

To: Future Melbourne Committee / City of Melbourne

Re: Planning Permit Application TP-2020-472 / 32-38 Bourke Street, Melbourne VIC 3000

PUBLIC QUESTION

Dear Committee members

By way of background, you may still remember when after-hours life in the City of Melbourne was dominated by late-night drinking venues, public misbehaviour and increasing levels of violent crime. Things became so bad that the State eventually had to step in with ministerial restrictions on after-hours liquor licensing. In parallel, the City wisely began encouraging people to buy and live here permanently. The outcome? Everyday life in Melbourne improved out of sight. Before long, we were being recognised over and over as the world's most liveable city. That is, 'liveable' in the sense of people actually living here 24/7, as opposed to flocking in from the suburbs to drink, shout and fight all night.

Granted, there is a proper balance to these things, and small bars certainly have an important place here.

However, by continuing to approve more and more late-night venues over the objection of permanent residents, we risk spoiling all the good work that's been done.

Each new late-night bar approved by the City establishes an ever-stronger precedent in favour of even *more* late-night bars.

If we are we still serious about being the world's most liveable city, then we are going to have to ask ourselves when will we finally have enough after-hours venues. The alternative is to stay on autopilot, press on with more and more noisy late-night venues, eventually drive out the permanent residents, and return to the bad old days of after-hours violence and crime.

I ask the Committee: given the consistent and increasing warnings about noise and loss of amenity from the people who actually live here, how many many late-night bars in Bourke Hill Precinct are enough?

Thank you for your consideration.

Regards

Matthew Ginn

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee via
phone or Zoom in
support of your
submission: *

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

*

Name: * Tim Bracher

Email address: * exoff@yarrariver.melbourne

Date of meeting: * Tuesday 4 May 2021

Agenda item title: 6.4 Greenline

*

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.

Congratulations Council on your rapid follow-up to the launch of the Yarra River–Birrarrung Strategy. This proposal to begin targeted consultation on the Greenline proposal for Northbank will put 'meat on the bones' of the Yarra River strategy.

The long neglected northbank of the river in the city provides a huge opportunity to connect the CDB with the river, providing a green, democratic space for workers, residents and visitors to enjoy. It's important that we establish northbank as a place of green, passive recreation, in contrast to the commercialised spaces of Southbank. However, selective opportunities need to be identified for limited commercial activity which complements the 'rest and recreation' theme of northbank.

Much consultation has already been conducted into the future needs of northbank, so this proposal needs to be a brief and targeted consultation period with key stakeholders, so that Council and partners can start as soon as

possible on the projects that will create the transformation. Work on Seafarers Rest and Enterprize Park is a welcome start. Banana Alley is a gem awaiting a makeover to transform it into a highlight of any visit to Melbourne City. Is there a better urban renewal project in Australia at the moment than Banana Alley ?

The key challenge for Greenline will be creating a seamless connection between the CBD and the river, so that a lunchtime stroll along the water can be an everyday activity, and so that visitors can intuitively find their way down to our Yarra River. The greatest synergy that I have experienced around the world between urban density and a green/ blue zone is Vancouver's waterfront (image attached). If we use that as our template, the Melbourne of the 2030s and 2040s will be even more appealing.

Nothing significant on northbank will happen without the genuine interest of, and partnership with, the State Government, in an effort to overcome territorial and jurisdictional disputes/ jealousies between various departments and agencies. This silo attitude is the key hurdle to achieving an integrated and holistically managed Yarra River Precinct. Let The Greenline be an exemplar of City and State Government cooperation.

The Yarra River Business Association, representing 150 businesses, hopes that each annual City of Melbourne capital works program moving forward will include at least one project that moves us towards fulfillment of The Greenline.

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



[vancouver_waterfront.jpg](#) 1.51 MB · JPG

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

No



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

*

Name: * Felicity Watson

Email address: * felicity@yarrapools.com

Date of meeting: * Monday 3 May 2021

Agenda item title: 6.4 Draft Greenline Implementation Plan

*

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

See attached.
Submissions will not be accepted after 10am.

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



[2021_05_03_yarra_pools_future_melbourne_committee_draft_greenline_implementation_plan.pdf](#)

106.51 KB · PDF

Please indicate whether you Yes

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



3 May 2021

Lord Mayor Sally Capp and Councillors
Future Melbourne Committee
City of Melbourne

Dear Lord Mayor and Councillors,

Re: Future Melbourne Committee Agenda Item 6.4: Draft Greenline Implementation Plan

Thank you for the opportunity to provide a submission on Agenda Item 6.4, the Draft Greenline Implementation Plan which is before you for consideration. I write on behalf of Yarra Pools, a not-for-profit, community-led initiative to reintroduce swimming to the lower reaches of the Yarra Birrarung, inspired by the growing international movement to reintroduce swimming to urban waterways, including projects in Copenhagen, Berlin, London, and New York.

Yarra Pools congratulates the Lord Mayor, Council Officers, and others involved in developing this strategy for this bold and exciting vision for the transformation of the Yarra Birrarung corridor - the biggest proposed civic transformation of Melbourne's CBD since Federation Square. Melbourne is a city of rivers, and the Yarra Birrarung is one of our most significant environmental and cultural assets. We applaud the aims of the Greenline project to reconnect Melbourne, and Melburnians, to the river, and improve environmental conditions including water quality in the face of a warming climate and growing population.

We are delighted to see acknowledgement of the Yarra Pools intervention at Enterprize Park on p 27 of the document, and appreciate the Lord Mayor and City of Melbourne's recognition of this work. Councillors may be familiar with our speculative design for a Yarra Pools complex in Enterprize Park, developed with our partners WOWOWA Architecture, with the support of the National Gallery of Victoria. The project recently received two awards in the 2020 ArchiTeam awards, and was shortlisted for the 2021 Australian Architecture Prize for Unbuilt Work, and. It has also received significant popular interest and support, and has been covered extensively in local and international media.

As part of the design and planning process for the proposal, we engaged with Traditional Owners, thousands of Melburnians, scores of organisations, and a range of government agencies, to develop a collective vision for the project. More recently, we have been developing a proposal for a temporary, movable pool with an operable/programmable floor, opening up

opportunities to activate different parts of the Yarra Birrarung, and act as a catalyst project to support the activation of the CBD post-COVID-19, as well as support the aims of the Yarra-Birrarung Strategy and projects such as Greenline.

The bold and transformative vision proposed through the Greenline to foster an understanding of the precinct's Aboriginal cultural heritage values; reintroduce diverse ecologies to the central city; improve connectivity between public spaces; activate the North Bank's heritage assets; and invite public participation in the central city, aligns closely with the vision of Yarra Pools.

We believe that the work undertaken by Yarra Pools to explore the feasibility of reintroducing water play to the inner reach of the Yarra Birrarung provides a significant opportunity for the City of Melbourne and other stakeholders to build on, and we would welcome the opportunity to share the work we have undertaken to date to support the City of Melbourne's planning for Greenline. This work has been generously supported by partners including Arup, Tract, EarthCheck, WOWOWA Architecture, Melbourne Water, and the National Gallery of Victoria.

Islands Brygge Harbour Bath in Copenhagen; Alles Sea Baths, Helsinki; Sørenga Fjord Pool, Oslo; temporary Canal Pools, Paris; and the proposed + Pool in New York, all offer examples of projects which have catalysed the transformation of urban waterways and the engagement of residents and tourists with these cities. Open-air swimming is an amenity which is currently lacking in Melbourne, with no open-air public pools in the CBD (compared to 3 in and around the Sydney CBD, including Andrew "Boy" Charlton Pool on Woolloomooloo Bay.)

Through Greenline, the City of Melbourne has an unprecedented opportunity to reintroduce recreational swimming to the Yarra Birrarung.

Yarra Pools requests the opportunity to engage in targeted consultation prior to the finalisation of the Implementation Plan.

We also call on Councillors to explicitly identify the aspiration to return the Yarra Birrarung to a swimmable state in the Greenline Implementation Plan, and include a commitment to explore the feasibility of the development of a temporary and/or permanent Yarra Pool.

Thank you for the opportunity to support this exciting plan, and for the City of Melbourne's continuing commitment to improving the health and activation of the Yarra Birrarung, for the benefit of present and future generations. We would welcome the opportunity to discuss our submission further with Councillors and Council officers. I can be contacted at felicity@yarrapools.com.

Yours sincerely,

Felicity Watson
Yarra Pools President

Privacy acknowledgement: *

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

Name: *

Ross Brewer

Email address: *

ross.brewer@ossa.org.au

Date of meeting: *

Tuesday 4 May 2021

Agenda item title: *

Draft Greenline Implementation Plan

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



[greenline_impolementation_plan.pdf](#) 84.08 KB · PDF

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

No



3rd May 2021

Draft Greenline Implementation Plan

It is with pleasure that we read about this plan as we believe it will be a great enhancement to the City of Melbourne.

Offshore & Specialist Ships Australia (OSSA) are strong supporters of recognising the maritime heritage that Melbourne has but to date has been largely ignored. The concept of a river walk that includes maritime memorabilia from the early Traditional Custodians to present day is to be commended.

By and large we agree with the majority of the proposed plan but are left wondering as to why it does not extend to the full area of Victoria Harbour. We definitely see this as an oversight and one that must be included as the plans are finalised. Victoria Harbour (and its surrounds) is one of the most significant sites of maritime history in Australia which was World Renowned as a masterpiece of Civil Engineering when it was built in the 19th century.

The Victoria Harbour area and that of North and South wharf are steeped in Melbourne's maritime heritage. The entire area should be known as the Dockland Maritime Precinct.

The envisaged walk will not only attract locals but draw tourists towards the Docklands area and to not extend around Victoria Harbour is misjudged. It is a logical ending or starting point. We would very much like to talk with you about this and other thoughts when the Community and Stakeholder consultation program commences.

OSSA has at its disposal many maritime artefacts (anchors, propellers, capstans etc) that would greatly benefit the envisaged walk particularly around the Maritime and Salt Water Precincts (these should be combined to be the Dockland Maritime Precinct). The artefacts are all identified and related to local and Australian maritime history. We look forward to discussing the placement of these around the walk.

Ross Brewer
Chairman

Website: ossa.org.au

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

*

Name: * Chris Thrum

Email address: * mineralsands@hotmail.com

Date of meeting: * Tuesday 4 May 2021

Agenda item title: 6.4- Draft Greenline Implementation Plan

*

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.

Dear City of Melbourne

This is a written submission in regards to the Future Melbourne Committee meeting of Tuesday 4th of May and in particular Agenda Item 6.4 – Draft Greenline Implementation Plan. I support the recommendation from management that the Future Melbourne Committee (FMC) endorses the Draft Greenline Implementation Plan. Thanks to Roger Teale, the managers and officers involved in this draft. This Greenline Implementation Plan is consistent with Charles Joseph La Trobe vision of Melbourne having green, open spaces on the perimeter of the Hoddle grid, spaces such as Alexandra Gardens, the RBG, Treasury Gardens, Carlton Gardens, Fitzroy Gardens. Face it, Victoria is the Garden state of Australia.

The stated aim "of the Implementation Plan is to provide a series of connected green spaces, and reinvigorated, lively riverfront precincts".

The FMC should consider an additional component project. That would be in regards to the precious green infrastructure located south of Flinders Street, and west of Spring Street. There's an incredible array of trees, bushes, shrubs, grasslands. This is an important green space that helps connect Birrarung Marr with Treasury Gardens.

Have a look at the aerial photography and you will realise that this is an incredible, pivotal, connecting green space

of Melbourne. It is adjacent to the area being discussed.

Has an Environmental Impact Assessment been done in regards to this green space? Insectoids, bugs, critters, preying mantis, all kinds of small marsupials, birds enjoy what this green space has to offer. It's a vital habitat for the Treasury Gardens biosphere. To proceed with any development on this location is against the philosophy of the Greenline Implementation Plan. It is against the vision of Charles Joseph La Trobe of Melbourne's CBD being surrounded by green open spaces when the population reached five million people. The green open space that is East of Batman Avenue Bridge should be included in the Birrarung Marr precinct. This green space connects Birrarung Marr with Treasury Gardens.

To construct Gold Coast skyscrapers in place of this green open space is wrong. The FMC should advocate for the building of the Gold Coast Skyscrapers to be cancelled. That project is philosophically against the idea of connecting the green spaces north of the Yarra River. If the FMC is sincere in adopting the Greenline Implementation Plan, then they must advocate for the Gold Coast skyscrapers be cancelled. The industrious development energy for that project should be transferred to Fishermans Bend.

These Gold Coast skyscrapers would totally compromise the view people enjoy walking along the Flinders Street to the MCG for the footy. And views are considered a priority in the Yarra River Birrarung Marr Strategy, see Page 19 of 84.

The Gold Coast skyscrapers proposal for the area east of the Batman Avenue bridge would diminish in a massive way the Biodiversity network of Birrarung Marr.

Have a look at the aerial photo that looks westward and you will see that tremendous open space south of the Iconic Shell Building on the corner of Spring Street and Flinders Street. It will need very strong leadership to save this integral, pivotal green open space. It is obvious that this green open space on the perimeter of the area being discussed is critical, absolutely critical in the health of the biosphere of Treasury Gardens and Birrarung Marr. It is the linking green space in Melbourne that must be protected.

City of Melbourne should look to have a component project that incorporates the urban forest project with the green space south of Flinders Street and west of Spring Street. The space from Jolimont Station to Federation Square should be given a lot of attention as well.

In regards to the car park spaces adjacent and East of Federation Square, the northern row of car park spaces could be turned into a big garden bed with trees, shrubs, bushes, native grasses. Garden beds should be placed on the footpath that is on the Eastern side of Federation Square.

This is a great Draft, and it can be improved by recognising the importance of the green space south of Flinders Street and west of Spring Street. The crazy idea of building Gold Coast skyscrapers there is wrong, and against the philosophy of Charles Joseph La Trobe.

Best regards

Chris Thrum

Please indicate No
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would like to
address the Future
Melbourne
Committee via
phone or Zoom in
support of your
submission: *

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*

Name: * clem newton-brown

Email address: * clem.newton-brown@bigpond.com

Date of meeting: * Tuesday 4 May 2021

Agenda item title: 6.4 Greenline

*

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.

The City of Melbourne through this document will create a policy position of removal of the Batman Park helipad without due consideration to the implications of such a policy.

The helipad has operated without incident for over 50 years. It creates jobs for over 40 people and supports regional tourism destinations. It provides access for emergency services (eg was used during the Bourke St attacks recently). It helps to promote Melbourne internationally during big events with a global audience (eg Melbourne Cup and Australian Grand Prix)

Melbourne is the only city in Australia where a helicopter can land in the central business district. The world is moving to electric aviation and there is strong Federal and State government support for encouraging this new form of quiet, safe and environmentally sustainable transport. Without an operational helipad Melbourne will lose the opportunity to be at the forefront of this industry.

Rather than being a negative, the helipad provides a discrete area for people to choose to experience the excitement of seeing aircraft landing up close. It is not incompatible with the proposed Greenline which is an urban park set amongst a busy capital city. When electric air taxis commence operations it will attract people to the park

(as it does already with helicopters).

The City has not done any assessment of the impacts of this policy to remove the helipad and has not consulted with numerous impacted stakeholders. It has not considered or supported alternative sites for a helipad if the Batman Park pad is to be removed.

I respectfully suggest that a report be prepared on the impacts of the removal of the helipad (and the benefits of retention) so that an informed decision may be made before going down this policy path prematurely.

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

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

Name: *

Martin Dixon

Email address: *

martin.dixon55@hotmail.com

Date of meeting: *

Tuesday 4 May 2021

Agenda item title: *

Draft Greenline Implementation Plan

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



[mmhngreenlinesubmission.pdf](#) 156.37 KB · PDF

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

Yes

Melbourne Maritime Heritage Network Submission

FMC Meeting, Tuesday May

Agenda item 6.4

Report to the Future Melbourne Committee Draft Greenline Implementation Plan

The Melbourne Maritime Heritage Network (MMHN) wishes to express in principle support for the significant investment in capital works proposed in the Draft Greenline Implementation Plan (DGIP). These investments which have the potential to not only address long standing ‘deficits’ in relation to recognition of maritime heritage in this port city but will also counter the long-standing chronic disregard for an under-developed public asset - the Yarra River.

MMHN Alignment

MMHN notes that the DGIP aligns with two key elements within the five stated objectives of MMHN (see www.mmhn.org.au):

“Foster greater recognition that Melbourne was, is, and will continue to be, a great port city”; and “Ensure that Melbourne’s maritime trade heritage is acknowledged.”

Since its establishment in early 2019 MMHN has staunchly advocated for a ‘Maritime Waterways Trail’ along the North Bank of the Yarra from Birrarung Marr, along the Collins Wharf and Harbour Esplanade through to the Ron Barassi Snr. Park.

DGIP Comments

MMHN thanks the City of Melbourne (CoM) at this time for this opportunity to comment on the initial iteration of the DGIP. MMHN would like to raise several matters at this point for Council consideration. We note that:

- The DGIP, although a commendable *first step* in the design process, appears to provide for only minimal recognition of Melbourne’s rich maritime CoM River Strategy. In relation to the Yarra River, it seems that city planners are slow to recognize the breadth, depth, and most importantly, the economic and cultural value of Melbourne’s maritime legacy along the *entire length* of the Lower Yarra, or Birrarung.

- MMHN would argue that DGIP is at risk of adopting an unnecessarily piecemeal planning approach in dividing Greenline into a series of designated named ‘precincts’. This is potentially counterproductive. These ‘precinct’ sections of the Greenline should not be dealt with as separate entities - instead the Greenline should be designed as a continuous fully-integrated entity. Over decades, segregated capital works projects involving the Yarra, both South and North banks, have not been a success and this kind of segmented approach has not served the city well. No doubt discreet projects are an efficient way to order capital works project delivery to align with Council terms, but MMHN argues that international examples reveal that instead of a ‘precinct’ approach, the planning focus should be on ‘connectivity’ and cohesion particularly when investing in Melbourne’s large and central public asset – the Yarra River. MMHN notes that the DGIP fails to acknowledge or indicate an awareness that Greenline can deliver a positive impact for *both sides of the Yarra* which are, of course, visible from Greenline (i.e. the harbour, docks, piers, wharves, vaults, warehouses, goods sheds, piers, dry docks bridges, warehouses etc.). Regrettably the general public is generally unaware of this ‘mix’ of maritime heritage assets and sites remaining either side of the Yarra River. The DGIP should above all reflect the reality that the River itself is an entity, not North or South bank and its heritage is not segregated into several distinct ‘precincts’. The Yarra River is the primary corridor or thoroughfare flowing through the city, representing Melbourne’s past and present. It symbolizes Melbourne’s continuous and shared cultural heritage associated with the waterway. It is important to reinforce cohesion and not to compartmentalise this major capital works projects on the Yarra River.
- The DGIP document (diagram P.11) inaccurately specifies the scope of the proposed ‘Greenline’. Although the Infrastructure and Design’s Report (Item 2) describes the scope of Greenline as running “*from Birrarung Marr to the western end of the Victoria Harbour precinct*” this diagram excludes significant maritime heritage infrastructure wharf side areas around Victoria Harbour running eastward from the edge of the proposed “*Saltwater Precinct*” and around to the Ron Barassi Senior Park. We trust that informed serious consideration will be given to historical accuracy in CoM design and planning and, importantly, when naming in CoM capital works projects.
- MMHN sees no rationale for adopting the misleading precinct place name “*Salt Water Wharf Precinct*”. We also argue that it is inaccurate and inappropriate to specifically name an area “*Maritime Precinct*”. This seems to indicate a persistent misperception amongst planners that maritime heritage is confined to specific location. There appears to be reluctance amongst CoM planners to recognize the extent and depth of the maritime heritage of this city – even in relation to Docklands! MMHN argues that the current iteration of the DGIP errs in adopting the precinct place name ‘*Maritime*’ when this is

likely to reinforce erroneous public misperception that this area alone has maritime significance. In fact, maritime infrastructure, sites and artefacts are present *along the length of the Greenline*. To infer that the proposed precincts “River Park” or “Yarro Yarro” do not have maritime heritage significance, contradicts historical factual evidence. *All areas* along the proposed Greenline, we submit, have maritime heritage significance.

- MMHN notes with dismay the omission of Victoria Harbour as a designated “*Implementation Precinct*”. We argue that consideration should be given to adding an additional *sixth precinct* in the development of DGIP. Given that Victoria Harbour is an iconic, world-renown technically advanced example of 19th century civil engineering, the second largest excavated harbour in the world, and played a critical role in Victoria’s economic development, it should be celebrated, not ignored. MMHN recommends that a new Greenline precinct be formed to reflect the significance of these complex and complementary maritime heritage structures. Victoria Harbour and Central Pier were built to enable the great volume of maritime trade, which generated prosperity for Melbourne and the hinterland. These structures deserve recognition and respect. The DGIP should not overlook, ignore or exclude such a significant infrastructure in Docklands – on Greenline! While MMHN recognises that Victoria Harbour, and specifically Central Pier, is currently ‘controversial’ (i.e. questions are being raised around Development Victoria’s inaction and the questionable re-developments around Marvel Stadium). MMHN notes recent media reports on developments in Docklands seem to indicate that both the AFL and Development Victoria have fundamentally ignored the impact of their decisions on such significant public assets as Victoria Harbour and Central Pier. Development Victoria, in apparently ‘partnering’ with the AFL, has been inexplicably passive in responding to community concerns about the AFL about-face. MMHN is concerned that such ‘controversies’ may be factors in the inexplicable and regrettable omission of Victoria Harbour in the DGIP. We seek reassurance from the CoM that these controversies have not detrimentally compromised CoM Greenline planning at this early point. To ignore the assets will ultimately prohibit the CoM from optimizing the value of the investment in Greenline. MMHN requests that the scope of Greenline be revised to encompass Victoria Harbour and, in doing so, enable the Greenline project to ‘showcase’ this outstanding area of maritime heritage trade significance. We consider it important that DGIP should in future incorporate *a sixth designated ‘precinct’ - namely ‘Victoria Harbour’*. We argue that it also makes sense that the scope of Greenline is extended to include land surrounding Docklands Park. (See the diagram (No.8 “Docklands Public Realm Plan” DGIP p.47 and diagram p. 11 DGIP). Areas such this form essential ‘connecting/linking spaces or corridors’ between the north bank stretches of Greenline (including the Seafarers Rest

area) and Victoria Harbour.

- MMHN recognises that Greenline is a long overdue investment by the CoM and the State Govt. It will activate a currently dormant public asset with cultural, recreational and tourism potential. However, the Greenline project needs to be properly interpreted and ‘understood’ by the local community and the wider visiting public. Facilitating this public awareness will require attention to the development of conventional informational and way-finding signage and, importantly, information which may be accessed digitally. The Yarra River ‘stories’ must be easily accessible along the *entire length of Greenline*. Greenline can effectively inform and educate as well as extend the recreational and tourism offerings in the city. Proper signage and digital information dispersed along the entire Greenline will enable locals and tourists alike to understand and enjoy the ‘story’ of the Yarra River – and its pivotal role in indigenous society, its critical role in maritime trade and prosperity and its role in shaping modern Melbourne.

Modern Melbourne

- In relation to practical matters of concern to modern Melbourne, MMHN strongly encourages further serious consideration of better ‘connectivity’ in DGIP. There are references to ‘connectivity’ in the DGIP, for example in connection with the “*Maritime Precinct*” and in “*Key Improvements*” (p. 68 DGIP). However, it seems obvious to MMHN that the initial design is not conducive to greater connectivity. Greenline should not compel all users to walk the entire length of the “*Salt Water Wharf Precinct*” when accessing Victoria Harbour. MMHN is pleased to note the expressed intent in the DGIP that Greenline better connect with other existing CBD sites and “*Improve access and way-finding to the Immigration Museum and Market Street Park*”. However, MMHN wishes to make the point that the present Immigration Museum building, which is the former Customs House, is *located on the major maritime trade entry point to 19th century Melbourne*. The maritime trading route was, of course, the Yarra River. We note, and concur with, CoM’s suggestion that there is potential for locations such as the Immigration Museum to demonstrate a greater focus on “*Indigenous, maritime and immigration histories*” rather than just “*immigration*” (DGIP p.64). However, MMHN understands that Museums Victoria, which controls the Immigration Museum, has actually now shifted its focus away from *immigration and maritime heritage* with a prioritisation of ‘multiculturalism’ themes. MMHN would be pleased if, given its significance as the former Customs House, CoM could exercise its influence with Museums Victoria to explore greater orientation towards the Yarra River and its role in maritime trade history.
- In relation to raising the profile of the historic and on-going *indigenous* connection to the Birrarung, MMHN recognizes that Greenline has potentially

for a stronger role to act as a ‘catalyst’ in an applied practical design sense. MMHN proposes that as a new ‘connectivity’ element within the DGIP “*Key Improvements*” within Greenline., the CoM should consider commissioning a design competition for a ‘Reconciliation Arch’ as practical design solution to facilitate pedestrian and cycling overpassing Queens Bridge Street and King Street. MMHN has already raised this possibility with the Aboriginal Melbourne Branch. We are aware that there was no indigenous input into an earlier project to convert a railway bridge, which references an indigenous eel trap. MMHN envisages that a ‘Reconciliation Arch’ might be a step towards a more visible indigenous presence along the river. This would constitute a stronger statement by the CoM than merely co-naming Enterprize Park.

- There is another way in which Greenline could play a potentially catalytic role in modern Melbourne. MMHN notes with concern the apparent omission in the DGIP of reference to ‘activation’ of the river from the banks including facilitating increasing the use of water transportation. MMHN strongly advocates as a connectivity design element in Greenline that CoM commence and lead a campaign advocating that all responsible authorities collaborate on water transport infrastructure on Greenline. The Yarra River is an under-exploited thoroughfare. The DGIP should identify potential designated ferry stations along Greenline (e.g. below Federation Square, Southbank, Seafarers Rest Park, Bolte West Precinct, Ron Barassi Snr. Park, Williamstown etc.) linking *both sides* of the Yarra and the ferry terminal in Victoria Harbour on Harbour Esplanade. The community and tourism benefit in this is obvious. The CoM is well-placed to advocate to State Govt. that a public ferry service should sit alongside trams, buses and trains in the public transport network. Historically the Yarra teemed with water transportation options of one type or another and MMHN argues that a ferry network should be part of the public transport ‘mix’ noting that other forms of public transport attract State Government funding. We request that serious consideration be given in the DGIP to identifying suitable ferry terminal sites along Greenline. With such a major investment such as Greenline, it is critical to demonstrate community benefit. Facilitating water transportation is one such benefit , which could provide links and convenience to communities along its entire length. Further, such terminals would enhance the ability of the public users to partially walk or ferry along the Greenline rather than traverse its entire length. On the matter facilitating wider pedestrian access to ‘Greenline’, particularly suburbs to the north of the city, further consideration is required. The DGIP focus appears to be on access to Greenline to, or from, the CBD. Ensuring the Greenline is accessible at various points beyond the CBD, with way-finding signage should have equal importance.
- MMHN is concerned that the DGIP “*Key Improvements*” omits consideration of bridges. Works are required to address the, in some cases, shabby condition

of bridges spanning the Yarra River . Each bridge has played a significant role in Melbourne’s history and in the ‘Yarra heritage ‘story’, including of course, the remnants of the rocky ‘weir’ utilised by indigenous people for millennia. In comparable cities the world over, bridges are acknowledged - and illuminated and celebrated. But not this city. MMHN acknowledges that although the CoM may not be the authority responsible for our bridges, it has a strong advocacy role in relation to up-keep and preservation of our bridges. The DGIP should obviously include reference to bridges within “*Key Improvements*” and the CoM should exert all due influence with relevant authorities to improve such visible and vital infrastructure. Again, Greenline can potentially play a catalytic role in refocussing attention on Melbourne’s bridges.

We have one final comment, which may appear minor, but is not in the long term.

- MMHN takes the view that it is counterproductive for the CoM to persist in drawing comparisons with or making reference to the New York Highline trail. The Highline may be wonderful but Greenline bears little resemblance to a disused railway line in NY, nor to the perhaps equally well-known park and tube line in London. MMHN recognizes the unique cultural value and community benefit in Greenline and argues that these qualities should be reflected in its name – *sooner rather than later* – to capture and reflect what such a project actually means in Melbourne. Its value lies in generating a deeper understanding of the dominant role the Yarra River itself has played in the past and through Greenline, the role it can play in future.

In conclusion:

MMHN finds that there is much potential value in progressing the DGIP. Our endorsement is evident from our detailed comments above.

MMHN has constructively engaged in Council’s consultation processes which led to the promulgation of the Yarra River Birrarung Strategy, with the Seafarers Rest Park consultations, and with the current Mission to Seafarers Feasibility study. We, and all MMHN members, look forward to contributing further as the DGIP is refined.

Privacy acknowledgement: *

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

Name: *

Jennifer Fordyce

Email address: *

cjfordyce26@bigpond.com

Date of meeting: *

Tuesday 4 May 2021

Your question

We own a berth at Yarra's Edge (YE) Marina and are concerned about the proposed foot bridges at the Bolte and at the end of Collins Street.

Can you advice what the intention is for YE Marina if these bridges do go ahead, what is the expected completion date for these bridges, would they be operable in anyway that would still allow boats with significant height to come and go to their berths.

As boat owners have a large investment in their berths will they be considered, informed, involved in discussion about these bridges impact in the future.

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*

Name: * Sarah Maguire

Email address: * sarah@marmaladesky.com.au

Date of meeting: * Tuesday 4 May 2021

Agenda item title: 6.5

*

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.

On behalf of the Kensington Business Association we support the recommendation from management as stated in the Report to the Future Melbourne Committee Agenda item 6.5 – City Activation Extended Outdoor Dining Program.

The Outdoor Dining Program has been very successful in Kensington and very well received by both businesses and the community. In particular, it has enhanced Bellair Street Kensington which has been positively activated with the parklets and outdoor dining creating a place to enjoy and frequent. Parklets on Macaulay Road have also added an ambience that was missing on a busy road where footpath pace was limited. Businesses have reported an increase in patronage as well. Thank you to the City of Melbourne for implementing this successful program.

Please indicate whether you would like to address the Future Melbourne Committee via No

phone or Zoom in
support of your
submission: *

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Name: * Paul Waterson

Email address: * paul.waterson@ausvenueco.com.au

Date of meeting: * Tuesday 4 May 2021

Agenda item title: * City Activation Extended Outdoor Dining Program

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



[submission_to_the_future_melbourne_committee_4_may_2021_agenda_item_6.5.pdf](#)

136.50 KB · PDF

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

No

*

Submission to the Future Melbourne Committee 4 May 2021.

Agenda Item 6.5 – City Activation Extended Outdoor Dining Program

Dear Councillors

I strongly endorse the Recommendations from Management to the Future Melbourne Committee regarding the extension of the City Activation Extended Outdoor Dining Program. The Councillors and City of Melbourne are to be commended on this business saving programme.

Australian Venue Co is Australia's second largest pub operator with 175 venues across Australia and New Zealand. We are headquartered in St Kilda Road and have over 900 staff employed across the City of Melbourne. As a business we operate eleven pubs and bars in the CBD.

We have attached details of our sales below comparing trade each week to the same period in the previous financial year. I have also provided data on how our venues have recovered in other CBD's as a comparison. You will note that the second lock down in Victoria had a significant impact on Melbourne's recovery which has been generally slower than other CBD and non-CBD venues. Pleasingly in the last two weeks through the work of City of Melbourne coupled with the Comedy Festival and ANZAC Day ceremonies sales have recovered to above the same period in FY 19 across our eleven venues. The impact of outdoor dining areas on this recovery profile cannot be understated. To lose it now would set back the recovery of our CBD's.

The programme has had a significant number of quantitative and qualitative benefits. These include but are not limited to

1. Adding patron capacity to existing venues. Venues remain capacity constrained at 1 in 2 square metres. We estimate in our venues with parklets the additional space allocated has allowed an increase in patron numbers under the density limits of between 10-15%. Without an extension to the outdoor dining areas the resultant capacity reductions would result in revenue dropping below the same period on FY 19 and further delaying recovery.
2. Providing interesting and diverse locations for Melbourne dining. In many cases patrons have preferred to utilise the outdoor parklets compared to spaces in the existing venue. The range and scope of outdoor dining from fine dining restaurants to pubs and café's has in our view substantially increased patron footfall and revenue.
3. Street based entertainment. The council sponsored entertainment particularly when performed in outdoor areas has driven interest in the returning to the city
4. Goodwill between City of Melbourne and City businesses. In my discussions with my hospitality colleagues the relationship between City of Melbourne and the hospitality businesses in the CBD is at an all time high. There is no question at the start of the initiative there was some concerns about the ability of the City of Melbourne to execute such an ambitious scheme in the timeline required. Any concerns in this regards were resolved almost immediately with the speed and skill that the program was implemented. The City of Melbourne team and Councillors have been visible and available to address any issues or concerns in a manner that is unprecedented. Full credit should go to people like Katrina McKenzie, General Manager of City Economy and Activation along with all Councillors, particularly Lord Mayor Sally Capp and Roshena Campbell who have kept a special interest in this space.

5. Relationship between City Hospitality venues. Up until the pandemic there was a cordial relationship between city venues big and small. Notwithstanding this we didn't work much together. This has been substantially improved through the outdoor dining program which required many venues to work together to create precincts. These relationships will be enduring and ensure that as an industry we continue to work closely together for the benefit of all workers, businesses and visitors to the City

I note the recommendations around payment for outdoor spaces going forward through outdoor dining fees. As a larger organisation we would support the payment of these fees. I would recommend consideration be given to ongoing subsidies for smaller venues that do not have the same financial backing whilst they recover.

Australian Venue Co would welcome the opportunity to continue dialogue with the City of Melbourne on our sectors recovery and stand ready to assist with any data or information required to assist benchmarking of our cities recovery against other cities across Melbourne.

Thank you for the opportunity to make this submission.

Yours sincerely

Paul Waterson
Managing Director – Australian Venue Co.

	CBD Revenue Vs Prior Year					Total (ex CBD)
	Total	Melb	Syd	Bris	Perth	
Mar W1 20	-1%	-11%	13%	4%	-8%	2%
Mar W2 20	-6%	-13%	0%	-7%	12%	4%
Mar W3 20	-9%	-16%	12%	-43%	-6%	0%
Mar W4 20	-72%	-77%	-63%	-81%	-64%	-51%
Mar W5 20	-100%	-100%	-100%	-100%	-100%	-96%
Apr W1 20	-100%	-100%	-100%	-100%	-100%	-97%
Apr W2 20	-100%	-100%	-100%	-100%	-100%	-97%
Apr W3 20	-100%	-100%	-100%	-100%	-100%	-97%
Apr W4 20	-100%	-100%	-100%	-100%	-100%	-96%
May W1 20	-100%	-100%	-99%	-100%	-100%	-96%
May W2 20	-99%	-100%	-97%	-100%	-100%	-97%
May W3 20	-99%	-100%	-97%	-100%	-100%	-94%
May W4 20	-97%	-100%	-93%	-100%	-85%	-92%
Jun W1 20	-96%	-100%	-93%	-100%	-89%	-87%
Jun W2 20	-79%	-86%	-73%	-94%	-45%	-71%
Jun W3 20	-71%	-79%	-62%	-84%	-43%	-64%
Jun W4 20	-60%	-72%	-43%	-78%	-36%	-60%
Jun W5 20	-63%	-77%	-50%	-69%	-37%	-58%
Jul W1 20	-59%	-79%	-42%	-67%	3%	-34%
Jul W2 20	-60%	-92%	-38%	-38%	-5%	-6%
Jul W3 20	-68%	-100%	-54%	-28%	3%	-1%
Jul W4 20	-73%	-100%	-59%	-66%	6%	-9%
Aug W1 20	-67%	-100%	-58%	-38%	19%	-13%
Aug W2 20	-74%	-100%	-65%	-57%	-19%	-13%
Aug W3 20	-70%	-100%	-63%	-36%	20%	-17%
Aug W4 20	-70%	-100%	-60%	-29%	12%	-16%
Sep W1 20	-65%	-100%	-51%	-31%	3%	-13%
Sep W2 20	-69%	-100%	-58%	-26%	-8%	-17%
Sep W3 20	-66%	-100%	-51%	-18%	-6%	-16%
Sep W4 20	-66%	-100%	-46%	-18%	-2%	-17%
Sep W5 20	-65%	-100%	-47%	-22%	21%	-17%
Oct W1 20	-58%	-100%	-38%	16%	3%	-13%
Oct W2 20	-59%	-100%	-32%	13%	-5%	-15%
Oct W3 20	-60%	-100%	-43%	14%	-11%	-14%
Oct W4 20	-64%	-100%	-50%	9%	-20%	-14%
Nov W1 20	-46%	-68%	-46%	6%	28%	-8%
Nov W2 20	-37%	-55%	-44%	23%	3%	-1%
Nov W3 20	-46%	-62%	-47%	4%	-23%	-7%
Nov W4 20	-45%	-60%	-50%	7%	-21%	-5%
Dec W1 20	-50%	-62%	-55%	-8%	-22%	-4%
Dec W2 20	-43%	-57%	-46%	-7%	-8%	-4%
Dec W3 20	-36%	-49%	-34%	-5%	-10%	-2%
Dec W4 20	-17%	-27%	-21%	30%	0%	4%
Dec W5 20	-18%	-14%	-46%	60%	13%	7%
Jan W1 21	-26%	-28%	-40%	-10%	14%	12%
Jan W2 21	-39%	-37%	-44%	-84%	8%	-9%
Jan W3 21	-33%	-39%	-34%	-48%	9%	-10%
Jan W4 21	-29%	-34%	-39%	0%	6%	4%
Feb W1 21	-21%	-30%	-30%	39%	4%	8%
Feb W2 21	-33%	-35%	-22%	2%	-86%	-1%
Feb W3 21	-28%	-47%	-11%	6%	-45%	-3%
Feb W4 21	-33%	-56%	-18%	-9%	-12%	-2%
Mar W1 21	-14%	-29%	-14%	2%	27%	3%
Mar W2 21	-5%	-16%	7%	4%	-7%	3%
Mar W3 21	-9%	-27%	10%	2%	10%	2%
Mar W4 21	-11%	-18%	-6%	-7%	2%	12%
Mar W5 21	-2%	-15%	8%	0%	20%	12%
Apr W1 21	-4%	-13%	32%	-78%	10%	-16%
Apr W2 21	-9%	-16%	11%	-43%	1%	5%
Apr W3 21	20%	9%	41%	4%	37%	13%
Apr W4 21	9%	6%	54%	-4%	-68%	12%

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

*

Name: * Joanne Gamvros

Email address: * jojo@barlourinha.com.au

Date of meeting: * Sunday 2 May 2021

Agenda item title: Keeping the Park-let for the future of Hospitality 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.

We are excited and thrilled to hear the positive response from the Hospitality industry regarding the park let program from the City of Melbourne. As the owner of Bar Lourinha I am excited by the future of maintaining our wonderful outstanding outdoor space, it has assisted in lifting our spirits after such a devastating loss after COVID-19 closures.

We have been able to reconnect with our customers who have also openly supported our outside area and who regularly comment on how it's brought another dimension to the city. We are keen to have our park let stay and are happy with the proposed infrastructure and fees that are required to implement such a successful added experience to enjoy in our city hospitality business.

Please indicate whether you would like to address the Future Melbourne Committee via phone or Zoom in Yes

support of your
submission: *
