



WEST MELBOURNE WATERFRONT

WEST MELBOURNE WATERFRONT

An aerial photograph of the West Melbourne Waterfront area in Melbourne, Australia. The image shows a mix of industrial, commercial, and residential buildings. A prominent feature is a large, curved river or canal that flows through the area. A specific site, located on the east bank of the river and bounded by Kensington Road, is highlighted in a bright yellow color. The background shows the dense urban landscape of Melbourne, including the city skyline with several high-rise buildings.

KEY FACTS:

- **2.8 HECTARE SITE ON KENSINGTON ROAD**
- **RIVER FRONTAGE OF 230 METRES**
- **3.5 KM FROM CENTRAL CITY**
- **CURRENTLY WITHIN THE COMMERCIAL 2 ZONE**
- **PLANNING SCHEME AMENDMENT C221 SEEKS TO REZONE THE LAND TO MIXED USE**
- **KEY LOCATION IN THE DYNON URBAN RENEWAL PRECINCT**
- **STRONG ALIGNMENT TO COUNCIL AND GOVERNMENT POLICY**



CURRENT SITE CONDITIONS

- **LACK OF PUBLIC ACCESS TO THE RIVER**
- **POOR LIGHTING/SURVEILLANCE**
- **UNSAFE LINKS TO TRAIN STATION**
- **CROWDED SINGLE LANE FOOTPATH**
- **POOR STREETScape ON KENSINGTON ROAD**

WEST MELBOURNE WATERFRONT

AUTHORITY CONSULTATION

- **REFINED OVER THREE YEARS WITH CITY OF MELBOURNE**
- **SUPPORTED BY THE MPA**
- **SUPPORTED BY MELBOURNE WATER (flood mitigation)**



WEST MELBOURNE WATERFRONT

KEY COMMUNITY BENEFITS:



- **COMMUNITY INFRASTRUCTURE/ POS INVESTMENT OF \$5-\$6 MILLION**
- **30% OF SITE CONVERTED TO PUBLIC REALM**
- **FLOOD MITIGATION STRATEGY**
- **90-100 PLACE CHILD CARE CENTRE**
- **ARTIST IN RESIDENCE PROGRAM, OUTDOOR GALLERY AND EXHIBITION SPACE**
- **EXTENSIVE TREE PLANTING, RIVER TERRACE, BIKE PATHS AND GREEN LANE, STREETScape IMPROVEMENTS FOR KENSINGTON ROAD**
- **POTENTIAL FOR 5 STAR GREEN STAR ENERGY RATING**
- **GROUND FLOOR RETAIL ACTIVATION**
- **VARIED ACCOMMODATION CONSISTENT WITH HOMES FOR PEOPLE STRATEGY**

WEST MELBOURNE WATERFRONT

An aerial photograph of a waterfront area in West Melbourne, Australia. The image shows a river on the left, a railway line on the right, and a road at the bottom. Overlaid on the image are architectural renderings of a proposed development. These renderings include several buildings with flat roofs, some of which feature green terraces and swimming pools. A winding path or road is also shown, connecting the buildings to the riverbank. The overall scene is a mix of natural elements (water, trees) and urban infrastructure (railway, road, buildings).

BUILT FORM AMENITY

- SOLAR ACCESS
- VIEWS
- HEIGHT AND MASSING
- GREEN TERRACES

WEST MELBOURNE WATERFRONT



HIGHLIGHTS

- **A CREATIVE COMMUNITY**
- **A SUSTAINABLE PRECINCT, ASPIRING TO 5 STAR GREEN STAR**
- **A TRUE MIXED USE PRECINCT WITH A SUPERMARKET, CHILD CARE CENTRE, RETAIL, HOSPITALITY AND A MIX OF ACCOMMODATION**
- **HIGH LEVEL OF AMENITY, DIVERSE ARCHITECTURE**
- **30% PUBLIC REALM, WITH A LARGE, GREEN OPEN SPACE ON THE MARIBYRNONG RIVER**

WEST MELBOURNE WATERFRONT

From: Wufoo
Sent: Tuesday, 1 December 2015 10:50:18 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#540]

Name: * Geoff Cox

Email address: * geoffccox@yahoo.com.au

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * 6.2 Planning Scheme Amendment C221 West Melbourne Waterfront

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



[ka_re_fmc_dec_1_mtg_6.2_psa_c2212.doc](#) 123.00 KB

· DOC

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: No

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Kensington
Association.

1 December 2015

Future Melbourne Committee

Meeting 1 December 2015

Item 6.2

Planning Scheme Amendment West Melbourne Waterfront

The Kensington Association supports sensitive and responsible development and welcomes plans for a vitalised Kensington Road precinct at the Dynon Road end. There is concern about the lack of any information on the planned population numbers in this development.

Members are concerned that any such development should:

Take into account the needs of the existing and future residents – through:

- a. Adequate provision of outdoor space that can be used by young people as well as the river foreshore which is shown as the public open space for the project(7.06%). There is no apparent area for a children's playground within the development;
- b. a sufficient building offset from Kensington Road to enable suitable and comfortable pedestrian access.
- c. Avoiding inappropriate building heights.
- d. Planning for adequate local **social infrastructure** for the inflated Kensington population. This development would need adequate school, childcare and other infrastructure for a thriving community without threatening the amenity of the existing population.
- e. Adequate protection against flooding, which will most likely be more frequent than once in 100 years.
- f. Adequate access for emergency vehicles to the whole site.

Yours sincerely

Rilke Muir

Kensington Association

Rilke Muir,
Secretary

From: Wufoo
Sent: Sunday, 29 November 2015 4:05:30 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#514]

Name: * Christopher Lamb

Email address: * christopher.lamb17@gmail.com

Contact phone 0423 099 121
number (optional):

Please indicate Future Melbourne Committee meeting
which meeting
you would like to
make a
submission to: *

Date of meeting: * Tuesday 1 December 2015

Agenda item title: Item 6.6 – Wesley Church Complex

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

There is enough background to this issue for it to be unnecessary to repeat it here.

I am most disappointed to see that despite the petitions and argumentation provided in the past it is still proposed to demolish the Princess Mary Club. This building has an integral place in the social and architectural history of Melbourne and should be preserved. It recalls the contribution made to Melbourne by young women, often from poor and underprivileged backgrounds, and should be retained as a museum or a commemoration of that contribution.

It would be perfectly possible for the developers to create a proposal around the Club which would enable it to be retained, and I urge the Committee to seek a solution along these lines.

I would seek leave to address the Committee but unfortunately have an unbreakable commitment at that time.

Please indicate No
whether you
would like to
address

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

*

Name: * Michael Kennedy

Email address: * mjkennedy@bigpond.com

Contact phone number (optional): 0414347537

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * Ministerial Referral: TPM-2015-4 Wesley Church Complex, 118-148 Lonsdale Street,

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



[com_submission.doc](#) 3.78 MB • DOC

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: No

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27 November 2015

Ministerial Referral: TPM-2015-4 Wesley Church Complex 118-148 Lonsdale Street,

With regard to the above, I make the following submission. The submission comprises three parts: consistency in decision making, observations on the officers' report, and the diminution of Little Lon' Heritage Precinct.

Consistency in Decision Making

I draw your attention to the matter that the proposed development, inter alia, exceeds in size, bulk, and visual intrusiveness a previous application for the site only four years ago. The previous application was rejected in 2011 by both the Council and, subsequently, the Minister for Planning on the basis of, inter alia, its height, bulk, and visual intrusiveness.

Consistency in decision making suggests that on the basis that a smaller building on the site was rejected for, among other things, height, bulk, and visual intrusiveness, a building that exceeds the previously rejected proposal in height, bulk, and visual intrusiveness should be rejected by Council.

I also draw your attention to the fact that this year the Council objected to this proposal when an application was made by the owner to Heritage Victoria and recommended that Heritage Victoria reject the proposal. Furthermore, the CoM's internationally applauded Urban Design Team recommends that proposal is rejected by Council; but, however, should Council consider approving the application, the Urban Design Team seeks to make a series of ameliorative proposals such as a 10 metre set back from Lonsdale and Little Lonsdale Street and a lesser set back along Jones Lane.

Some observations on the officers' report

What immediately follows considers two aspects of the officers' report: the proposed building; and the proposed open space.

The Proposed Building

In 2011, the then Minister for Planning, Justin Madden, rejected a development proposal for this site. Among the Minister's reasons were that the proposal created: a loss of residential amenity; was of excessive height and length, and was visually intrusive.

This was for a building that was an 80 metre 20 storey office development over four levels of basement parking.

The present proposal is for a 148.4 metre office development with even less setbacks and occupies more of the site.

The size and bulk of the proposed tower and the impact will have a severe and deleterious effect on the Wesley site and on the 'Little Lon' heritage precinct. While the Heritage Victoria permit requires setbacks at the front and around the manse, there are no diagrams demonstrating the effectiveness of this recommendation

The proposed building is a giant glass box cube that is effectively site from boundary to boundary. While it has a sharply modelled inset ground level and 'podium', the main bulk is built near to the lane boundary with the frontages to Lonsdale and Little Lonsdale streets a mere two metres from their respective boundaries, and slightly angled inward at the lower levels.

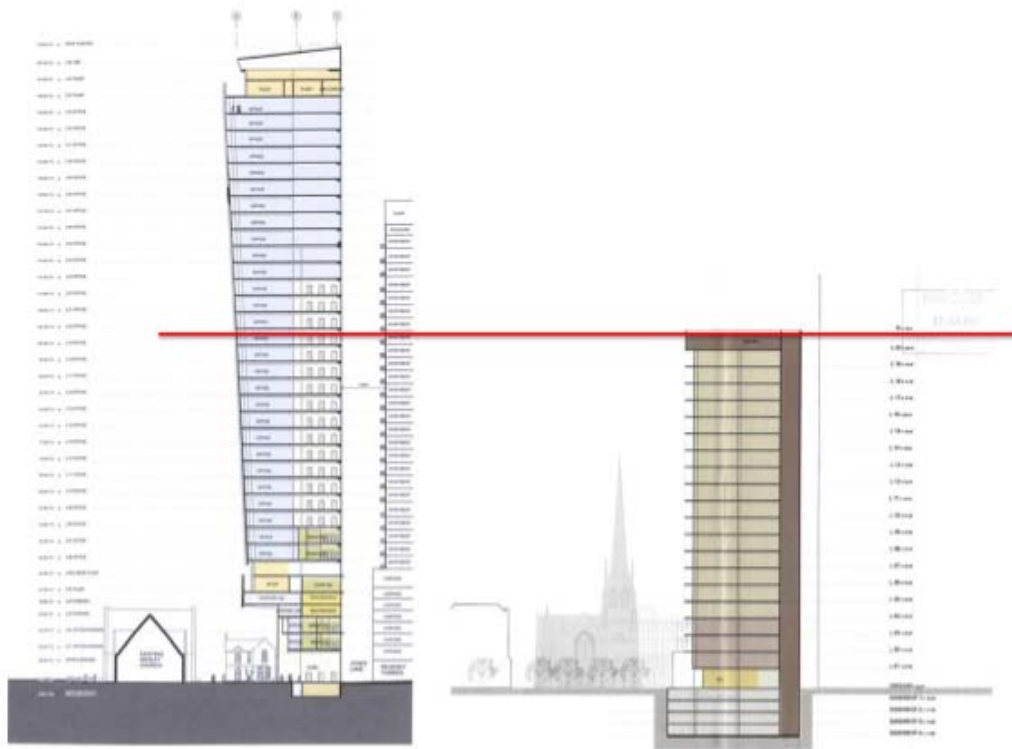
It will be severely detrimental to the integrity of the Wesley site and will completely dominate the church and the remaining buildings on the site. On Lonsdale Street the proposed tower only defers to view of the church and spire from the east by cutting into the podium, and angling the bulk of the building inwards from the east corner. This creates 'leg' in the building that visually distracts from the church, and the setback 'podium' will all obscure more of the church spire than the existing Princess Mary Club. Views from the west will be no longer exist, and the proposed building, sitting forward of the church, will be a dominating and distracting backdrop.

Another concern that building over the manse is detrimental to the 'reading' and context of the manse and any appreciation of its significance within the site will effectively disappear.

Bulk of tower

The proposed tower has sheer frontages on both street fronts, with a setback 'podium', instead of setback tower, which is the accepted norm in central Melbourne.

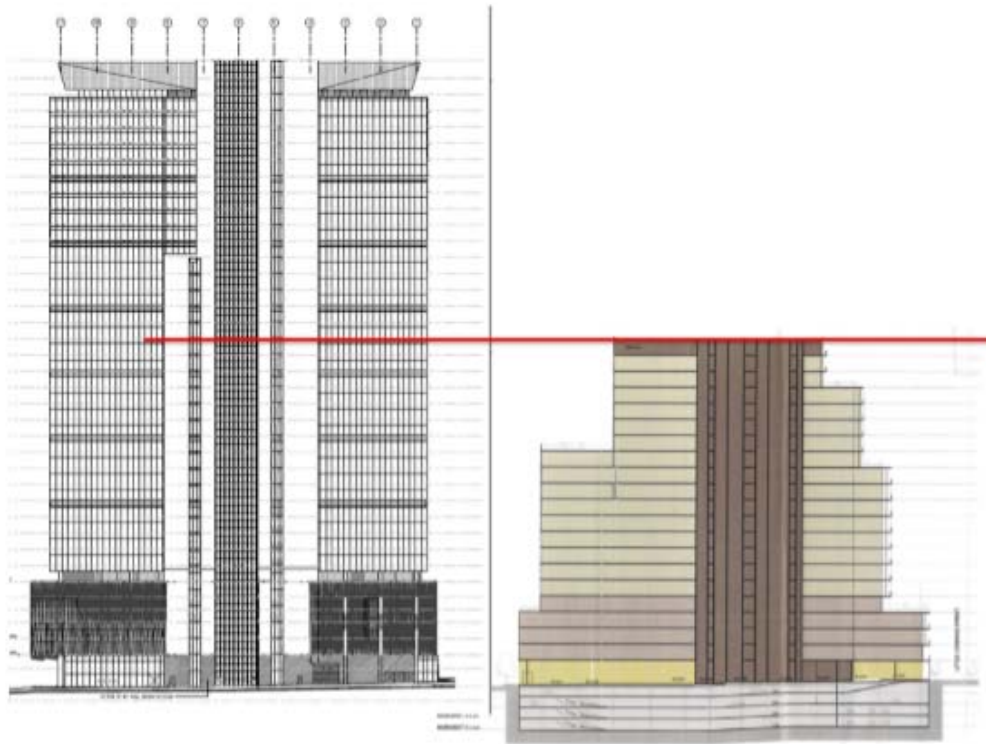
We also note that it does not meet the recently introduced mandatory setbacks for high rise in the CBD, with a bare a 10m gap between it and dozens of apartments in Regency Towers, where even the former rules suggested 25m a better separation. The gap is even less to the Aviation House offices, and most astonishingly, the tower does not even have a 5m setback from either of the main streets.



Lonsdale Street Section

Current 2015 Planning Application

Refused 2009 Planning Application



Jones Lane Elevation and Section
Current 2015 Planning Application

Refused 2009 Planning Application

Page 37 CoM report

The report from the CoM's Urban Design team (6.1, page 32) states:

'Both the original plans and amended plans dated 24 July 2015 were referred to Urban Design. Urban Design does not support the proposal and provided the following key relevant comments on 25 August 2015'

The 5 metre set back proposed by the officers' report contradicts the Urban Design Team's recommendation of a 10 metre set back

'10m tower setbacks should be provided from Lt Lonsdale and Lonsdale Streets, consistent with Cl 22.01 design standards. There is some scope to reduce the setback from Jones Lane in recognition of the very large setback from the west boundary, but a zero setback would not be satisfactory. In relation to the amended plans dated 24 July 2015, Urban Design stated: 'The tower setback from the north boundary has been increased from about 1.2m to about 3.4m average and the tower setback from the south boundary has been increased from about 3.2m to about 5.4m average. While this is certainly an improvement, the street setbacks remain far from satisfactory.'

Open Space

Commendably the design contains some open space. However, the amount of open space is significantly smaller than envisaged by the CoM's Open Space Strategy for this site. The open space is not 'public' open space. As is noted on page 38, the open space will remain the property of the owner of the land.

This is to say, it remains private property and, as such, is subject to the whim of the owner. There is nothing stopping the owner at a later date from enclosing or simply closing the space. Or the owner or tenant deciding that the land cannot be used for a particular purpose with which they do not agree or, given the present owner, contrary to the views of the Uniting Church or any

subsequent owner or tenant. For example, children or political demonstrations could be banned and management permission required to undertake activities which would not require permission in a 'public' (e.g. council owned) place. In this instance, if the CoM was committed to its open space strategy, as 'public space', it would request that the open space be either made-over to the Council or that the management of the space is given to the Council.

The landscape plan is also extremely unsympathetic to the heritage context, featuring sharp angles and stripes that relate and make reference to the new building while de-emphasising and distracting from the existing heritage buildings.

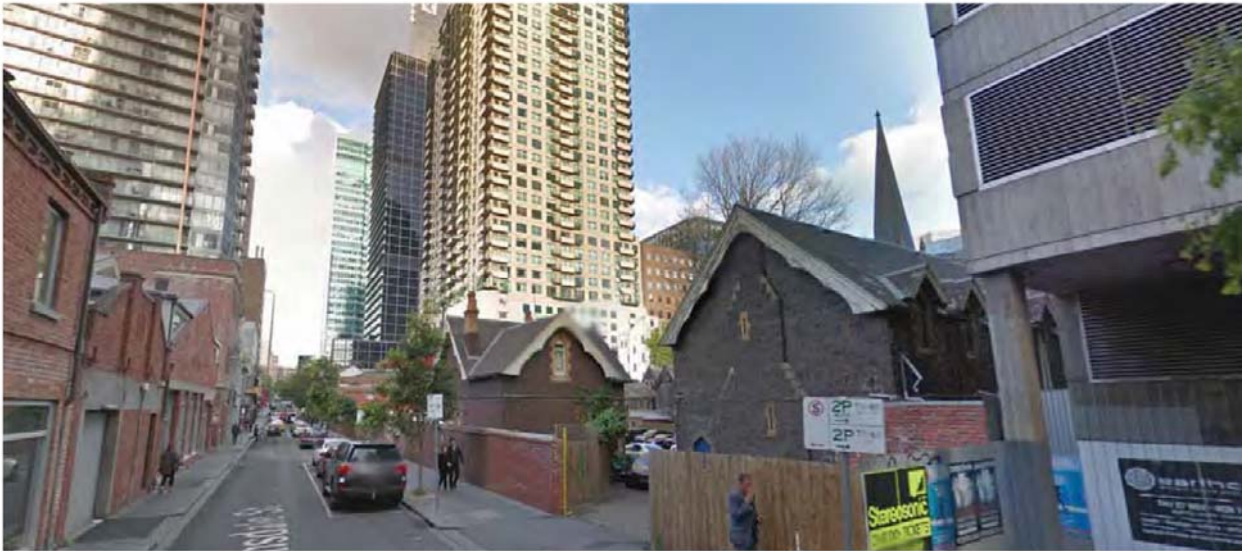
Little Lon' Heritage Precinct, HO984

This section deals with the heritage aspects of the site and the effect on the 'Little Lon' Heritage Precinct', HO984.

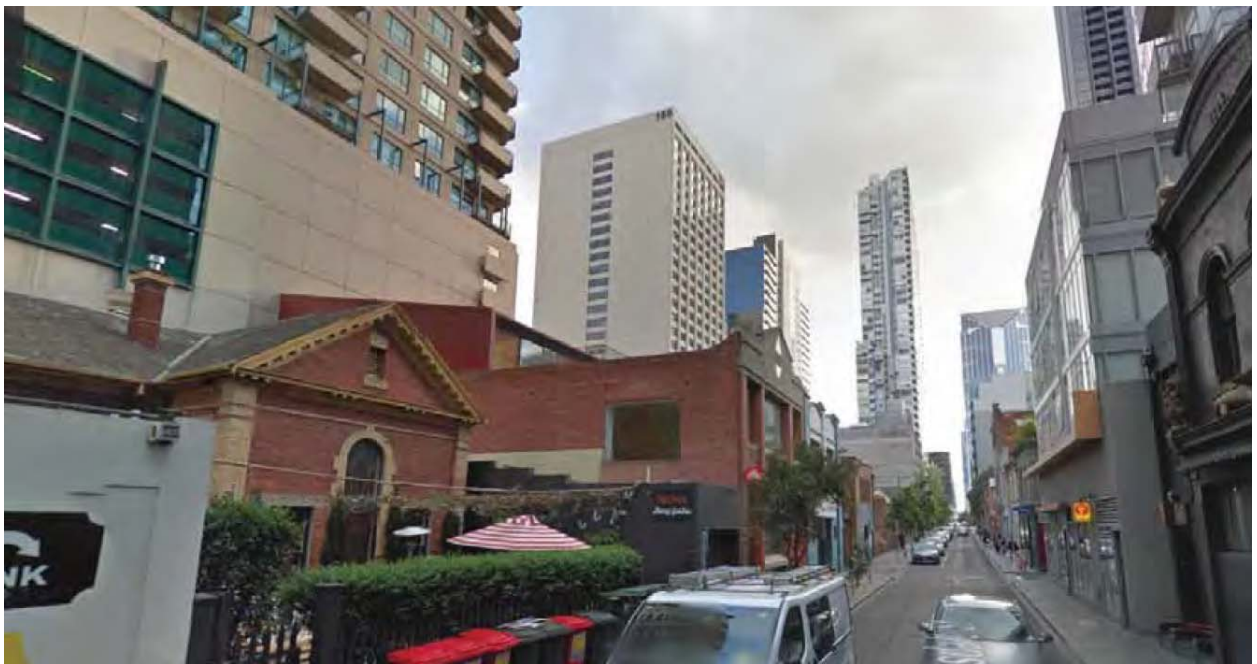


Detail of the 1886 De Gruchy & Leigh Isometric View of Melbourne (State Library of Victoria) showing Little Lonsdale Street, between Exhibition and Russell streets.

Clearly visible is the intact Wesley site and several other extant buildings in that part of Little Lonsdale Street.



Little Lonsdale Street, looking east – with the Wesley site on the left, showing the complimentary relationship of the low scale mid-19th century Wesley buildings and 1869 boundary wall to the low-scale ‘Little Lon’ heritage precinct on the right and adaptations (such as podiums) on modern developments (e.g. 104 Lt Lon, Regency Towers, Telstra, to enhance relationship between the low-scale 19th century surrounds and the modern buildings.



Little Lonsdale Street, looking west. Showing the low-scale nature of the area. Note that the nearby high-rise buildings sit on low-level podiums with the remaining building having been deeply set back to retain the area’s fine grain 19th century low-level scale.



Corner of Exploration Lane and Little Lonsdale Street, looking south along Jones Lane. Note the Wesley Church spire visible over the 1930s arte moderne ANA Jones factory – to the immediate right is the 1859 Exploration Hotel

Little Lon' Heritage Precinct, HO984

In the 19th century, Melbourne's 'Little Lon' area was a focus of the attention of social reformers of all religions. The various mission halls, chapels, and churches located in the immediate neighbourhood served their needs. Of these churches, chapels, and missions the only one surviving from the 19th century to this day is the Wesleyan Church complex, and the only other surviving building is the Melbourne Hebrew Congregation's 1857 Mikvah Yisrael Synagogue (and later, for a while, a Salvation Army Mission and City of Melbourne crèche), and others which have been demolished: such as the Primitive Methodist Chapel in Latrobe Street and Baptist Church on the Lonsdale and Exhibition Street corner.

The Heritage Precinct known as 'Little Lon' occupies 116 to 132 Little Lonsdale Street – Exploration Lane to Bennetts Lane – and is listed as significant, historically, socially, and aesthetically to the City of Melbourne.

The 'Little Lon' Heritage precinct's building group represents three key development phases in Melbourne's history: the immediate post gold era boom of the late 1850s and early 1860s; the development boom of the 1880s leading to the great Depression of the 1890s, and the Edwardian-era recovery with development of local manufacturing, which also saw the establishment of a greater Chinatown in the Little Lonsdale Street.

Travelling east to west, the building group is low-rise, two to three storeys, and commences with the gold rush era Exploration Hotel and develops through the mid-19th century with the associated boarding and row houses, the 1890 boom-style Leitrim Hotel. The next phase of building is from the Edwardian era with factory warehouse constructions that were to serve the Chinese cabinet making and furniture trade.

Streetscape and public realm

As stated above, the ‘Little Lon’ building group is low rise of two to three storeys and, to retain the integrity, context, and relevance of this Heritage Precinct, requires that any development in Little Lonsdale Street, between Exhibition and Russell streets have a substantial setback that so that it does not overwhelm the fine grain, low-rise, 19th century streetscape.

An essential part of ‘reading’ or understanding a building is its part in a streetscape, which is to say that ‘place’ is essential – remove a building from its locale, or the locale from the building and each cease to have relevance or meaning.

Streetscapes constitute the public realm we all see, share and use every day. Designing that realm, like designing good architecture, should aspire to achieve aesthetic as well as practical goals. A good street is a public place, one that should be visually and aesthetically appealing, functional, and sustainable.

Streets make a significant contribution to the local character and overall legibility of a neighbourhood because they are the main way in which we travel through and experience different areas. Adjacent land uses and the corresponding design of the street affect how people use and feel about a place. The safer and more visually interesting a street is the more likely people are to walk and spend time in it, thereby reducing the use of private vehicles and also increasing the likelihood of social interaction. Conversely the more hostile, heavily trafficked, densely built, and less safe a street feels, the more it will encourage inappropriate use and discourage community interaction. In the case of streets that become major traffic routes, such as Little Lonsdale Street is at risk of becoming, they split communities and lower social amenity and interaction.

The streetscape of Little Lonsdale Street, between Exhibition and Russell streets, although it includes one high-rise (more than 20 storeys) and four medium-rise buildings (less than 20 storeys), is essentially a mix of modest low-rise (two to three storey) Victorian and early Edwardian buildings.

There are three unusual aspects about this neighbourhood, all interconnected:

- the primary aspect is that the general streetscape has essentially remained unchanged since the early 1900s; and
- the survival of otherwise modest buildings and their mixture and interrelatedness within the CBD. This relatively intact streetscape mixture of former hotels, residences, rooming houses, shops, warehouses, church, and workshops clearly shows the nature and reality of 19th century Melbourne. Industry and domesticity living cheek-by-jowl; and
- the most unusual aspect of the continued existence of a large amount of open space comprising the Wesley demesne and grounds complete with the 1860s wall and stables, thereby giving the area an openness and light no-longer found in central Melbourne while graphically depicting 19th century Melbourne – some part highly urbanised and others (such as the present Wesley carpark) unoccupied since Melbourne’s settlement.

The context and reading of Little Lonsdale Street relies heavily upon the fine-grain low-rise nature of the streetscape and the visual contextual integrity of the whole to define the low-rise character of the last remaining stretch of the original and infamous 19th century ‘Little Lon’. And the 1850s Wesley demesne, its 1860s stables and walls are integral part of the Little Lon Heritage Precinct, to remove them it make the precinct historically irrelevant

Michael Kennedy

From: Wufoo
Sent: Wednesday, 25 November 2015 10:31:43 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#503]

Name: * Glenn Hunter

Email address: * glenn_hunter@bigpond.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * PLANNING PERMIT APPLICATION: TPM-2015-4 WESLEY
UNITING CHURCH, 118-148 LONSDALE STREET, MELBOURNE
VIC 3000

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



[submission.pdf](#) 344.71 KB · PDF

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: Yes

*(No opportunity is provided for submitters to be heard at Council meetings.) **

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

24 April 2015



THE KNIGHT ALLIANCE

The Hon. Richard Wynne MP
Minister for Planning
Level 20
1 Spring Street
MELBOURNE VIC 3000

cc. Melbourne City Council

Dear Minister

Re: Uniting Church / Leighton Properties Development at 130 Lonsdale Street Melbourne 3000 – Application No. 20157000

As indicated in our earlier correspondence this year, we now forward a report which has been prepared on behalf of the 222 residences of Regency Towers, 265 Exhibition Street, Melbourne by Jim Holdsworth, architect and urban designer. The Owners Corporation wrote to you earlier this year expressing their great concern and disappointment that a proposal had once again been put forward to construct a very large building on the eastern side of the Wesley Church Heritage site.

In response to the current proposal, Mr Holdsworth's report concludes that the proposed building is an inadequate answer to policies and guidelines set out in the Planning Scheme and states in brief:

- The proposed demolition of several buildings will diminish the quality of the adjacent public realm;
- The proposed building fails to implement policies relating to Class 2 lanes;
- The building will increase overshadowing of public spaces;
- The siting and form of the proposed building will compromise the visual and contextual setting of the remaining heritage buildings;
- The building fails to incorporate a meaningful podium as called for by policy;
- Its proximity to the Regency Towers building means that there are significant impacts on that building including loss of amenity, loss of outlook and loss of sunlight;
- The proposed building's loading bay on Jones Lane will likely have an unacceptable impact on the private property of Regency Towers;
- Its siting fails to meet requirements of tower separation; and
- The building will reduce the visual integrity of the Church.

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As was the case with the previous proposal, where a refusal to grant a permit was given in 2011, this proposal, which is a much larger construction, should also be rejected for similar reasons. That is the proposal:

- Results in the loss of residential amenity to properties to the east of Jones Lane beyond that which could reasonably be expected in the City;
- Is contrary to the objectives of Urban Design within the Capital City Zones, Sunlight to Public Spaces and the Design and Development Overlay due its excessive height and length adjacent to Jones Lane and will be visually intrusive; and
- Is contrary to the Melbourne Planning Scheme which seeks to restrict the number of car parking spaces provided for new developments in areas well served by public transport.

We request that the Minister / Department take into this report and our comments and keep us informed regarding the application.

Yours sincerely,
THE KNIGHT ALLIANCE



Tony Overall
Owners Corporation Manager
For and on behalf of OCPS 349276K

**REVIEW OF PROPOSED REDEVELOPMENT OF 130 LONSDALE STREET, MELBOURNE (WESLEY
UNITING CHURCH)**

prepared for
Regency Towers Owners Corporation

by
Jim Holdsworth
Architect and Urban Designer

21 April 2015

REVIEW OF PROPOSED REDEVELOPMENT OF 130 LONSDALE STREET, MELBOURNE (WESLEY UNITING CHURCH)

Section

1.	Scope of this Report	3
2.	The Proposed Redevelopment	4
3.	The Planning Scheme and how the proposed building responds	8
4.	Conclusion	16

Planning Collaborative (Vic) Pty Ltd

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1. Scope of this Report

1.1 This Report reviews the proposed redevelopment of parts of the Wesley Uniting Church property at 130 Lonsdale Street, Melbourne and assesses it against the relevant provisions of the Melbourne Planning Scheme.

1.2 It includes comments on the proposed redevelopment in general, and regarding the impacts of the proposed redevelopment in the local urban context and its impact on the Regency Towers building.

1.3 This report has been prepared with the benefit of these documents:

- Urban Context Report prepared by Cox Architecture, which includes drawings of the proposal and summaries of consultant reports,
- Planning Report prepared by Urbis,
- The Melbourne Planning Scheme.

2. The Proposed Redevelopment

The Application

2.1 An application has been lodged with the Minister for Planning to redevelop the Wesley Uniting Church property.

2.2 The proposal includes:

- demolition of several structures on the site,
- construction of a 37 storey office building on the site's eastern boundary along Jones Lane
- adaption of existing heritage buildings; The Manse, School House and Caretaker's Cottage; as retail/cafe uses,
- introduction of ground level commercial activity, predominantly nine Retail/Cafe premises, and
- landscaping, paving and other works to the open areas of the site to allow through-site pedestrian movements and passive use of parts of the site by the public.

2.3 In the Urban Context Report it is quoted that

"130 Lonsdale will be a catalyst for the reinvigoration of this portion of Melbourne's CBD."

"The design is conceived to preserve the contemplative nature of Worship and provide a space that brings the Church's vision to the site, its users, and the public, while instating the connection between Lonsdale and Little Lonsdale Street".

"The primary urban design vision for the site is to enhance the urban connectivity between existing Lonsdale and Little Lonsdale Streets whilst maintaining and enhancing the gardens and courtyards."

"... the distinguishing feature of this project is the quality and variety of space of the ground plane." (Urban Context Report: 4.1 Project Vision)

2.4 The Main Objectives for the Urban Design Strategy are quoted as:

1. *Bringing the City in*
2. *Re-Living the Wesley Precinct*
3. *A New Meeting Place.*

2.5 Five Urban Design Principles are identified:

- Forecourt, preserving the church's presence in the context of Lonsdale Street and incorporating the statue of John Wesley,
- Through Site Link, between Lonsdale and Little Lonsdale streets to the east of the church, with a parallel secondary through-site link to the west of the church,
- Active Edges, both within the site and along the eastern part of the Lonsdale Street frontage, the southern one-third of the Jones Lane frontage and at the corner of Little Lonsdale Street and Jones Lane,
- Town Square, at the northern end of the site behind the church, and
- Contemplative Sanctuary, close to the sides of the church.

2.6 It is notable that these Objectives and Principles make no mention of introducing new and very significant commercial uses to the site or the proposed tower building to accommodate those uses.

2.7 Buildings to be demolished are the Princess Mary Club building and Wesley House, both currently part of the Lonsdale Street streetscape, a small 'factory' on the site's north-east corner, storage rooms abutting Little Lonsdale Street, minor additions to the Manse and School House and removal of part of the brick wall on the Little Lonsdale Street boundary. The removal of these structures is quoted as being

" to allow for the redevelopment and reOvitalisation of this city precinct and to allow for the new office tower and podium"

and

Demolition on this site has been a considered response to the vision of revitalised site and the best development strategy to encourage activity in the area."

2.8 The Princess Mary Club building and the Storage Rooms are of Contributory heritage significance. The other structures to be removed are of Little or No Significance.

2.9 It is notable that the five Urban Design Principles are not dependent on any demolition or the construction of an office tower containing some 55,000 square metres of floor space.

Interface with Jones Lane

2.10 Of particular interest to RTOC is the proposal's interface with Jones Lane. This is described as:

East Elevation, Jones Lane

The eastern edge of the site is on Jones Lane. The Lane, currently utilised as a service way for the buildings adjacent, has a series of buildings to its east that are a mixture of uses heights [sic]. Due to the direct adjacency of the buildings surrounding, the east elevation has been designed with a more introverted nature by incorporating a higher up-stand thus creating a smaller visible portion in and out of the building.

Smaller points of interest and activation are within the perforated mesh facade on the fire stair between the core. On Jones Lane the building has a series of provisions for cafe and retail uses that will address and active [sic] each corner of the building, and potentially make Jones Lane a more pedestrian friendly environment. (Urban Context Report, page 33).

2.11 An accompanying diagram shows two lengths of Active Frontage to Jones Lane; one at the southern end, occupied by the tower's undercroft, part of a lobby, the back of a retail/cafe and the wall and door of a service function. At the northern end of Jones Lane the Active Frontage is a glazed wall of a cafe/retail use.

2.12 The diagram also defines Inhabitable Frontage at three locations; the glazed but non-openable facades to two lift lobbies, and to the fire escape stair and its exit door. The balance of the ground level interface to Jones Lane is described as Services or Structure.

2.13 It is notable that the above description makes no comment about other aspects of the East Elevation, such the tower, its articulation, relationship with uses on the east side of Jones Lane, or off-site impacts such as overshadowing, loss of solar access, impact on outlook, loss of privacy and amenity on existing buildings facing the east side of the Lane.

The Office Tower

2.14 The tower is described as

" ... a 3 dimensional vertical campus. Both the tower & podium forms have been sculpted at lower levels to provide further breathing space and respect to the existing Church and Manse reinforcing the through site link from Lonsdale St to Little Lonsdale street. This urban gesture

transitions into a more orthogonal form at upper levels, to provide optimum floorplate size relevant in the commercial market.

The podium has been designed as a recessive backdrop in scale and materiality to the existing building fabric on the site. The podium form is designed to provide access to light and views through a series of peels in the facade, while appearing more solid in appearance on approach, allowing visual prominence to remain with the Church and associated Heritage buildings. The sculpted form of the Lonsdale street address of the podium is a response to the design objective of improving the sightline to the Church spire, whilst also transitioning to the tower form above."

(Urban Context Report Section 5.0).

2.15 An accepted definition of a podium is:

"A podium means those levels of a building which are constructed to the front or side boundaries of a site and where any building above those levels is set back from the levels below".

2.16 The proposal includes only minimal setbacks of the structure above Level 6, whereas podiums are the result of more substantial setbacks of upper levels, usually of at least 5 metres. It cannot therefore be said that the building is of a podium-and-tower configuration but is a simple tower extending upwards from the ground. The change in external materials and articulation at Level 6, due to the change of internal land use, does not constitute a podium.

2.17 The undercroft at the Lonsdale Street end of the building allows a more open approach to the front of the church and its spire and to the proposed through-site walkway when compared with the streetscape presence of the Princess Mary Club building.

2.18 The Ground Floor includes the usual uses of lobby, lifts and stairs, back-of-house functions, vehicular entry and several retail/cafe premises.

2.19 The modified Manse building has a direct functional relationship to the main lobby and to the external open spaces, and is partially beneath the tower above, effectively within a cut-out of the tower which provides side and vertical separation of the Manse from the tower.

2.20 The lower levels of the building are predominantly occupied by car parking, with some office space and other building amenities. These levels therefore have different facade treatments to the office levels commencing at Level 6. Above Level 6 the facades are predominantly glazed and planar, with a slight V-shape to the west facade and a slightly increasing cantilever to that facade. There are also small variations on the northern and southern facades as they rise up the building. The structure has a distinctive top. The Jones Lane facade of the lift and stair core extends the full height of the building and is not differentiated at the lower levels, unlike the remainder of the building.

Vehicular Access

2.21 Vehicular access to the site is of two types; entry to the above ground car park from Little Lonsdale Street, and a loading bay off Jones Lane. The building includes parking for a total of 127 cars and 367 bicycles.

2.22 A Traffic Report has been prepared by Traffix Group. The report states that the loading bay meets the provisions of Clause 52.07 of the Planning Scheme.

2.23 The report also states that a swept path analysis for a 6.4 metre long small rigid vehicle and an 8.8 metre long medium rigid vehicle indicated that such vehicles can enter and exit Jones Lane in a forward direction to access the loading bay. Swept path diagrams show that such vehicles can also access the loading bay or leave it while fully within the width of Jones Lane. However these diagrams show the swept path abutting the eastern side of Jones Lane. While this boundary with Regency Towers is open at ground level there is a low cantilevered section of the Regency Towers building directly opposite the loading bay. It is likely that vehicles will encroach into the Regency Towers land and conflict with this overhead structure.

Off-site impacts

2.24 The building will have a variety of off-site impacts. These include:

- additional overshadowing of the site, Lonsdale Street, Jones Lane and nearby buildings
- overlooking of windows of nearby buildings
- wind impacts
- visual prominence
- loss of 'human scale' to Lonsdale Street, Little Lonsdale Street, Jones Lane and on the site itself.

2.25 These are discussed in detail in the following Section.

3. The Planning Scheme and how the proposed building responds

3.1 The Melbourne Planning Scheme includes several policies and Clauses that relate to the built form and off-site impacts of the proposed development. These are

- Clause 21.06 Built Environment and Heritage
- Clause 21.12 Hoddle Grid
- Clause 22.01 Urban Design within the Capital City Zone
- Clause 22.02 Sunlight to Public Spaces
- Clause 22.04 Heritage Places within the Capital city Zone
- Clause 22.20 CBD Lanes.

3.2 The whole of the site is covered by a site-specific Heritage Overlay, HO712. An application to Heritage Victoria has been made.

3.3 The above policies are discussed below, together with an assessment of how the proposed building responds.

Clause 21.06 Built Environment and Heritage

3.4 This part of the Municipal Strategic Statement (MSS) sets out a series of Objectives and Strategies to implement them under the headings of Urban Design, Heritage and Sustainable Development.

3.5 Relevant to this proposal are three Urban Design Objectives:

Objective 4: *To ensure that the height and scale of development is appropriate to the identified preferred built form character of an area.*

Strategy 4.5 is

In the Hoddle Grid and Urban Renewal areas ensure occupancies in new tower buildings are well spaced and offset to provide good access to an outlook, daylight, sunlight and to minimise direct overlooking between habitable room windows.

Objective 5: *To increase the vitality, amenity, comfort, safety and distinctive City experience of the public realm.*

Strategy 5.2 is

Ensure that the scale, bulk and quality of new development supports a high quality public realm.

Strategy 5.8 is

Ensure development minimises the adverse effects of wind down drafts and provides wind protection to public open spaces suitable for their role and function.

Objective 6: *To improve public realm permeability, legibility and flexibility.*

Strategy 6.1 is

Protect and enhance the character and function of laneways.

Strategy 6.2 is

Ensure the design of buildings and public spaces enhances the public realm and the pedestrian environment.

Strategy 6.3 is

Ensure that new development in the Capital city, Docklands, Business and Mixed Use zoned areas provide active street frontages and minimise pedestrian disruption from car access.

Objective 7: *To create a safe and comfortable public realm.*

Strategy 7.1 is

Ensure built form and land uses promote surveillance of the public realm at all times of the day and night.

3.6 Relevant to this proposal is this Heritage Objective:

Objective 1: *To conserve and enhance places and precincts of identified cultural heritage significance.*

Strategy 1.6 is

Within heritage precincts and from adjoining areas protect buildings, streetscapes and precincts of cultural heritage significance from the visual intrusion of new built form.

Strategy 1.7 is

Protect the scale and visual prominence of important heritage buildings, landmarks and heritage places

Strategy 1.8 is

Maintain cultural heritage character as a key distinctive feature of the City and ensure new development does not damage this character.

Comment

3.7 The building is about 9 metres from the western facade of the apartments and other spaces such as the gymnasium of the Regency Towers building. This distance does not constitute sufficient separation to provide adequate access to outlooks from either building and will compromise the privacy of west-facing windows of Regency Towers. The building will reduce the currently good access to outlook, daylight and sunlight of the west-facing windows of Regency Towers due to its height and considerable north-south length.

3.8 The sheer nature of the built form can be expected to generate local wind impacts in Jones Lane which currently has high buildings only on its eastern side and which will become a narrow space with walls some 32 storeys high. These wind movements will adversely affect the amenity of balconies on the north-west corner of the Regency Towers building, as well as Jones Lane itself and within the proposed public spaces within the site.

3.9 The ground level interface to Jones Lane includes only limited active frontage and is inadequate to properly enhance the character of the Lane and its environment for pedestrians, as these retail/cafe premises are likely to orient themselves away from the Lane and towards the interior of the site.

3.10 The site is a Heritage Place. The demolition of the Princess Mary Club building and its replacement by a new built form is contrary to the Heritage Objective and its Strategies.

Clause 21.12 Hoddle Grid

3.11 This part of the Municipal Strategic Statement (MSS) sets out a series of actions under several headings. In terms of the proposed building, the following actions are relevant.

Built Environment and Heritage

- *Protect the regular grid layout, laneways, tree-lined boulevards and identified significant public open spaces.*
- *Protect the scale of important heritage precincts, boulevards and other unique precincts that rely on consistency of scale for their image,*
- *Ensure that the design of tall buildings in the Hoddle Grid promote a human scale at street level especially in narrow lanes, respects the street pattern and provides a context for heritage buildings.*
- *Ensure that new tall buildings add architectural interest to the city's sky line.*

- *Ensure tower buildings are well spaced and sited to provide equitable access to an outlook and sunlight for all towers.*
- *Ensure high quality and robust public space design in arcade and laneway upgrades.*
- *Ensure development fronting streets creates a continuous building edge and integrated streetscape.*

Transport

- *Ensure that the design of buildings and public realm in the Hoddle Grid enhances the safety of pedestrians, visitors and occupants of buildings.*

Comment

3.12 The scale of the Little Lon Heritage Precinct and the impact of the proposed building on it are discussed in paras. 3.25 to 3.28 below.

3.13 It is evident that a building of the scale and height proposed, including a lack of podium particularly on the Jones Lane frontage, is at odds with the requirement that tall buildings promote a human scale at street level especially in narrow lanes. Its scale and height fail to provide a built form context for the heritage buildings on the site, particularly the Manse and the church and spire.

Clause 22.01 Urban Design within the Capital City Zone

3.14 This extensive Policy is divided into eight sections, with a variety of specific policies for each. These are set out in the Table below, together with a comment on how the proposed development, both the tower building and the open spaces within the site, respond to them.

3.15 The Policy has these relevant Objectives:

- To enhance the physical quality and character of Melbourne’s streets, lanes and Capital City Zone form through sensitive and innovative design.
- To improve the experience of the area for pedestrians.
- To create and enhance public spaces within the Capital City Zone to provide sanctuary, visual pleasure and a range of recreation and leisure opportunities.
- To ensure that the design of public spaces, buildings and circulation spaces meets high quality design standards.

Policy	How the proposed development responds
Building design	
Encourage buildings, including towers to align to the street pattern and to respect the continuity of street facades.	The continuity of the street facade which is evident in the Princess Mary Club building is lost by the significant ground level setback and the cantilevered facade of the upper levels.
When adjoining heritage buildings are located in a Heritage Overlay, the design of new buildings should have regard to the height, scale, rhythm of and proportions of the heritage buildings.	A building within a site-specific Heritage Overlay is to be demolished and replaced by a building which is inconsistent in height, scale and proportions with the remaining heritage buildings on the site.
The design of buildings is assessed against the following design standards, as appropriate:	
<ul style="list-style-type: none"> • Towers should have a podium height generally between 35 to 40 metres except where a different parapet height already exists or where the need to provide a context for a heritage building or to emphasise a street corner justifies a variation from this norm. 	The building does not have an effective podium (as defined immediately below). While this design standard does not mandate a podium, there is no reason for this design element to not be provided, given the streetscape character of Lonsdale Street, the requirement that tall buildings promote a human scale at street level

Policy	How the proposed development responds
	and the scale and character of the Little Lon Precinct to the site's north.
Towers above the podium should be setback at least 10 metres from street frontages.	This is not achieved on any of the buildings three street elevations.
Towers should be well spaced to equitably distribute access to an outlook and sunlight between towers and ensure adequate sun penetration at street level as follows: <ul style="list-style-type: none"> Development above 45 metres be set back 24 metres from any surrounding podium–tower development. Tower separation setbacks may be reduced where it can be demonstrated that towers are offset and habitable room windows do not directly face one another and where consideration is given to the development potential of adjoining lots. 	The building fails this Policy requirement. It is only about 12 metres from the western facade of the Regency Towers building and is not offset to retain adequate amenity. It has habitable room windows (i.e. unbroken glass walls) directly facing the approved residential building at 115 Little Lonsdale Street and the office building at 108 Lonsdale Street, to the east of the site.
Facades	
Encourage new facades to respect the rhythm, scale, architectural features, fenestration, finishes and colour of the existing streetscape.	The proposed glass curtain walls are inconsistent with the more detailed facades and fenestration character of buildings in the area.
Encourage detail that engages the eye of the pedestrian.	Detailing of the building is at a larger scale than the more intimate detailing which characterises the other buildings on the site and in the immediate environment. The detailing of facades on the opposite side of Lonsdale Street and of the Little Lon Precinct opposite the site in Little Lonsdale Street are examples of visually engaging facades that are not found in the proposal.
Blank building walls that are visible from streets and public spaces should be avoided.	The significant extent of glazing to all elevations will read as essentially unadorned blank walls.
In traditional streetscape environments, taller buildings should respond to dominant divisions in datum heights.	The change in facade treatment at Level 6 is lower than the 35 - 40 metre height sought by this Policy, but is considered acceptable given the scale of existing buildings on the site.
Visible service areas (and other utility requirements) should be treated as an integral part of the overall design and fully screened from public areas.	Achieved to an acceptable extent given the nature of the building.
City and Roof Profiles	
Encourage roof profiles to contribute to the architectural quality of the city skyline.	Achieved
Encourage roof profiles to be considered as part of the overall building form.	Achieved
Wind and weather protection	
Towers should be appropriately set back from all streets at the podium to assist in deflecting wind downdrafts from penetrating to street level.	Not achieved. The change in facade alignment is minimal and is not a sufficient distance on any facade to constitute an effective podium.

Policy	How the proposed development responds
Within the tower setback, some variation in treatment may provide a transition between the podium and tower. Such treatment should be carefully checked for wind effects at street level.	There is no effective tower setback from any side.
Public Spaces	
The provision of high quality, readily accessible internal and external spaces form an integral part of the public domain. Public spaces include public and privately owned land for public use and may be covered or open to the sky.	
Encourage the provision of high quality new public spaces.	Achieved
Encourage new public spaces to cater for the needs of the City's diverse communities.	Able to be achieved.
Facades adjoining public spaces should be designed to maintain the continuity of the streetscape.	The south facade fails to maintain the continuity of the Lonsdale Street streetscape in the way that the Princess Mary Club building does.

Clause 22.02 Sunlight to Public Spaces

3.16 This policy applies to public spaces such as parks and gardens, squares, streets and lanes, and includes privately owned spaces accessible to the public, such as building forecourts, atria and plazas within the municipality excluding the Docklands Zone.

3.17 It has these four Objectives:

- *To ensure new buildings and works allow good sun penetration to public spaces.*
- *To ensure that overshadowing from new buildings or works does not result in significant loss of sunlight and diminish the enjoyment of public spaces for pedestrians.*
- *To achieve a comfortable and enjoyable street environment for pedestrians.*
- *To protect and where possible increase the level of sunlight to public spaces during the times of the year when the intensity of use is at its highest.*

3.18 Development proposals are to be assessed against this standard:

Development should not reduce the amenity of public spaces by casting any additional shadows on public parks and gardens, public squares, major pedestrian routes including streets and lanes (including all streets within the retail core of the Capital City Zone), and privately owned plazas accessible to the public between 11.00 am and 2.00 pm on 22 September.

Comment

3.19 The application proposes to revitalise the open area of the site as publicly-accessible and useable space and as a through-site pedestrian link. While this is a positive aspect of the proposal, the building will overshadow that space until about 1.00pm each day.

3.20 The building will increase shadowing of Jones Lane and Lonsdale Street, reducing the level of sun penetration to these public spaces and reducing their amenity for pedestrians. Jones Lane is a major pedestrian route (refer paras. 3.29 to 3.37 below).

Clause 22.04 Heritage Places within the Capital city Zone

3.21 The whole of the Wesley Uniting Church site is a heritage place covered by site-specific Heritage Overlay HO712.

3.22 This Policy applies to the Capital City Zone and has a key Objective:
To conserve and enhance the character and appearance of precincts identified as heritage places by ensuring that any new development complements their character, scale, form and appearance.

3.23 The Policy states that, when considering applications for buildings, works or demolition to heritage places as identified in the Heritage Overlay,
The demolition or alteration of any part of a heritage place should not be supported unless it can be demonstrated that that action will contribute to the long-term conservation of the significant fabric of the heritage place.

3.24 The Policy also includes Statements of Significance and Key Attributes for Heritage Areas, one of which is the Little Lon Precinct.

3.25 This small area comprises nos. 116 to 132 Little Lonsdale Street, on the north side of Little Lonsdale Street opposite the Wesley Uniting Church site and between Bennetts Lane and Expoloration Lane. It is covered by Heritage Overlay HO894, and comprises five properties, including the former Leitrim Hotel at nos. 128 - 130 Little Lonsdale Street, which has its own site-specific Heritage Overlay (HO989) and which is included on the Victorian Heritage Register (Reference no. H2242).

3.26 The Statement of Significance for the Little Lon Precinct is
The precinct is locally significant, historically, socially and aesthetically to the City of Melbourne. The building group, which epitomises the much publicised and interpreted 'Little Lon' district and its colourful past, represents three key development phases in the City's history, the immediate post golden era boom of the late 1850s and early 1860s, the development boom of the 1880s leading to the great Depression of the 1890s, and the Edwardian-era recovery with development of local manufacturing that also saw the establishment of a greater Chinatown in the street.

The building group commences with the gold rush era Exploration Hotel and develop through the 19th century with the associated boarding and row houses at 120-122 Little Lonsdale Street and the Leitrim Hotel, itself erected on an old hotel site. The next phase of building is from the Edwardian era with factory warehouse construction that was to serve the Chinese cabinet making and furniture trade.

Key Attributes

- *A single and strong architectural expression derived from classical revival architecture that emerged in the Colony during the 1860s and is seen here extending into the Edwardian-era.*
- *Contributory elements include external walls and finishes, parapeted form, mouldings, fenestration, joinery two and three-storey scale, and roof form, along with any new material added in sympathy to the original fabric it replaced.*
- *The architecturally significant Leitrim Hotel displays a strong boom-era dynamism in its façade ornament.*

Comment

3.27 The proposed building, by its scale, height and siting, is out of character with the scale, form and appearance of buildings within the heritage place that is the church and its associated buildings and those in the identified Heritage Area of the Little Lon Precinct on the opposite side of Little Lonsdale Street.

3.28 The loss of part of the brick wall on the north side of the site will adversely affect the visual context of the small Little Lon Precinct particularly as it, and the storage rooms building and the factory at 117 Little Lonsdale Street which are part of the streetscape context of the Little Lon Precinct, are to be demolished also and replaced by the north elevation of a building rising over 140 metres above footpath level.

Clause 22.20 CBD Lanes

3.29 Jones Lane is on the east side of the site and provides vehicular and pedestrian access between Lonsdale and Little Lonsdale streets, and to Corporation Lane to the north, as well as vehicular access to properties on its east side.

3.30 Jones Lane is defined as a Class 2 Lane because it shows three of the four core value characteristics by which lanes in the CBD are classified.

3.31 The four core value characteristics that contribute to the success of the lane as a pedestrian environment are:

- *Connectivity – The provision of a physical connection through a city block.*
- *Active frontages – Building frontages that provide for visual and physical interaction between the public space of the lane and the ground floors of the buildings.*
- *Elevational articulation – the architectural character of the buildings adjoining the lane and the degree to which this provides aesthetic and spatial interest to the public realm.*
- *Views – views from the lane’s public realm towards a connecting lane, street or landmark.*

3.32 The Policy for lanes includes these General Objectives:

- *To enhance the climatic conditions and amenity of the laneway to encourage more intensive pedestrian use and social activity.*
- *To encourage activity, vitality and interaction between public laneways and adjacent private uses.*
- *To recognise lanes that provide for essential servicing and vehicular access and to ensure that new development does not adversely affect or impede the operation of these functions.*

3.33 It is Policy

- *To carefully manage future development in and adjacent to Class 2 and 3 lanes to encourage these lanes to show signs of Class 1 lanes.*
- *Improve the pedestrian amenity of lanes which are primarily used for servicing and car parking through the use of materials, lighting and designated areas for pedestrians and vehicles, to ensure pedestrians can move through these lanes safely and efficiently.*

3.34 In terms of buildings adjoining lanes, it is Policy to

- *Maintain and enhance the intimate environment of lanes by ensuring that higher tower forms are set back from the predominate parapet height along the laneway to ensure a sense of openness that reinforces a human scale.*
- *Encourage new development to respond to the fine grain pattern, vertical articulation and division of building frontages where this forms part of the established lane way character.*
- *Encourage new development to provide highly articulated and well detailed facades that create visual interest, particularly at the lower levels.*
- *Require development along lanes to minimise adverse microclimate effects.*
- *Discourage developments from locating primary access and loading facilities on Class 1 and Class 2 lane ways and carefully consider the design and management of access and loading areas along Class 3 Lanes.*

Comment

3.35 The policy of managing future development adjacent to Class 2 lanes to show signs of Class 1 lanes suggests that there should be more active frontage to Jones Lane and the architectural character of the building should incorporate more elevational articulation to provide aesthetic and spatial interest.

3.36 The building is not set back to create a street facade of 'human scale', or is there significant active frontage or articulation to the facade whether at street level or above.

3.37 The building is a poor response to this Policy.

Other Policies

3.38 Several other policies affect the site, but these are not directly relevant to the consideration of the building design and its impacts. These are

- Clause 22.19 Energy, Water and Waste Efficiency
- Clause 22.23 Stormwater Management (Water Sensitive Urban Design)
- Environmental Significance Overlay 2 (ESO2) which relates to vegetation on the site (an identified tree is to be retained)

and these are not considered further in this Report.

4. Conclusion

4.1 The proposed building is an inadequate response to Policies and guidelines set out in the Planning Scheme.

Context

4.2 The proposal includes the demolition of several buildings and structures which are within the heritage place covered by Heritage Overlay HO712. The loss of these buildings will diminish the quality of the adjacent public realm, particularly in terms of the streetscape of Lonsdale Street and the character of Little Lonsdale Street in the vicinity of the designated Little Lon Precinct.

4.3 The proposed building fails to implement policies relating to Class 2 lanes.

4.4 The building will increase overshadowing of the public spaces of Lonsdale Street and Jones Lane, contrary to policy, and will impact the amenity of the proposed publicly-accessible open spaces on the site.

Heritage

4.5 The demolition of buildings which are covered by Heritage Overlay HO712 will result in loss of streetscape character to the three adjoining streets. The siting and form of the proposed building will compromise the visual and contextual setting of remaining buildings on the site, particularly the Manse and the Church and its spire due to its proximity to those heritage structures and its height and external character.

Built form

4.6 The building fails to incorporate a meaningful podium, as called for by policy. Its proximity to the Regency Towers building means that there are significant impacts on that building and the approved residential building at 115 Little Lonsdale Street in terms of loss of amenity, loss of outlook and loss of sunlight. Its siting fails to meet the requirements of tower separation.

4.7 The design of the lower levels facing Lonsdale Street fail to maintain the street edge that is a valued element of CBD streets, by introducing an angled setback and an undercroft. The approximately 14 metre separation of the Church spire from the Princess Mary Club building is reduced to less than 7 metres by the siting of the proposed building. This will reduce the visual integrity of the Church and compromise its current landscaped setting, with this visual integrity being further reduced by the height and length of the building's west elevation.

4.8 The Manse will similarly be adversely impacted, to the point that it will read as an intrusive element on the site and one that has reluctantly been retained, rather than a small but important building that is part of a collection of purpose-built structures of similar design and materials, valued by the Uniting Church and the wider community.

4.9 There is potential for some more intense development on the site, but the current proposal is contrary to a sufficient number of elements of the Planning Scheme, particularly in terms of adverse off-site impacts, that the proposal is evidently too intense and represents an unacceptable built form outcome.

From: Wufoo
Sent: Monday, 30 November 2015 4:56:19 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#525]

Name: * David Harper

Email address: * djharper@me.com

Contact phone 0419875435
number (optional):

Please indicate Future Melbourne Committee meeting
which meeting
you would like to
make a
submission

Date of meeting: * Tuesday 1 December 2015

Agenda item title: 6.6 Ministerial Referral: TPM-2015-4 Wesley Church Complex, 118-148 Lonsdale
* Street, Melbourne

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

I am making this submission as the owner of 120-122 Little Lonsdale St, which is directly opposite the rear of the proposed development (to the north). Although the addition of more open space in this part of the city is welcomed, I have several concerns with the development as proposed.

First the scale of the development is overwhelming, both in relation to the important heritage buildings on the site (the Wesley Church & the Manse), but also in relation to the Little Lon Heritage Precinct area immediately to the north. Even with the proposed setback to Little Lonsdale St of 5m, this building (together with the existing high rise at 116 Little Lonsdale St and the approved building at 9-11 Exploration Lane) is out of scale with the existing 2-3 story dwellings in the Little Lon Heritage Precinct. We would like to see a greater setback of at least 10m applied to this proposal.

This concern also applies to the setback of the building from Regency Towers. The lack of setback to the existing apartments on the west side of this building will significantly reduce the liveability of those apartments.

Second, I am concerned about the entrance to the car park for the building which is located directly opposite my building. This will create additional noise, traffic and congestion directly opposite my dwelling. I cannot see why the car park entrance could not be located to Jones Lane instead, which would offer vehicles the option to enter and exit from either Lonsdale St or Little Lonsdale St (or indeed from Exploration Lane), rather than exclusively from Little Lonsdale St.

Third, I can find no reference in the council recommendations to the potential impact of the development on on-street car parking spaces. From the location of the entrance of the car park I assume that several existing on-street car parks will be lost which will result in even fewer spaces being available nearby for my visitors.

Finally I am concerned about the impact of such a massive development on wind tunnelling in the area and believe that further work needs to be done to the proposal to ensure any impacts are minimised.

I would urge the council to oppose this application on the grounds that it represents a massive over-development of the site and to require the developers to create a project that is more respectful to the important heritage buildings in the surrounding precincts.

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee in
support of your
submission:

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

*

Name: * Greta Bird

Email address: * gretabird1@gmail.com

Contact phone number (optional): 9347 1411

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * 6.6 Ministerial Referral: TPM-2015-4 Wesley Church Complex, 118-148 Lonsdale Street, Melbourne

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



[com_submission_pmc.pdf](#) 64.09 KB . PDF

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: No

*(No opportunity is provided for submitters to be heard at Council meetings.) **

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

9 Lt Elgin St
Carlton 3053
T.93471411, M.428137111
E.gretabird1@gmail.com

29 November 2015

**Ministerial Referral: TPM-2015-4 Wesley Church Complex
118-148 Lonsdale Street, Melbourne**

I wish to submit the strongest possible objection to the recommendation that the Melbourne City Council support the proposal with conditions, as set out in the officers' report to the Future Melbourne (Planning) Committee.

The height and bulk of the proposed building will have a severe detrimental impact on the streetscape and will completely dominate the Wesley church and remaining buildings on the site. It will negatively impact on the heritage precinct on Little Lonsdale Street.

Further, that the proposal requires the demolition of the 1920s Princess Mary Club threatens not only the integrity of the well-preserved inner-city site, it is in contravention of the mission of the Church. As an active member of the Uniting Church in Australia, I speak for many parishioners who are appalled by the grave disrespect for heritage by the Uniting Church Synod, which is driven by financial expedience and apparent incompetence. It has alienated many parishioners and the wider community.

The Wesley Church and the Princess Mary Club were specifically built for worship and community mission purposes by philanthropic donations, and should not be looked on from a "financial asset" angle. Both buildings are of great historical, architectural and heritage significance, which cost the current custodians nothing to acquire. The fact that the buildings are in need of substantial restoration and upgrading works is because they have been shamefully neglected for decades, in breach of the Uniting Church's regulations.

The Princess Mary Club was constructed in 1926 through philanthropic donations. Though deliberately neglected since 1990, it is a rare surviving example of a 1920s hostel which was created for young women coming to work and study in Melbourne. It is a culturally and historically significant part of Melbourne's heritage, which enabled a greater inclusion of women in Victoria's workforce. Restored and upgraded to modern standards, it could again become a direly needed safe haven for women.

The Wesley House Building, constructed in 1970 specifically as the Victorian headquarters of the Wesley Mission, is also earmarked for demolition.

The proposed demolition of both the Princess Mary Club and the Wesley House buildings is not in the best interests of the owners and users of the Wesley Church Complex at 122-144 Lonsdale Street, Melbourne. The Uniting Church Synod of Victoria and Tasmania is a very wealthy organization with financial sources to restore the Wesley Church, the Princess Mary Club and Wesley House. Alternative, more sympathetic means to redevelop the site which would retain at least part of the Princess Mary Club and the integrity and character of the site should be a priority.

Name: * Alison Parr

Email address: * aparr@bigair.com.au

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * 6.6 Ministerial Referral: TPM-2015-4 Wesley Church Complex, 118-148 Lonsdale Street, Melbourne

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



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Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: No

*(No opportunity is provided for submitters to be heard at Council meetings.) **

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

Future Melbourne Meeting 1 December 2015

Agenda item 6.6: Ministerial Referral: TPM-2015-4 Wesley Church Complex 118-148 Lonsdale Street

With regard to the above, I make the following submission.

Non-compliance with a “seriously entertained planning change”.

The Minister for Planning introduced effective from Friday 4 September 2015. These new planning rules provide density restrictions that will significantly reduce the height of towers built in Melbourne. I understand these new rules are designed to combat developments such as the above planning permit application which are too tall for their sites and create severe amenity impacts on surrounding buildings, particularly residential buildings.

As the new planning rules are a “seriously entertained planning change” I respectfully request that these new planning rules are taken into account in considering the current planning application and that the planning permit is refused on the grounds that it does not meet the requirements of the proposed new planning rules and that the proposed development highly inappropriate for its small site and will caused serious amenity impacts on very close by residences including overlooking, loss of sunlight and natural light, wind tunnel impacts and noise. I understand that it is acceptable practice to take into account a “seriously entertained planning change”.

It would be a great miscarriage of justice if this planning application was to receive a planning permit simply because it was submitted before the new planning rules were introduced when it is clearly the type of development these rules are designed to prevent.

Severe amenity impacts in a dense residential area

The current planning scheme is ineffective in providing a reasonable level of residential amenity as amenity related provisions are guidelines that do not need to be followed. The outcome has been buildings that ignore residential amenity and provide poor planning and amenity outcomes. This has triggered the new planning rules.

Protection of residential amenity in existing buildings that border new developments is just as important as protecting residential amenity in new developments. I respectfully request the Council takes a holistic, strategic view in assessing this planning application. The application should be rejected as it will result in a poor planning outcome, severe impact on residential amenity and heritage in the surrounding area and reduced liveability in Melbourne. A holistic assessment will result in a better outcome than an approach that checks off compliance with individual planning clauses without considering the overall impact of the development.

This planning application will cause a severe impact on Regency Towers’ and other neighbouring buildings residential amenity. This impact will result in good quality residential stock being made far less liveable. This is contrary to the growing awareness in the current Andrews’ Government of the need for CBD apartments to be of a reasonable size and to have reasonable amenity to protect the health and well-being of people living in Victoria. Regency Towers’ apartments are of a good size with over 40% of apartments being 3 bedrooms or more and the remaining apartments are all 2 bedrooms. The smallest size Regency Towers apartment is approx. 75 sqm. Also all the 222 apartments currently have good access to natural light and ventilation. This proposed development, if approved, would result in a very poor planning outcome.

The proposed building is an inadequate response to policies and guidelines set out in the Planning Scheme and in brief:

- The proposed demolition of several buildings will diminish the quality of the adjacent public realm;
- The proposed building fails to implement policies relating to Class 2 lanes;
- The building will increase overshadowing of public spaces;
- The siting and form of the proposed building will compromise the visual and contextual setting of the remaining heritage buildings;
- The building fails to incorporate a meaningful podium as called for by policy;
- Its proximity to the Regency Towers building means that there are significant impacts on that building including loss of amenity, loss of outlook and loss of sunlight;
- The proposed building's loading bay on Jones Lane will likely have an unacceptable impact on the private property of Regency Towers;
- Its siting fails to meet requirements of tower separation; and
- The building will reduce the visual integrity of the Church.

As was the case with the previous proposal, where a refusal to grant a permit was given in 2011, this proposal, which is a much larger construction, should also be rejected for similar reasons. That is the proposal:

- Results in the loss of residential amenity to properties to the east of Jones Lane beyond that which could reasonably be expected in the City;
- Is contrary to the objectives of Urban Design within the Capital City Zones, Sunlight to Public Spaces and the Design and Development Overlay due its excessive height and length adjacent to Jones Lane and will be visually intrusive; and
- Is contrary to the Melbourne Planning Scheme which seeks to restrict the number of car parking spaces provided for new developments in areas well served by public transport.

The information submitted by the applicant does not cover important amenity related issues and therefore an adequately informed decision cannot be made.

- A wind and climate assessment. The proposal has a token minimal set back in relation to Jones Lane which is a class 2 laneway. The Melbourne Planning Scheme (MPS) 22.01 states Towers should be set back at least 10 metres from all streets at the podium level to deflect wind downdrafts from penetrating to street level. The application does not include any detailed assessment of the impact of the development on wind and micro-climate. Wind Assessment advice prepared by Mel Consultants states (underlining has been added) that:

We have assessed the environmental wind conditions around the proposed Wesley Upper Lonsdale Development, Melbourne based on drawings dated 3 November, 2014. The exposure of the proposed building to direct wind flow has been described and the expected wind conditions in the surrounding streetscapes have been assessed. It has been assessed that the expected wind conditions in the surrounding streetscapes could achieve the criterion for walking comfort, but it has been suggested that the conditions be quantified using wind tunnel model measurements.

- A facade reflectivity assessment. The proposed development includes glazed facades but has no reflectivity assessment.
- Acoustic assessment. The proposed development will be very close, within a few meters of at least 70 residential apartments but no acoustic assessment has been made despite the requirement under the Environmental Protection Act that noise be controlled.
- A sectional analysis of shadowing caused by the proposed development. The proposed development will overshadow of at least 70 residential apartments, severely cutting natural light to most of these. This causes severe loss of amenity; potential health issues and

environmental issues due to the increased carbon footprint forced onto the residents of Regency Towers to light and heat their apartments.

- Further information in relation to the traffic assessment, including the impact of the loading bay on other loading bays in Jones Lane and a traffic assessment using up to-date and accurate information. The loading assessment is inadequate it does not include the location, functional layout or design of other loading bays in Jones Lane (Regency Towers and Marriott Hotel) any assessment of the impact on the usage of Marriott / Regency Tower loading area or swing path, it fails to mention the Marriott Hotel also uses the loading bay for business purposes or assess the impact of the proposed loading bay on the Marriott Hotel. There is no detailed assessment or photos of these other loading bays. It is extremely concerned that the proposal requires trucks to reverse into the Wesley developments loading bay. The MRV swept path infringes Regency Tower's private property. Any vehicle larger than an MRV would require side loading and would therefore cause considerable disruption to the use of Jones Lane by pedestrians, residents of Regency Towers entering and exiting the Regency Towers' car park and the operation of the Marriott/Regency Towers loading dock area. As there does not appear to be any traffic activity data for Jones Lane, Lonsdale Street or Little Lonsdale St and therefore the level of possible conflict generated by the car park and loading dock of this development on the surrounding area cannot be adequately assessed.
- Further information regarding any hazards arising from the demolition or renovation of buildings on the site. It is concerning that asbestos and other hazardous materials may be exposed as the site is extremely close to many residential apartments.

The Council should object to this proposal and recommend to the Minister that the proposal is rejected. This is consistent with the decision made by the Council when an application was made by the owner to Heritage Victoria and the Council recommended that Heritage Victoria reject the proposal.

I am unable to attend the Future Melbourne meeting on 1 December 2015 but support the other speakers including Maureen Capp who will be speaking in opposition to this planning application.

Regards

A Parr

Name: * Robert PARRY

Email address: * rwperry@bigpond.com

Contact phone number (optional): 03 97173494

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * Planning Permit Application TPM-2015-4 Wesley Uniting Church 1158-148 Lonsdale Street Melbourne Vic 3000

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Submission by Robert W. Parry, Chartered Account, a member of the congregation of the Methodist/Uniting Church since 1929.

The Planning Permit should be refused on the following grounds:

1. The Princess Mary Club is a unique building – purpose built and equipped to provide secure accommodation exclusively for women in the heart of Melbourne in 1926. The Wesley Mission operated it very successfully until 1990, at which time it was closed and “marked for demolition”.
2. The PMC building is restorable and should be restored and re-opened as a safe refuge for women, particularly for domestic violence victims and refugees. It is quite wrong to claim it is uneconomic to carry out the restoration. The land and building were donated to the Wesley Mission in 1926 (principally by Andrew Nicolas) and was never intended to be a commercial venture – it was a major mission activity of the Methodist Church. Despite the deliberate neglect since 1990 the building is far from being derelict (as has been claimed) – for some years a flourishing Sardinian restaurant has been paying rent to the church for the ground floor fronting Lonsdale Street, no doubt with the approval of the MCC.
3. The adjacent historically significant Wesley Church building has also been sadly neglected for many years (in breach of the Heritage Act). This is evidenced by the \$11.7-million renovations which Leighton Properties have agreed to carry out if they obtain the planning permit.
4. When the agreement was announced one of the cited valuable benefits for the Uniting Church and the Wesley Mission was that they were to be provided with the lease of two whole floors in the “5 Green Star”, “A Grade” commercial office tower, fitted out by the developer at a cost of over \$4-million, for a “peppercorn rent” worth \$828,000 pa. The Uniting Church recently announced that it is planning to sell its city office (for which it pays no rent) so as to increase income to offset its lease obligations, contingent on getting the green light for the proposed office tower project. It appears that the peppercorn rent has been quietly deleted from the agreement. The five-story Wesley House building, which was purpose built in 1970 housed the Mission’s headquarters rent free until last year, at which time it was vacated in anticipation of the office tower approval. That building could be refurbished to accommodate

both the Mission and the Synod staff, thus providing additional funds for mission activities, without permanent rent commitments. The planned demolition of this relatively new building to provide open space is a wicked waste of a valuable resource.

5. The Church's agreement with Leighton Properties is back in the melting pot. The public company owner of Leighton Properties has been unsuccessfully trying to sell the company for the last eighteen months. It was recently reported, in The Australian newspaper on October 15, that Leighton Properties had sold the agreement with the church to another developer who intends to revise the development plan.

Under the terms of the agreement with the Church, Leighton Properties is legally responsible for all of the substantial costs associated with the applications for the demolition, planning and building permits. In addition, if they are unsuccessful, the church is entitled to a "break fee". In short, if they don't get the permits they have nothing to sell, and they will be substantially out-of-pocket.

The decision about the Planning Application should be deferred until the situation with the developer is fully clarified and explained.

In conclusion I say:

At the time of the opening of the Princess Mary Club in 1926 the Lord Mayor said "this new building will remain as a testimony to the civic pride and Christianity of our city". If the green light is given to the project I trust the present Lord Mayor will drive the bulldozer, saying it bears testimony to the lack of civic pride in our historically unique Princess Mary Club which the Uniting Church scrapped in utter contempt for those who lovingly provided it just 90 years ago.

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Contact phone number (optional): 0438710927

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: *

Date of meeting: * Tuesday 1 December 2015

Agenda item title: Princess mary club/Wesley proposed development

*

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

My name is Sophie Paterson and I represent my great grandfather Alfred Nicholas, who was one of the principle benefactors of the historic buildings on this site, namely the Princess Mary Club, the Wesley Church and Nicholas Hall, after the Church was donated the land by council. Alfred was a strict Methodist whose goal in life was to help others and in this case, the women of Victoria. He often took out bank loans to do so and ended up giving away over half his estate away for social purpose. Women in the 1920s were suffering from social inequalities, the depression and unemployment. The purpose of the Princess Mary Club was for use by the community; as a home for women who would otherwise have been destitute and to give them opportunity in life (see attached Women's history of the PMC). The purpose of the gift was given in good faith that the Church would use if for social well being and to help those in need, as was Alfred's mission in life.

Heritage Victoria have claimed that the PMC has no purpose as a Women's Accommodation Centre in today's society. I beg to differ. It has more purpose today than ever. Today, we know that there is a strong demand for Women's accommodation in the city and the commitment of the Women's Property Initiatives to develop this property for women seeking refuge is just one avenue that could be taken. In fact, they have a 6 month waiting list for accommodation. Many of the hostels of this type also closed in the 90s and today, there is minimal competition. Women's issues are rife in the community at the moment and the PMC has every purpose today as it did then. It must remain for the purpose of helping Women. There is 90 years of history already to this historic space and this cannot be lost. The opportunities

here are endless and topical.

Alfred also donated money to other charities and schools, such Wesley College and the Seafarers mission and those institutions have respected the original donations and maintained buildings and the purpose accordingly.

What has happened to our heritage? Since when do you think that the community has said that it was okay to start demolishing our past? We have over 3000 objectors on our website who have issues with this development. Why do we want a city full of sky scrapers when its Marvellous Melbourne that people come to see – our nooks and crannys, the hidden gems, our laneways, historic churches and parks, make the city of Melbourne a pretty good place to be.

The Princess Mary Club is no exception to this. This historic Wesley complex is a Melbourne landmark. In 2007, the National Trust CEO said that the Princess Mary club had a lot of social significance and that its loss would be a detriment to the history of the city. The Heritage Council says Victoria has a proud legacy of heritage protection and that Victoria was the first state to enact heritage legislation.

If this is the case, then why am I standing here today begging for your mercy to save this building. It has been registered as a Heritage building since 2005. It should have been protected by the Heritage Act but hasn't been. It has suffered from negligence from the Wesley Church, who have basically let it run to ruin so it could let its plan of development come to fruition. Heritage Victoria who went to the effort of listing it in 2005 as it was worth saving then, have also done nothing for the past 10 years to protect this building. Windows have been left open, pigeons free to roam and the roof not maintained to allow water direct access to the building. And now they say this can't be restored! We know that this building can be restored and redeveloped in an appropriate way. We know that 3 commercial entities who given the chance, would be able to assist with this, if not others.

Please vote against this overdevelopment. It's a community asset that should not be subject to corporate greed. It is too large and will completely overshadow the historic church and bluestone buildings. It will mean a loss of all neighbourhood ambience. It is inappropriate and sacrilege to our history. It's almost double the size of the development that was refused in 2011. I am not anti development. I totally agree that this building needs restoration or redevelopment, but an appropriate development for this site must be sought, not this current one. Thank you.

**Alternatively you
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[the_princess_mary_club_1926__history_of_women.doc](#) 128.00 KB · DOC

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The Princess Mary Club 1926 – History of Women

Introduction:

The Princess Mary Club (PMC) in Lonsdale Street is an important part of Women's history in Australia. It was interesting that my Great Grandfather Alfred Nicholas choose to donate and even take out bank loans, for this cause. He was a strict Methodist whose purpose in life was to help those who couldn't help themselves - the poor and vulnerable. It is perhaps for this reason he chose to help build a Women's accommodation centre, as women were struggling for equality, had been left alone during the war and were facing an upcoming Depression. The PMC club was built in 1926 and designed to house 70 women.

Dr. Hoban of the Wesley Church said upon the opening of the PMC. "The first object of the club is therefore to provide for the safety of girls. The second is to provide the girl coming from the country to the city with a home. We will try to give her the comforts and atmosphere of her own home. The problem of the city is not the boy but the girl, and if we can care for our girls we are making a great contribution to the permanence and progress of our city. The third reason for the hostel's establishment is to have an available home for the girl in a genuine case of need. If any girl is medically unfit we will keep her under the same conditions as the other girls until she can obtain employment. The Church will stand behind her".

Finding suitable accommodation in larger cities was a major barrier for young women seeking further education or employment opportunities away from their home towns. PMC was one of several women's hostels that were established in Melbourne by churches and social organisation such as the YWCA to meet this need. They provided safe, affordable and supportive accommodation for several generations of young women. PMC was also open to young men in its last few years of operation.

The women that started their independent lives at PMC included students of nursing, dental nursing, hair and beauty colleges and university students. Many residents were beginning business careers. They all benefited from their proximity to hospitals, universities and the commercial centre of Melbourne. We would argue that Victorian society generally greatly benefited from PMC and similar hostels, given the thousands of women that were able to establish productive careers thanks to the availability of this accommodation. It's easy for us to forget how difficult it was for young women to move away from their homes and establish independent lives prior to the Women's Liberation Movement in the 60s and 70s.

Many residents formed strong friendships, often moving on from PMC into shared houses or flats after a year or two. Anecdotally, having that first year or so in Melbourne in the hostel environment helped many young women find their feet in a new environment away from their social support networks. Staff at PMC provided counselling and support as well as meals, which was highly valued by many a homesick young person.

The Princess Mary Club ran for this purpose until the 1990s, when it was shut down by the Wesley Church, and left to become derelict. The Wesley Church's attempt to demolish PMC and construct an office building at that time was refused due to its heritage value, so why has it been approved now? Around this same time, almost all of the other similar hostels were closed down, as the development boom of the early 90s raised land values to the point where rate and other cost increases made them unviable. PMC is probably the only intact women's accommodation hostel left in Melbourne, and this is a key reason why the building should be retained and repurposed, rather than demolished.

Summary of history:

The Princess Mary Club's role in the lives of women from both the country and city during this time can be shown in some of the notes below taken from the change.org objection website, of which there are now over 3000 objections.

I am signing because I lived in this hostel for young women when I first moved to Melbourne. The Princess Mary Club played a critical part in the happy and safe transition of many naive rural girls to mature and happy women. It also took in some who were homeless. And it did this at a charge we could afford. The need for this type of accommodation continues; it is a need that is not met. Restoring the Princess Mary Club would have considerable social value as well as saving an important cultural feature.

Andrea Lindsay, Australia

PMC is an important reminder of women's history in Melbourne. This hostel, and others like it, gave young women from the country the opportunity to move to Melbourne and become independent. For those who have never been inside, it has lovely art deco architectural features and beautiful public rooms. Much of the original furniture and fittings had been retained at the time it was closed, and I wonder what happened to all of that? Many young people, including myself, got their start in Melbourne through PMC. I made many life-long friends there and learnt some important life lessons. I look back on my time there with great fondness, and only wish that the same opportunity was still available for other young women in the same situation.

Ruth Davies, Seaford, Australia

My recently late mother stayed here in the mid-late 50's while being trained as a telephonist nearby. She was from Jung in the Wimmera region.

Robert Rush, Australia

I lived here at 17 years old in 1973-74. It was the best place for a country girl to find her feet whilst transitioning from an atmosphere of parental guidance and study to independence and employment. As a country girl with no family connections to the city, a place where employment options abound in comparison to the country town, I found the establishment a blessing. As did the majority of the residence during my stay. Then we found friends and flats, unit or houses together and moved on. It should be a going concern as the establishment it was!!!!

Deb Gray, Australia

I lived at PMC when I came from the country to study in Feb 1971. I was living there during renovations. I made a lifetime friend who studied with me. I lived there for two years and it gave safe clean comfortable accommodation . It is an historical building and it's facade at least should be preserved.

Margaret Lewis, Aus

I lived at Spring House Salvation Army Hostel around the corner in 1973 and well remember the girls who were lucky enough to live in the Princess Mary Club. If not for that I would have been homeless. Can't recommend keeping it strongly enough.

N A, Australia

I stayed there when I was a 16 year old hairdressing apprentice from country Victoria who had never been away from home. I was lucky to meet some fantastic girls that thirty years later we are still friends.

Jacinta Vincent, Australia

This place was my first home when I left Cobram to study in Melbourne in 1985! Keep it going for others.

Matilda seru, Australia

I am signing this because I was a previous resident when it was a hostel for country girls. This building is one of the few buildings left in Melb. city with heritage value and this is not replaceable with a box like high rise structure.

Dianne White, Australia

my mum boarded there in the 60's. It is part of Melbourne history

Janine Stacey, Clayton North, VIC

To many of Melbourne's historical buildings are being torn down, we should be preserving these sights for future generations. It is a pity that it is not being used for what it was back in the 70s as it would be a great secure place for young single girls to start city life. I lived there between 71 and 73 and are still in touch with many of the girls I met there. Please don't pull it down

Robyn Slocombe, Australia

Friends (two sisters) stayed here when they moved to the city from the country in the early 70's. I have photos of us all in fancy dress on the staircase in the foyer. Fond memories, and at the time, an invaluable service for my friends.

Karen Johnson, Melbourne, Australia

I lived at PMC for 12 months after moving from the country back in 1985. Don't demolish this classic building, restore!

Shari Porter, Australia

I lived there in 1979 when I moved from the country. It is a beautiful building that should be saved.

Ann Goode, Australia

I lived at this hostel for 2 years

Pauline Cove, Australia

My sister stayed here and it is a rare, beautiful old inner city based building. Far too many been destroyed. I worked at the queen Victoria hospital close by which has at least some minimal facade kept facing the street.

ailsa head, Australia

Other residents:

Ailsa Trundle (1916-2002) was also a resident of the Princess Mary building. This remarkable woman was one of Australians first women architects and the first to become a full partner in an architectural practice.



Ailsa attended Bendigo High School and after leaving school Ailsa told her parents she wanted to study architecture. Like so many young women from the country Ailsa rented a room at the Princess Mary Club. The room was very poorly heated and Ailsa's visitors often found her sitting on her bed wrapped in blankets, drawing board on her knees, valiantly working through the night to meet study deadlines. When Ailsa graduated her prospect of finding work was somewhat improved because many of her male colleagues had been drafted to work for the war effort. Also in her favour was the pay rate for women that had been brought in line with men, an equal pay policy which remained in place until 1949. In 1943 Ailsa joined R. S. Demaine, as a junior partner. Four years later she was offered a full partnership.

Ailsa Trundle was a pioneer in her field: a very successful and inspirational woman whose example no doubt inspired many young women to choose architecture as a profession.

Conclusion:

The destruction of the Princess Mary Club is morally and ethically wrong. It was founded by the Wesley Church to meet a real need of young country women, which still exists today. PMC has an important place in Women's history in terms of the role it played in gaining education and financial independence. Women need historic space and recognition of their stories. It has not lost its current purpose in society. There is much demand for women's

accommodation for both city and country people. Skeptics say that “If this was a Men’s Club, it would never have been considered for demolition”. We have so many issues with women currently in our society, from domestic violence, to work and education inequalities and pay discrepancies. We need this landmark to remain with Women. This is so important for our history and has a real place in our future. We need to save PMC.

Name: * Yolande Leonardi

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Contact phone number (optional): 0419 390 936

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * Item 6.6 Meeting 72 TPM-2015-4 Wesley Church Complex

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



[_corba_fmc_no.72.doc](#) 34.00 KB .DOC

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: No

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CoRBA - Melbourne
Coalition of Residents and Business Associations

Carlton Residents Association Inc.; Collins Street Precinct; Docklands Residents Association; East Enders Inc.; East Melbourne Group Inc.; Flemington Association; Hardware Precinct Residents and Tenants Group; Hosier Inc.; Docklands Chamber Commerce; Kensington Association; Melbourne South Yarra Group Inc.; North and West Melbourne Association Inc.; Parkville Association Inc.; Parkville Gardens Residents; Residents 3000 Inc.; Southbank Residents Association Inc.; Residents Rights; Yarra Park Association; The Pasley Streets Precinct Group; Wilkinson Publishing

**Submission by CoRBA to The Future Melbourne Committee Meeting
1st December 2015.**

Dear Councillors,

Item 6.6 Meeting 72

Ministerial Referral: TPM-2015-4 Wesley Church Complex 118-148 Lonsdale Street, Melbourne.

The Coalition of Residents and Business Associations (CoRBA) represents over 20 residents and traders in the City of Melbourne.

CoRBA is opposed to the granting of the above permit and asks that Council reject the proposal.

CoRBA is concerned about two aspects of this application: consistency of decision making and planning outcomes.

CoRBA notes that in 2011 both the City of Melbourne and the Minister for Planning rejected an application for a much smaller building on this site.

We are concerned that the proposed development is greater in size, bulk, loss of amenity, and visual intrusiveness than the rejected 2011 application. As mentioned above, the 2011 application was rejected by both the Council and the Minister for Planning on the basis of its height, bulk, amenity, and visual intrusiveness and that it was an overdevelopment of the site.

If we are to maintain consistency and predictability in decision - making, then taking into account the previous permit refusal, this application should also be refused on the same basis.

CoRBA notes that this year, 2015, the Council objected to this very same proposal when an application was made by the owner to Heritage Victoria and strongly recommended that Heritage Victoria reject the proposal.

While the processes and regulatory regime may have changed since then, the outcome remains the same. If the 2011 building was considered a gross overdevelopment of the site then a building twice its bulk is in itself an overdevelopment and should be rejected. To do otherwise is to seriously call into question the integrity of the planning system and its decision makers.

CoRBA also draws to the Council's attention that the Council's own Urban Design Team recommends that this application be refused by Council.

The negative visual impact of the proposed building on the surviving parts of the Wesley complex, and on the Little Lon Heritage Precinct, is also a concern to CoRBA. The proposed building dominates the site in height, bulk, and minimal setbacks, such that it completely overwhelms the low scale, single to three storey 19th century buildings in both the Wesley complex, and the immediately adjoining Little Lon Heritage Precinct.

The effect will be to destroy the historical validity of the surviving buildings and neighbourhood.

CoRBA strongly supports preservation of our Heritage throughout the City of Melbourne and the Princess Mary Club has been a site of interest over time.

This is not to say that CoRBA believes that the site should be “preserved in aspic”, merely that this application is unsympathetic, inappropriate, and is in height, bulk, amenity, and visual intrusiveness, an overdevelopment of the site.

For the above reasons, CoRBA strongly recommends that Council reject or substantially amend this proposal.

Yolande Leonardi,
(Coordinator)
On behalf of
CoRBA – Melbourne
www.corba.org.au

From: Wufoo
Sent: Tuesday, 1 December 2015 10:16:19 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#535]

Name: * Jeanette Large

Email address: * jeanette@wpi.org.au

Contact phone number (optional): 03 9664 7800

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Date of meeting: * Tuesday 1 December 2015

Agenda item title: * Wesley Church Complex, 118-148 Lonsdale St

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Lord Mayor and Councillors
City of Melbourne
Town Hall
90-120 Swanston Street
Melbourne VIC 3000

1 December 2015

Dear Lord Mayor and Councillors,

Re: Wesley Church Complex, 118-148 Lonsdale Street, Melbourne

Women's Property Initiatives (WPI) wishes to make the following submission in respect to the permit that has been granted by Heritage Victoria to allow for the demolition of the Princess Mary Club building on the above site.

WPI is a Registered Community Housing Provider, whose core business is developing and managing affordable rental housing for low-income women and their children. A few years ago we became aware of the Princess Mary Club's history as a hostel for young women coming to the city to take up education and employment opportunities. We have had some involvement with a local residents' action group who are, among other activities, keen to see whether the social purpose of the Princess Mary Club can be restored for a current generation of low-income women.

In Victoria, a Royal Commission into Family Violence was established this year and the Australian of the Year, Rosie Batty, has strongly campaigned for better responses to family violence, which is a major driver of women accessing homelessness services. At this time, we disagree with the Wesley Church Complex Heritage Impact Statement, prepared by Lovell Chen in January 2015, which states in respect of the Princess Mary Club that "it is likely that the social value identified in the CMP now would be more appropriately considered to be historical in nature with the passage of time". We submit, rather, that the passage of time has demonstrated a clear and heightened need for safe, affordable accommodation for low-income women in Melbourne.

This building is a rare surviving example of a Church using a central city site to respond to a recognised social need for housing, a need which has not disappeared over time. Demolition of the Princess Mary Club, and replacement with a 39-storey mixed use tower, with no requirement

www.wpi.org.au



for social value to be retained through affordable housing for women within the new development, would represent a very real lost opportunity for the City of Melbourne.

We submit that the social value embodied in the history and rationale for the Princess Mary Club is real and enduring, and that this should be given significant consideration in assessment of any approval that will allow the demolition of the building. At the very least, we believe that any permit to demolish the Princess Mary Club should be contingent on provision of alternate housing for low-income women on the site. WPI would be very happy to be involved in the development and management of such housing and would actively seek funding to allow the site of The Princess Mary Club to provide the much needed affordable rental housing for disadvantaged women headed households.

Yours sincerely,

A handwritten signature in black ink that reads 'Jeanette Large'. The signature is written in a cursive, flowing style.

Jeanette Large
Chief Executive Officer

Name: * Peter Barrett

Email address: * info@pabarrett.com

Contact phone number (optional): 03 9639 2646

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: *

Date of meeting: * Tuesday 1 December 2015

Agenda item title: Wesley Church Development, 118–148 Lonsdale Street, Melbourne

*

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

I write to you to express my disappointment, as both a heritage practitioner and as a resident of the City of Melbourne, in the recent decision by Heritage Victoria to issue a permit for the redevelopment of the Wesley Church and its grounds. The works that are proposed will significantly impact upon the garden setting of the Wesley Church, which is one of Melbourne's earliest churches (1858). The proposed tower is a poor urban design outcome for this important site.

Of equal concern is the proposed demolition of the Princess Mary Club. The Princess Mary Club is an important part of women's history in this State, and its neglect over decades by the Uniting Church of Australia is irresponsible. At a time when we are making slow but steady progress in addressing the inequalities of women in society, and we are finally seeing acknowledgement of the important contribution women have played, and continue to play, in the development of this city; the proposed demolition of this important piece of women's history works against this.

This recent decision of Heritage Victoria to issue a permit for the works shows poor judgement on the

part of the Executive Director and his officers. Heritage Victoria has hailed the injection of \$9 million for conservation works to the Wesley Church as a benefit of this development. At best, this is naïve, as this amount of money falls well short of what would be needed to restore a church of this scale and complexity. On this basis the \$9 million in conservation works can only be considered tokenistic, and is unlikely to come close to funding necessary works to restore the Wesley Church.

The negative impacts from this development far exceed the benefits it provides. It's a developer-driven proposal that is short sighted in many respects. I encourage you not to support this poorly conceived development, as it will impact upon the Wesley Church and its garden setting, resulting in the loss of an important part of Melbourne's built environment. The destruction of the Princess Mary Club will mean the loss of another historic city building, which is an irreplaceable part of women's history in Victoria.

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee in
support of your
submission:

*(No opportunity is
provided for
submitters to be
heard at Council
meetings.) **

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

*

From: Wufoo
Sent: Monday, 30 November 2015 12:01:36 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#518]

Name: * Renate Howe

Email address: * rth@deakin.edu.au

Contact phone number (optional): 9387 7009

Please indicate which meeting: Future Melbourne Committee meeting

Date of meeting: Tuesday 1 December 2015

*

Agenda item title: Wesley Uniting Church, 118–148 Lonsdale Street Melbourne Vic 3000

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

This submission will focus on opposition to the Princess Mary Club (PMC) . The historic importance of the club is documented in the history of Wesley Central Mission, The Challenge of the City, which I co-authored with Shurlee Swain.

The PMC was built to provide accommodation for young women from the country and suburbs who were moving to the central city to work in the new department stores and in offices for the expanding commercial sector as clerks . In more recent years it provided accommodation for women students at the University of Melbourne and RMIT. The building is an historical record of the expansion of women's employment from 1920s–1950s and with the expansion of women's education opportunities in Melbourne.

There were other young women's hostels built in this period– e.g. St Ann's in Rathdowne Street – demolished some years ago– and the Sa;vation Army Hostel in Spring Street. The PMC is the surviving evidence of these hostels which contributed to new employment and educational opportunities for women in the city.

Architecturally the building is of historic value as the Methodist Nicholas family provided a generous grant that enabled a well designed building with high quality interiors.

Please indicate No

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

From: Wufoo
Sent: Monday, 30 November 2015 12:49:08 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#520]

Name: * Karin Dixon

Email address: * eastendersinc@gmail.com

Contact phone number (optional): 0418393579

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * PLANNING PERMIT APPLICATION: TPM-2015-4 WESLEY UNITING CHURCH, 118-148 LONSDALE STREET, MELBOURNE VIC 3000

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

EastEnders Inc represents the residents of the north east quadrant of the CBD, which includes the Wesley Church complex.

EastEnders is opposed to the granting of the above permit and strongly urges the Council to reject the proposal.

We are concerned that the proposed development is greater in size, bulk, amenity, and visual intrusiveness than a previous application for the site in 2011. The previous application was rejected by both the Council and the Minister for Planning on the basis of its height, bulk, amenity, and visual intrusiveness and that it was an overdevelopment of the site.

Taking into account the previous permit refusal, EastEnders believes that this application should also be refused on the same basis.

EastEnders also notes that this year the Council objected to this very same proposal when an application was made by the owner to Heritage Victoria and strongly recommended that Heritage Victoria reject the proposal.

EastEnders also notes that the Council's own Urban Design Team recommends that this application is refused by Council.

EastEnders is also concerned about the visually damaging effect that the proposed building would have on the remaining parts of the Wesley complex and on the Little Lon Heritage Precinct, which is immediately adjacent to the Wesley complex and is dependent on the Wesley complex for a significant part of its historical relevance.

We believe that the integrity of the Wesley complex will be effectively destroyed and that the proposed building will completely dominate the church and the remaining buildings on the site. The design of the building is also a visual distraction from the church and the podium hides more of the church spire than the existing Princess Mary Club.

In conclusion, for the above reasons, EastEnders urges you to reject this proposal.

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee in
support of your
submission:

*(No opportunity is
provided for
submitters to be
heard at Council
meetings.) **

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

*

From: Wufoo
Sent: Tuesday, 1 December 2015 2:00:26 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#544]

Name: * shane harrison

Email address: * shane@thewestvillage.com.au

Contact phone 0434371788
number (optional):

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: 6.7 Liquor Referral West Village NYC

*

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

West Village NYC

Agenda 6.7

31 Dukes Walk South Wharf 3006

Liquor Lic # 32315875 Date : 30/11/2015

To Building and Planning Dept :

Our small live acoustic music venue is applying for an extension in Friday and Saturday night trading hours from 1:00 am thru to 3:00 am. We are only applying for this extension in trade due to the relaxing of this night time trade through the new guidelines approved by Jane Garrett, the Minister for Liquor and Gaming Regulation. Our venue is a boutique bar/ restaurant that serves food and has

already been approved for a variation as an acoustic venue.

We are open from 11am through to 1:00am currently from Tuesday through Sunday Night .Out of all this time we predominantly make 80% of our sales on a Friday and Saturday night from 9:30pm through to 1 pm .Our noise is already kept to a minimum as we close all doors and windows at 11pm. We have been open for 8 months and have found that the current model of the South Wharf Promenade is losing us money on a weekly occurrence .We have spent money on building, employing and training staff and have security as required from 8pm thru 1:30 am Friday and Saturday night. We promote hard at our venue as do our neighbouring hospitality partners and we are starting to see a group of regulars frequent the precinct. We get tremendous client saturation on Friday and Saturday night from Hilton tourists and Hospitality friends. At 1am all of these people that we work so hard to network into our place leave our venue and walk the lengthy distance to the Crown where late night venues are the norm or taxi out to the CBD or South Melbourne.

Our venue is a perfect candidate for the exemption as we have built our client base on acoustic sessions, open mic night for young, up and coming artists and a comedy night that has really taken off. Our bar food menu is quick and easy to manage for late night snacks as it consists of Burgers ,wings, fries ,West Village Chilli ,hot dogs and Philli Sloppy Joes just to name a few. We are a low risk venue that could really use the business at these requested times and we haven't had one security issue in the time we have been open .I have attached our management plan along with floor plans, surveyor plans and our existing license .Our venue needs this extension to start to work as a profitable business and I believe our record shows that we have had no disciplinary strikes against us and our establishment is one of the reasons why the South Wharf Promenade will become a vibrant tourist destination in the years to come. We are currently also applying for a 3am license for New Years Eve .This means that we have 2 separate applications with the VCGLR who are willing to grant our submission with council approval . We are the only venue along South Wharf with an On Premise General License that fits within the new guidelines (of 200 Patrons and below) so I don't agree with the Senior Planning Officers comment that we will set a precedent for other venues seeking to trade past 1am as our situation is unique. The other venues in our area have café/restaurant licenses and could already trade later without the support of council.

In taking our submission into consideration maybe we can be granted a 3am license for New Years Eve along with a trial period with strict noise guidelines like I have suggested in our Management Plan of which has been sent in with our application .This will give West Village NYC a chance to compete against other late night venues in the area and continue to grow as a tourist destination.

Yours Sincerely,

Shane Harrison

West Village NYC

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



[west_village_nyccoverletter.docx](#) 19.16 KB · DOCX

Please indicate No
whether you
would like to
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Melbourne
Committee in
support of your
submission:

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submitters to be
heard at Council
meetings.) **

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

*

West Village NYC

Agenda 6.7

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past 1am as our situation is unique. The other venues in our area have café/restaurant licenses and could already trade later without the support of council.

In taking our submission into consideration maybe we can be granted a 3am license for New Years Eve along with a trial period with strict noise guidelines like I have suggested in our Management Plan of which has been sent in with our application .This will give West Village NYC a chance to compete against other late night venues in the area and continue to grow as a tourist destination.

Yours Sincerely,

Shane Harrison

A handwritten signature in black ink, appearing to read "Shane Harrison", with a long horizontal flourish extending to the right.

West Village NYC

From: Wufoo
Sent: Tuesday, 1 December 2015 2:27:49 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#545]

Name: * Shane Harrison

Email address: * shane@thewestvillage.com.au

Contact phone 0434371788
number (optional):

Please indicate Future Melbourne Committee meeting
which meeting
you would like to
make a
submission to by
selecting the
appropriate
button: *

Date of meeting: * Tuesday 1 December 2015

Agenda item title: 6.7 West Village NYC Liquor Variation

*

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Please add this to the cover letter that was already submitted–

Further to the Key Issues listed by Planning –

We have seen the news regarding the large development across the river and feel this will only bring people to our area at South Wharf and in having a later license we can keep these people in a small concentrated safe environment. This development and building of new amenities is being developed with entertainment and residential focus in mind such as is at South Wharf.

In relation to noise complaints that are mentioned from Siddeley St (This place is 300 metres away from us on a 45 degree angle) .We would assume that would have come from the Munich Brauhaus, Melbourne Public and the Boathouse all of which are on the river and have over 700 Capacity with live

bands where as our venue is only set up for acoustic light music.

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee in
support of your
submission:

*(No opportunity is
provided for
submitters to be
heard at Council
meetings.) **

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

*

From: Wufoo
Sent: Friday, 27 November 2015 4:11:06 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#511]

Name: * Kerry McKendrick

Email address: * kerrymck@me.com

Please indicate Future Melbourne Committee meeting
which meeting
you would like to
make a
submission

Date of meeting: * Tuesday 1 December 2015

Agenda item title: Planning Permit Application: TP-2014-1061 146 Toorak Road West, South Yarra

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

We reside at 36 Walsh Street. In addition to the matters raised in our written submission, we reiterate that parking in Walsh Street is currently at capacity and it is essential that owners of units in the development not be entitled to apply for parking permits (as envisaged in the permit conditions). We believe the full parking requirements should be met and not waived, particularly in respect to visitor car parking. We are also concerned that the development will lead to increased traffic in Walsh Street which will be used as a route back into Melbourne. It is suggested that left hand turns from Toorak Road into Walsh Street be prohibited during peak hour.

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee in
support of your
submission: *heard*
at Council
meetings.) *

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

From: Wufoo
Sent: Friday, 27 November 2015 4:08:51 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#509]

Name: * Jon Brock

Email address: * alicia.burnett@meinhardtgroup.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * 6.8 146 Toorak Road West, South Yarra

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



[council_meeting_submission.pdf](#) 1.89 MB · PDF

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: No

*(No opportunity is provided for submitters to be heard at Council meetings.) **

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

27 November 2015

City of Melbourne
GPO Box 1603
Melbourne VIC 3001

**Meinhardt Infrastructure
& Environment Pty Ltd**
A.B.N. 52 100 868 979

Level 12, 501 Swanston Street
Melbourne, Victoria
Australia 3000

T: +61 3 8676 1200
F: +61 3 8676 1201

contact@meinhardtgroup.com
www.meinhardtgroup.com

**RE: No. 146 Toorak Road West, South Yarra
Planning Application No. TP-2014-1061**

We continue to act for Michael L. Yates & Co Pty Ltd (the Client) in relation to the above matter.

We advise that we support the Council Officer's recommendation in relation to Planning Application TP-2014—1061. This support extends to the recommended conditions, including recommended condition No. 18 which would have the effective of removing the subject development from eligibility from the City of Melbourne's residential parking permit scheme and mean that no residents would be eligible for residential parking permits.

In the matter of the need to remove the existing tram shelter, we are pleased to advise that the future location of a tram shelter has recently been resolved with PTV, who have offered support for the tram shelter to be relocated within the boundaries of the subject land. The location of the tram shelter is included in the indicative plan which is attached to this submission, along with the written support from PTV. We note that this support from PTV removes the uncertainty of the future location of the tram shelter and confirms that the tram shelter will be within the boundaries of No. 146 Toorak Road West, South Yarra, and that no tram shelter will be relocated to the front of any other property.

We take the opportunity to thank you for your consideration of our proposal and our submission.

Yours sincerely
Meinhardt Infrastructure & Environment Pty Ltd



Jon Brock
State Manager (Victoria)
National Director - Land Development, Infrastructure & Environment Sectors

File: FOL/15/40167
Ref:

Jon Brock
Meinhardt
Level 12
501 Swanston Street
MELBOURNE VIC 3000

Dear Mr Brock

MELBOURNE PLANNING SCHEME
PLANNING APPLICATION NO: TP2014-1061
PROPOSAL: DWELLINGS
ADDRESS: 146 TOORAK ROAD SOUTH YARRA

I write in regards to your enquiry and the redevelopment of the above site.

Public Transport Victoria provided a written response to Council by letter dated 14th August 2015 with no objection subject to conditions. As you have outlined the development proposal now requires the relocation of the shelter at this stop and you have provided an alternative location.

Yarra Trams and PTV have considered the alternative location within your property site for the tram shelter and have no objection subject to the permit holder meeting all costs for the relocating the existing shelter and all advertising revenue lost. The permit holder will be required to submit a suitable design for the new shelter and meet all maintenance and cleaning costs for the shelter including graffiti.

The existing tram flag and stop must remain in the current location. Only the shelter is permitted to be removed and replaced with a new shelter within the permit holders property.

Should you require any further clarification, please feel free to contact James Noy on telephone 03 902 74852.

Yours sincerely

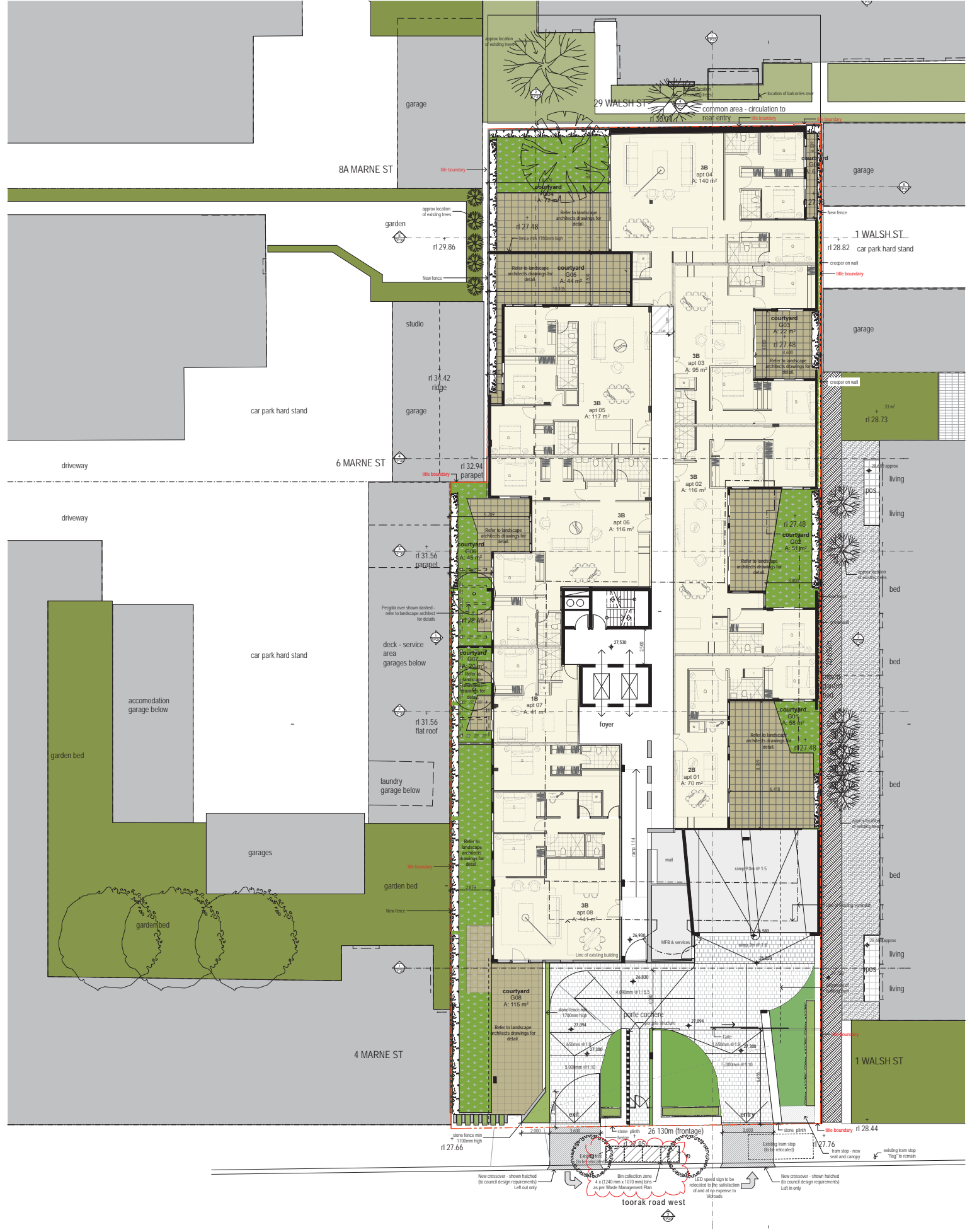


RICHARD MCALIECE

Manager Land Use & Planning Referrals

25 / 11 / 2015

cc:



① **Ground Floor** 1:100 **permeable Area 272.92** permeable provided = 16% **site cover 1335sqm = 75%**

Date	Revision	by	No	Date	Revision Note	Rev	By
26/09/14	Work in progress - issued for comment / info	01	L1	22/05/15	Issued to neighbours for signoff	C	WV
09/10/14	Work in progress - issued for comment / info	02	L1	15/06/15	Building lowered, measured 12m from boundary, shadows up self added	D	WV
10/10/14	Work in progress - issued for comment / info	03	L1	25/06/15	Issued to landscaper for coordination	E	WV
17/10/14	Work in progress - issued for pricing	04	L1	25/06/15	Issued to landscaper for coordination	E	WV
31/10/14	WIP - penultimate issue for comment review	05	L1	02/07/15	For Approval	D	WV
17/11/14	For approval	A	TW	24/09/15	For Approval - reduced post advertising	E	WV
14/05/15	For approval incorporates clarification info as per council letter dated 23/12/14. Alterations to north west corner and east setbacks subsequent to discussions with neighbours. Incorporates VicRoads comments.	B	TW	01/09/15	Bin collection zone added	F	WV
				23/11/15	Bin shelter relocated - new seat and canopy location shown	F	WV

BIRD de la COEUR architects

The builder shall check and verify all dimensions and verify all errors and omissions to the Architect. Do not scale the drawing. Drawings shall be used for construction purposes only issued by the Architect for construction.

Project Name: **M. Yates & Co.**
 146 Toorak Road
 146 Toorak Road West, South Yarra

Client: **M. Yates & Co.**
 146 Toorak Road
 146 Toorak Road West, South Yarra

Group: **Town Planning**

Drawing Title: **Ground Floor Plan**

Scale: as noted Date commenced:

Drawn: _____ Checked By: NAC

Status: _____

TOWN PLANNING

Job No: **00953** Drawing No: **TP11.00** Rev: **F**

Proj Code: 23/11/2015 10:31 am

Name: * Tony Archibald

Email address: * tony.j.archibald@gmail.com

Contact phone number (optional): 0413874808

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * 6.8 Planing permit Application TP-2014-1061 146 Toorak Road West South Yarra

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



[future_planning_committee_20151201_submission_archibald.pdf](#)^{69.10}

KB · PDF

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: Yes

*(No opportunity is provided for submitters to be heard at Council meetings.) **

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

My family live at 144 Toorak Road West, right next to the proposed new development.

Every morning my husband or I walk into the room of our primary school aged boys, open up the blind of the window in their room, which faces east, and wake the boys with the natural light streaming in.

On weekend mornings the boys play in their room in the morning light.

Out of their window they can see greenery, Fawkner Park, and the steeple of Christchurch.

If this development goes ahead, our boys will lose all natural light and there will be no view at all out of the window. **They will be looking at a wall roughly 3 metres from their window, and be playing and waking in the dark.**

Our bathroom will be similarly affected, also losing all natural light.

This is simply unfair, it removes a right to the quiet enjoyment of our home at the benefit of a corporate developers profits.

Our family will also be impacted by significantly increased pressure on parking. Even now, if you arrive home after 6pm it is very hard to find a car park close to our apartment. We have often had to park a street away, walking home in the dark laden with groceries, or when the boys were younger, struggling to carry babies and bags. There are many other families with young children on our street who face similar challenges.

This new development will allow 70 more permits – to put that in context there are 94 street car parks available on Marne Street. This one proposed building will result in nearly an entire streets worth of car permits being issued. Even one permit would add to the challenges, 70 cars are ridiculous.

The developer has made an application to the council to be exempt from providing sufficient car parking for its proposed residences.

The developer has paid for a traffic engineering report to be produced to support this request for exemption. This is not an independent report and it should not be read as such, it was paid for by the developer and would only ever support the developer's objectives.

But in any case its conclusions are both contradictory and illogical:

1. It claims "The availability of on street parking in nearby areas" supports the reduction in car parking sought by the developer. But it also makes the claim that "Residents will not be issued parking Permits which allow them to park on-street". The street parking in the area cannot support the lack of the on-site parking if no permits are issued to use it. And as noted above there IS no availability of on street parking in nearby areas.
2. The report also claims existing "local planning policies" support the requested reduction in parking. But the very reason for the traffic engineering report is to support the developer's request to NOT COMPLY with local planning policies.
So obviously Local planning policies DO NOT support their request.
3. The report also references "The availability of public transport service" as supporting the request for insufficient off street parking to be provided.
The City of Melbourne has one of the best public transport networks in the world. There is

nowhere in the city of Melbourne that this argument could not be applied, so why should special exemption be granted to this development based on an argument that is a basic truth everywhere that the Melbourne City Parking Regulation can be enforced.

Residents of the City of Melbourne are no less likely to need cars to drive to work, or to transport children, or to simply exercise their right to a car than in any other suburb or council.

4. Additionally, the Traffic Engineers letter also proposes that traffic congestion on Toorak Road will be mitigated by a mandated left-in left-out restriction on cars entering and exiting the development.

Firstly, I question the enforceability of this restriction.

Secondly, the consequences if it is adhered to are potentially worse since it will force cars wanting to avoid Punt Road congestion to use Walsh Street and Marne street as access routes to and from there apartments.

This will simply have the effect of moving the traffic congestion impacts from Toorak Road on to smaller residential streets that are even less able to cope.

This report is inconsistent, illogical and in some cases simply misleading.

The proposed development is of excessive bulk and represents a massive overdevelopment of a residential area.

At the ground level the developers are using 75% of the available land for the building I believe this is already more than the council regulations permit to be used for building and dwellings.

But from the first floor up the building substantially overhangs the ground floor which causes the building to over shadow 85% of available land. My family and I live on the first floor of the building adjacent to this proposed building, so we will now be facing a wall that extends from the street boundary to the rear boundary of the property. I believe the developer is engaging in extremely "sharp practice" here and is gaming the regulations to suite their purpose. The Developer should be required to adhere to the objectives and goals of the regulations not just its letter.

Additionally the Developer has only shown the effects of loss of direct sunshine to our property. These shadowing plans take no account of the loss of ambient light that will be suffered because we no longer have any view of the sky. This plan if allowed to proceed will create an effect similar to the laneways in inner city Melbourne where there is very little light at the street level because the buildings are tall and spaced very closely together. But this is a development in a residential area not the Melbourne CBD.

The developer should remove the overhang of the upper floors back to the dimensions of the ground floor.

Finally I would ask that the councillors understand that this process is not occurring on a level playing field where two equal parties bring their arguments to be heard. This is a process that is heavily weighted in favour of the commercial developer. The developer stands to make millions of dollars of profit from this development; they have access to further millions of dollars to progress their application. They will spend hundreds of thousands of dollars over the course of this application; on lawyers, engineers and architects, to ensure the best outcome for their profitability. They have almost unlimited amounts of time to finalise and amend their application.

On the other side you have the existing residents who will have to live with the consequences of the development; in all likelihood our properties will be worth less. We have very limited resources and only 14 days to prepare our objections, once the developer finally lodges the application.

I would ask that the councillor's understand there is no neutral outcome here, there will be a winner and a loser.

If the developer loses, all they will lose is profit.

If the existing residents lose, then real people will lose accessibility to their homes, and they will lose the enjoyment, the natural light, the privacy and the security and the value that they have every right to enjoy and expect.

Name: * joanne boyd

Email address: * jjrupert1@hotmail.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * 6.8 Planning Permit TP-2014-1061, 146 Toorak Road West, South Yarra

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

The proposed development at 146 Toorak Road West, South Yarra is an overdevelopment.

It is physically too big, it destroys established gardens and trees, it impacts heavily on its neighbours with regard to overlooking and amenity. It will add to traffic congestion and parking problems.

It is an inappropriate development on this site.

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: Yes

*(No opportunity is provided for submitters to be heard at Council meetings.) **

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

From: Wufoo
Sent: Tuesday, 1 December 2015 10:11:19 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#534]

Name: * Tony Archibald

Email address: * tony.j.archibald@gmail.com

Contact phone number (optional): 0413874808

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * 6.8 Planning Permit Application: TP-2014-1061 146 Toorak Road West, South Yarra

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible. Attached is an annotated plan showing the proximity of the developments west wall to the bedroom and bathroom windows of our apartment at 144 Toorak road west

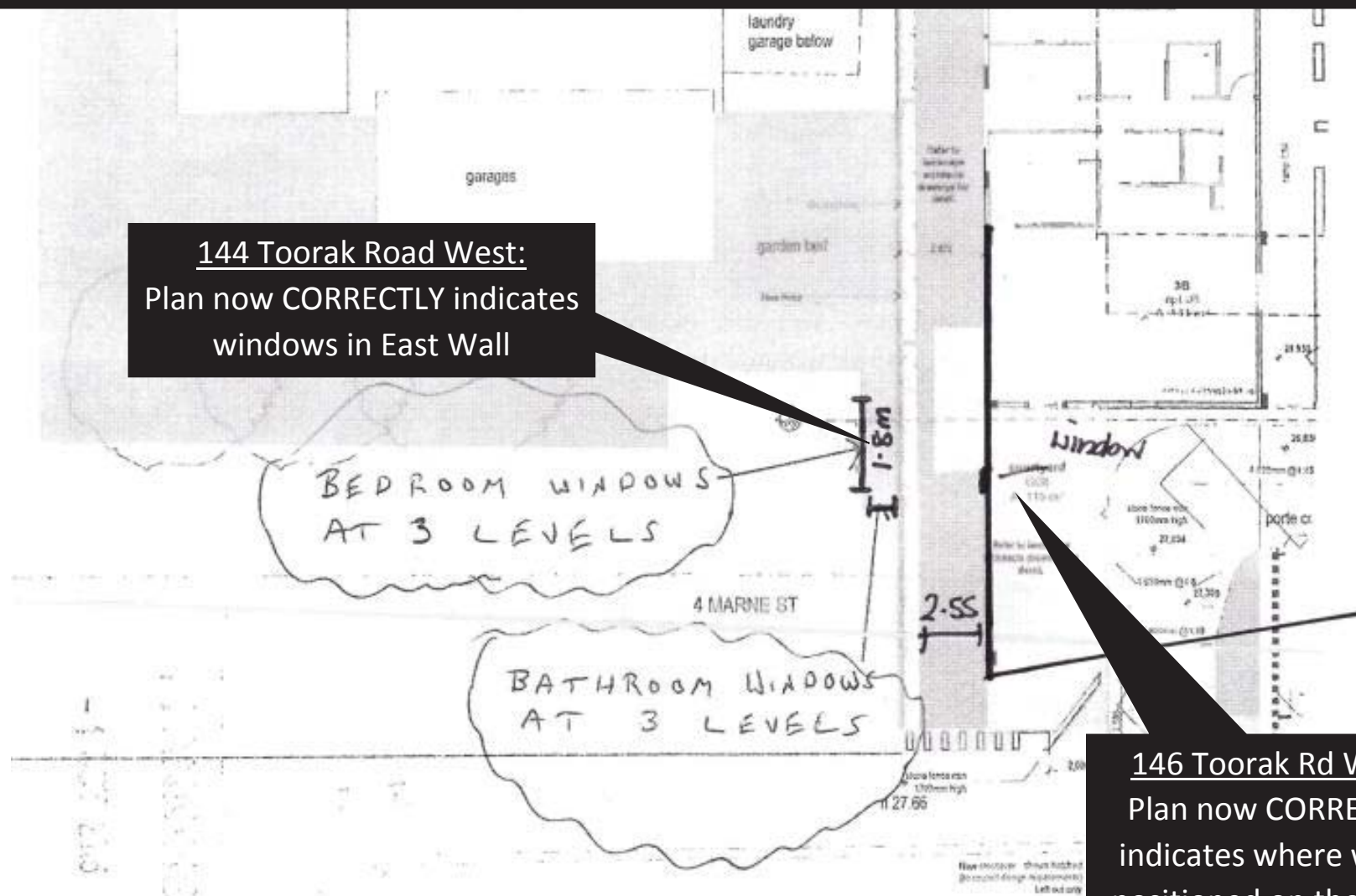
Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: Yes

*(No opportunity is provided for submitters to be heard at Council meetings.) **

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

CORRECTED plans showing the wall that will block the windows of 144 Toorak Road West.

- Plans submitted to council DIDN'T show existing windows at 144 Toorak Rd West
- Plans submitted to council showed GROUND floor plans, which is a completely different footprint to that of the upper levels.



**144 Toorak Road West:
Plan now CORRECTLY indicates
windows in East Wall**

**146 Toorak Rd West:
Plan now CORRECTLY
indicates where wall is
positioned on the FIRST
and SECOND floors**

View from bedroom window:

22-144 Toorak Rd West

- This is the bedroom of two young children
- Morning light will be completely blocked – this is the only time this room gets natural light. This room will become a dark cave
- Our sons' quiet enjoyment of their room will be completely eroded. All they will see out of their dark room as they play will be a massive wall.



**View from bathroom
window:**

22-144 Toorak Rd West

- All light will be completely blocked – this window is the only natural light for this room
- Privacy will be completely lost - this is our bathroom

Boundary wall
(when looking
out window at
usual angle)



Boundary wall
(looking
directly out of
window)



Name: * mark naughton

Email address: * naughton@pppartners.com.au

Contact phone number (optional): 86269020

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * DISC-2015-7

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: Yes

*(No opportunity is provided for submitters to be heard at Council meetings.) **

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

FUTURE MELBOURNE COMMITTEE 1 DECEMBER 2015
AGENDA ITEM 6.9 – BLOCK PLACE, MELBOURNE

1. BAM is the registered proprietor/owner of both Block Arcade and Block Place. The agenda is wrong to suggest otherwise ie. discontinuance/sale/transfer.
Not disputed by Council's Chief Legal Counsel.

2. 1986 deed of dedication:
 - Its validity is questioned.
 - It does not dispute BAM's ownership.
 - At its highest it evidences a public highway limited by height and depth – like a road/a right of passage.
 - It neither permits nor allows outdoor cafes and other trading activities, without owner approval.

3. BAM is passionate about BA and BP:
 - BAM has reinvigorated/revitalised BA. BP is vital access to BA.
 - Unhappy with the management of BP eg. clearance and access, rainfall and slippage, signage, busking, bicycle and motorcycle parking, disabled and pram access, deliveries, after hours smoking.
 - No agreements in place about trader use of BP, other than street trading permits. Street trading permits should only issue following resolution of trader tenure with BAM.
 - Proposition is that BAM take responsibility for management, relieving Council of obligations.

4. BP management a crucial City issue moving forward:
 - Strain on pedestrian movement doubled – now 120,000 per week and increasing.
 - Want the tables and chairs to remain, but under new management.
 - Proposal is for cleaning, maintenance, insurance and the like.
 - Initial budget estimate is \$3.50 per chair per day.
 - If able to be resolved without action, prepared to enter section 173 agreement as to parameters, and to involve Council scrutiny.

5. Suggested course of action:
 - Defer resolution until February 2016.
 - Council obtain external legal advice as to who has 'rights'.
 - Council lead discussions with BAM and affected traders.
 - Council and BAM to have 'budget' discussions.

From: Wufoo
Sent: Monday, 30 November 2015 12:16:31 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#519]

Name: * G Theodorou

Email address: * theodorou_georgia@yahoo.com.au

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * 6.9: Proposed discontinuance and sale of part of Block Place, Melbourne

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible. Refer attached

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



[block_place_submission001.pdf](#) 256.75 KB · PDF

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: Yes

*(No opportunity is provided for submitters to be heard at Council meetings.) **

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

J&G Theodorou Pty Ltd
28-32 Block Place
MELBOURNE
3000

30 November 2015

Future Melbourne Committee
City of Melbourne
GPO Box 1603
MELBOURNE VIC 3001

Dear Councillor Mayne, Lord Mayor and Councillors of the Future Melbourne Committee

CITY OF MELBOURNE REFERENCE: DISC-2015-7
BLOCK PLACE, MELBOURNE
Re: Agenda Item 6.9: Proposed discontinuance and sale of part of Block Place, Melbourne

As owners of 28-32 Block Place, we strongly object to a proposal of transfer of management control or discontinuance of Block Place to any private enterprise.

We concur with the report from City of Melbourne Planning and Building Management in the aforementioned agenda item, Key Issue 7:

“ the proposal to transfer management authority over the northern section of Block Place would be contrary to Council’s long-established strategy to enliven city lanes as public spaces and would clearly change the circumstances under which current traders operate.”

Further, we make the following submissions in objection of the proposal:

- In addition to objecting to the transfer of management authority at the northern section of Block Place, we object to the same at the southern section of Block Place
- Due to a lack of detail, significant uncertainty surrounds the potential impacts of the proposed transfer of management
- We further object to the proposal because of the potential and unknown increase in ongoing costs to our tenants and to us as the property owner
- We are concerned at the prospect of foot traffic becoming limited or reduced into Block Place under this proposal and how it might detrimentally affect existing business conditions in Block Place

I have requested Jeremy Wolveridge from Wolveridge Architects to speak on my behalf at Tuesday’s meeting on 1 December 2015.

Sincerely



G Theodorou

From: Wufoo

Sent: Monday, 30 November 2015 3:15:29 PM (UTC+10:00) Canberra, Melbourne, Sydney

To: CoM Meetings

Subject: Council and Committee meeting submission form [#523]

Name: * john mihailidis

Email address: * john.mihailidis@yahoo.com

Contact phone number (optional): 0411425291

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * discontinuance and sale of part of block placemelbourne

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible. I want to address the committee

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: Yes

*(No opportunity is provided for submitters to be heard at Council meetings.) **

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

From: Wufoo
Sent: Tuesday, 1 December 2015 10:51:03 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#537]

Name: * Nicolas Zervos

Email address: * nicz@zervoslayers.com.au

Contact phone number (optional): 98658900

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * Proposed discontinuance and sale of part of Block Place, Melbourne

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible. Refer to attached Submission

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



[submission_block_place_melbourne.pdf](#) 743.44 KB

PDF

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: Yes

*(No opportunity is provided for submitters to be heard at Council meetings.) **

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

SUBMISSION TO (FUTURE MELBOURNE (FINANCE AND GOVERNANCE) COMMITTEE

Proposed discontinuance and sale of part of Block Place, Melbourne

Applicant: Block Arcade Melbourne Pty Ltd (“BAM”), the owner of Block Arcade

Objectors: Kazer Pty Ltd (trading as Café Brown Sugar), 25 Block Place, Melbourne and Block Place Bakery Pty Ltd (trading as Dinkum Pies), 29 Block Place, Melbourne

Date: 1 December 2015

Agenda Item 6.9

Objection

1. The Objectors strongly oppose the request for the transfer to **BAM** the management and control of the northern section of Block Place, Melbourne.

Road

2. The Objectors acknowledge that Block Place is a road on Council’s Road Register which is managed by Council. Council has managed this public laneway since its inception.

Block Place

3. Block Place is a short lane-way running south from Little Collins Street towards the Block Arcade.
4. It is a very popular pedestrian only lane-way that attracts domestic, interstate and international tourists.
5. It is noted for its alfresco cafes and provides for kerbside seating with Council’s approval.
6. It is centrally located within the City of Melbourne and is a convenient location close to major Arcades and the Bourke Street Mall.
7. It is an iconic local institution whose attractiveness has been brought about by the industrious café and retail operators.

8. There are currently six café businesses that operate within this public laneway, as well as other retailers including the well known Basement Disc and Haighs chocolates.
9. It is submitted that it is part of the fabric that has made the City famous for its lanes and arcades.
10. It is culturally important to the City and the attractiveness of the laneways has evolved over time.
11. Block Place is synonymous with other major laneways such as Degraives, Centre Place, Manchester Lane, Howie Place, Causeway Lane and the like. "Since before the 1990's Melbourne's lanes, particularly the pedestrianized ones, have gentrified and their heritage value officially recognised as well as attracting interest from Australia and the world".
12. Further, Block Place is described

"as a covered narrow lane lined with eateries and cafes. It is one of the most romantic Melbourne places where you should linger and have a coffee".
13. Block Place is an integral component of laneways that take you from Flinders Street Station to the Bourke Street Mall.
14. The laneways of Melbourne are designed for their connectivity.
15. The laneways have a focus towards pedestrians.
16. They encourage walkability within the City.

Public Laneway

17. From its inception Block Place has been managed by public authorities without any restriction or concern. It has always been deemed and perceived to be a public place.

18. Its principal function is to allow for a public walk-through. It is a means of unfettered access for pedestrians, as well as enjoying the opportunity to sit and relax at cafes with kerbside seating.

Title

19. It is clear from a search of the Land Titles Office that properties adjoining Block Place have been subject to a very specific encumbrance, namely the right of passage way.

20. The Objectors operate their businesses at 25 and 29 Block Place, Melbourne respectively. The subject properties are part of Lot 1 on Title Plan 754026M and more particularly described in Certificate of Title Volume 8782 Folio 408 (see copy).

21. The description of land/easement information on this particular Lot specifically states that the subject property is entitled to a right of carriageway over Block Place. Therefore, the legal rights of the owner of the property in which 25 and 29 Block Place, Melbourne are entitled to have their easement preserved.

22. The right of carriageway being created by Instrument No. E56517.

23. Block Arcade forms part of Lots 1 and 2 on Title Plan 110912D and more particularly described in Volume 9409 Folio 669 (see copy).

24. There is a specific encumbrance referred to. An easement of way was created by Instrument E56517.

25. Historically and to this present day the easement provides for the "full free right and liberty to pass and re-pass at all times and for all purposes". The original creation of the easement was to allow for an unfettered right to pass and re-pass for all purposes, in other words for any purpose, therefore Block Place has been used and continues to be used as a public lane.

26. It has never been perceived as a private lane.

27. By virtue of it being under the management of Council, it is clear from Council registering the road on Council's road register it has the hallmarks of a public laneway.

28. By virtue of the submission made by the administration report Council clearly acknowledges that Block Place is a road.

Key Issues

29. This Submission is made in support of the recommendation from Council administration that the Future Melbourne Committee resolves to not agree to change the management arrangements for the northern section of Block Place.

30. In support of the key issues the Objectors state as follows:

- (i) The Objectors support Council's stated position that the proposal, if approved, will have a detrimental effect upon the amenity of the area. By removing the public encumbrance from the subject land this will establish a dangerous precedent. By allowing the proposal it will remove from Council's control the public management of the laneway but more importantly would impact greatly on the cultural integrity that Melbourne laneways have created and has been consistently supported by Melbourne City Council;
- (ii) It will deny the occupiers appropriate access, proper servicing to its operations and more importantly would impact on any future development potential;
- (iii) There is no public benefit to support the proposal by **BAM**;
- (iv) If this proposal was supported the current occupiers of the businesses in Block Place would have their business hours regulated;
- (v) **BAM** currently restricts the hours of operation of occupiers in Block Arcade. The trading hours in Block Place are more liberal than the hours of operation that currently operate in Block Arcade.
- (vi) Further, there would be nothing stopping **BAM** to install some form of gateway and security grill at the entrance of Block Place from Little Collins Street. They could effectively close the laneway and operate it at hours determined by them without any consideration to the traders in Block Place;
- (vii) **BAM** could determine who is to be allocated what chairs and where;
- (viii) The proposal if supported would effectively create a shopping centre management style operation which would be totally detrimental to the ethos that laneways have fostered within the City of Melbourne; and

(ix) The proposal could potentially deny any public access.

31. The Objectors support the Administration Statement that by transferring the management authority to **BAM** it would be contrary to Council's long-established strategy to enliven city lanes as public spaces and would clearly change the circumstances under which the current traders operate.

32. The current traders do not support the proposal and are concerned that their businesses will be dramatically affected and therefore their financial viability put in question. There has been no history of concern regarding the circumstances in which the current traders operate.

Deed of Dedication

33. The Applicant has raised questions as to the effectiveness of the Deed of Dedication for Block Place made in 1987. The Objectors understand that the Deed of Dedication makes reference to effective management of the public laneway.

34. There is concern that **BAM** would not have the best interests of the traders and the City as a priority. This is exemplified by the decision of **BAM** not to be involved in the major city event earlier this year, namely, "White Night". It decided to keep Block Arcade closed which had a substantial financial impact on the traders in Block Place. The trading figures this year compared to last year were down by 700%, effectively denying the public access to Block Place as a result of closing Block Arcade on the weekend of the White Night having a major economic and also cultural impact.

35. One of the reasons explained for closing the Block Arcade on White Night was the fact that it did not want to incur additional cleaning costs. Furthermore, it is noted that the security at Block Arcade has been reduced since **BAM** took control.

36. Management of the public laneway is not merely to do with cleanliness but also to do with promoting cultural events that take place within the City of Melbourne and where a public laneway is under the control of Council, then traders are actively encouraged to participate in such cultural events.

37. It is submitted that the management of the public laneway (Block Place) has been managed by Council in an orderly and proper manner and that the laneway has always maintained a high level of cleanliness.
38. The cost to Council of maintaining the laneway is not significant as Council Administration acknowledge in their Report.
39. It is noted that Block Place is adjacent to a number of other laneways that would require Council's services and therefore the cost of maintaining the laneway by Council is insignificant.
40. It is respectfully submitted that **BAM** would not manage the laneway that is for the benefit of the public.
41. As previously stated **BAM** would regulate the trading hours which would have a detrimental impact upon the local traders.
42. **BAM** already imposes restrictions in the manner in which Block Arcade operates and serious concern is raised that such restrictions would be extended to Block Place.
43. **BAM** would introduce unrealistic commercial fees/licence fees upon existing traders that would impact on their financial viability.
44. **BAM** would act in a manner that will be contrary to Council's long established strategy to enliven City lanes as public spaces. It is submitted that the Directors of **BAM** have already embarked on a policy of intimidation and harassment on existing traders in Block Place.

Options

45. The options available to Council are quite simple. If Council is desirous of ensuring that its long established strategy to enliven City lanes is maintained it can adopt one of the following options.
- (i) Maintain the current status; and/or

- (ii) Seek to compulsorily acquire Block Place to ensure that the public open space is preserved, at all times.

Objectives

- 46. It is clear that the current policy in promoting laneways provides a tight urban fabric and built form arrangement that promotes better social cohesion and public life.

- 47. As previously stated the laneways are an integral part of Melbourne's historic built fabric.

- 48. It is widely acknowledged that the City of Melbourne has been the initiator of laneways. The laneways provide connectivity and they create a focus towards pedestrians. They encourage freedom of access.

- 49. The proposal before Council is tantamount to a form of privatisation which, it is respectfully submitted, would undermine the very foundation upon which Council has sought to promote its civic environment.

- 50. The laneways of Melbourne are an established feature of the activities that occur within the City of Melbourne and effectively through the City of Melbourne's own management of these laneways that they have been able to be preserved but more importantly seen as a critical part of the ethos of the City.

- 51. It is respectfully submitted that the proposal before Council is for self-interest only and that the current status quo should be preserved.

Conclusion

- 52. The Objectors support the recommendation from Management that the Future Melbourne Committee resolves not to agree to change the management arrangements for the northern section of Block Place.

Register Search Statement - Volume 8782 Folio 408

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 08782 FOLIO 408

Security no : 124054777124C
Produced 13/04/2015 01:55 pm

LAND DESCRIPTION

Lot 1 on Title Plan 754026M (formerly known as part of Crown Allotment 20
Section 12 City of Melbourne Parish of Melbourne North).
Created by Application No. 054739 27/08/1971

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor

GARWOLIN NOMINEES PTY LTD of 116 ELIZABETH STREET MELBOURNE
F935629 19/11/1975

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AD207003U 28/10/2004
COMMONWEALTH BANK OF AUSTRALIA

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section
24 Subdivision Act 1988 and any other encumbrances shown or entered on the
plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP754026M FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

DOCUMENT END

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TITLE PLAN	EDITION 1	TP 754026M						
<p>Location of Land</p> <p>Parish: CITY OF MELBOURNE PARISH OF MELBOURNE NORTH</p> <p>Township:</p> <p>Section: 12</p> <p>Crown Allotment: 20(PT)</p> <p>Crown Portion:</p> <p>Last Plan Reference:</p> <p>Derived From: VOL 8782 FOL 408</p> <p>Depth Limitation: NIL</p>	<p style="text-align: center;">Notations</p> <p style="text-align: center;">ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN</p>							
<p style="text-align: center;">Description of Land / Easement Information</p> <p>ALL THAT piece of land delineated and coloured red and blue on the map in the margin containing Twenty-eight perches or thereabouts being part of Crown Allotment 20 Section 12 City of Melbourne Parish of Melbourne North County of Bourke - As to the land coloured red Together with a right of carriage way over the land coloured brown on the said map - created by Instrument No.E56547 in the Register Book - - - - -</p> <p>ENCUMBRANCES REFERRED TO</p> <p>As to the land coloured blue -</p> <p>ANY EASEMENTS OF WAY affecting the same and</p> <p>THE EASEMENTS OF WAY DRAINAGE AND SEWERAGE created in Conveyances Registered Book 701 No.440 (Application No.54739)</p>		<p>THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT</p> <p>COMPILED: 06/11/2002</p> <p>VERIFIED: AP</p> <p style="text-align: center;">COLOUR CODE</p> <p>R=RED BL=BLUE BR = BROWN</p>						
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: center;">TABLE OF PARCEL IDENTIFIERS</th> </tr> <tr> <td colspan="2" style="text-align: center; font-size: small;">WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962</td> </tr> <tr> <td colspan="2" style="text-align: center;">PARCEL 1 = CA 20 (PT)</td> </tr> </table>			TABLE OF PARCEL IDENTIFIERS		WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962		PARCEL 1 = CA 20 (PT)	
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WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962								
PARCEL 1 = CA 20 (PT)								
<p>LENGTHS ARE IN FEET & INCHES</p>	<p>Metres = 0.3048 x Feet</p> <p>Metres = 0.201168 x Links</p>	<p>Sheet 1 of 1 sheets</p>						

Register Search Statement - Volume 9409 Folio 669

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 09409 FOLIO 669

Security no : 124054779571R
Produced 13/04/2015 03:10 pm

LAND DESCRIPTION

Lots 1 and 2 on Title Plan 110912D.
PARENT TITLE Volume 07775 Folio 002
Created by instrument J200982 21/10/1980

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor

BLOCK ARCADE MELBOURNE PTY LTD of 182 KOOYONG ROAD TOORAK VIC 3142
AL380058B 24/09/2014

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AL380059Y 24/09/2014
NATIONAL AUSTRALIA BANK LTD

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section
24 Subdivision Act 1988 and any other encumbrances shown or entered on the
plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP110912D FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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TITLE PLAN	EDITION 1	TP 110912D								
Location of Land Parish: CITY OF MELBOURNE PARISH OF MELBOURNE NORTH Township: Section: 12 Crown Allotment: 2 (PT), 20 (PT) Crown Portion: Last Plan Reference: Derived From: VOL 9409 FOL 669 Depth Limitation: NIL		Notations ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN								
Description of Land / Easement Information ENCUMBRANCES REFERRED TO As to the land shown marked A and B - <u>ANY EASEMENTS</u> affecting the same - - - - As to the said land shown marked A - - <u>THE EASEMENT</u> of Way created by - - - - Instrument E56517 - - - - -		THIS PLAN HAS BEEN PREPARED FOR THE LAND REGISTRY, LAND VICTORIA, FOR TITLE DIAGRAM PURPOSES AS PART OF THE LAND TITLES AUTOMATION PROJECT COMPILED: 27/09/2000 VERIFIED: P.C.								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: center;">TABLE OF PARCEL IDENTIFIERS</th> </tr> <tr> <td colspan="2" style="font-size: small;">WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962</td> </tr> <tr> <td style="width: 50%;">PARCEL 1 = CA 2 (PT)</td> <td></td> </tr> <tr> <td>PARCEL 2 = CA 20 (PT)</td> <td></td> </tr> </table>			TABLE OF PARCEL IDENTIFIERS		WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962		PARCEL 1 = CA 2 (PT)		PARCEL 2 = CA 20 (PT)	
TABLE OF PARCEL IDENTIFIERS										
WARNING: Where multiple parcels are referred to or shown on this Title Plan this does not imply separately disposable parcels under Section 8A of the Sale of Land Act 1962										
PARCEL 1 = CA 2 (PT)										
PARCEL 2 = CA 20 (PT)										
LENGTHS ARE IN METRES	Metres = 0.3048 x Feet Metres = 0.201168 x Links	Sheet 1 of 1 sheets								

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E 56517 4 C 2017
REGD.

56517

1-51 251227 14/28-71

J. N. SMITH & EMMERTON

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98 Elizabeth Street
MELBOURNE PROPERTIES PROPRIETARY LIMITED of ~~Queen Street~~

Melbourne being registered as the proprietor of an estate in fee simple in the land secondly hereinafter described subject to the encumbrances notified hereunder in consideration of the sum of TEN DOLLARS paid to it by WILLIAM BALCOMBE GRIFFITHS of 108^A Caroline Street South Yarra, Architect, and CHARLES OWEN MOORE of Chechingurk, ~~Power Road~~ Mornington, Grazier, DO - - - HEREBY TRANSFER AND GRANT unto the said WILLIAM BALCOMBE GRIFFITHS and CHARLES OWEN MOORE their and each of their transferees in fee simple the registered proprietor or - - - proprietors for the time being of ALL THAT piece of land - - - delineated and coloured red on the map annexed hereto or any part of such land coloured red full and free right and liberty to and for them and him and their his or her tenants servants agents - - workmen and visitors to pass and repass at all times hereafter - and for all purposes and either with or without horses or other animals carts carriages motor cars and other vehicles laden or unladen into and out of and from the said land coloured red or any part thereof through over and along ALL THAT piece of land delineated and coloured blue on the said map being part of the land in Certificate of Title Volume 7775 Folio 002.

DATED the fourth day of September One thousand nine hundred and seventy.

THE COMMON SEAL of MELBOURNE PROPERTIES PROPRIETARY LIMITED was hereto affixed in the presence of:

J. N. Smith
..... Director.

P. J. Jones
..... Director.

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N.V.A. LAND
(see Appn 54759)
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REC'D

- 2 -

SIGNED by the said WILLIAM BALCOMBE
GRIFFITHS in the presence of:

W. Balcombe Griffiths

J. D. Summers

SIGNED by the said CHARLES OWEN
MOORE in the presence of:

Ch. Owen

Wm. H. Moore

ENCUMBRANCES REFERRED TO.

Any easements affecting the same. Mortgage No. D.747066 to Baker Custodian Corporation.

43 -

BAKER CUSTODIAN CORPORATION the Mortgagee named and described in Mortgage registered number D747066 HEREBY CONSENTS to the within Creation of Easement and to its taking priority to the said Mortgage.

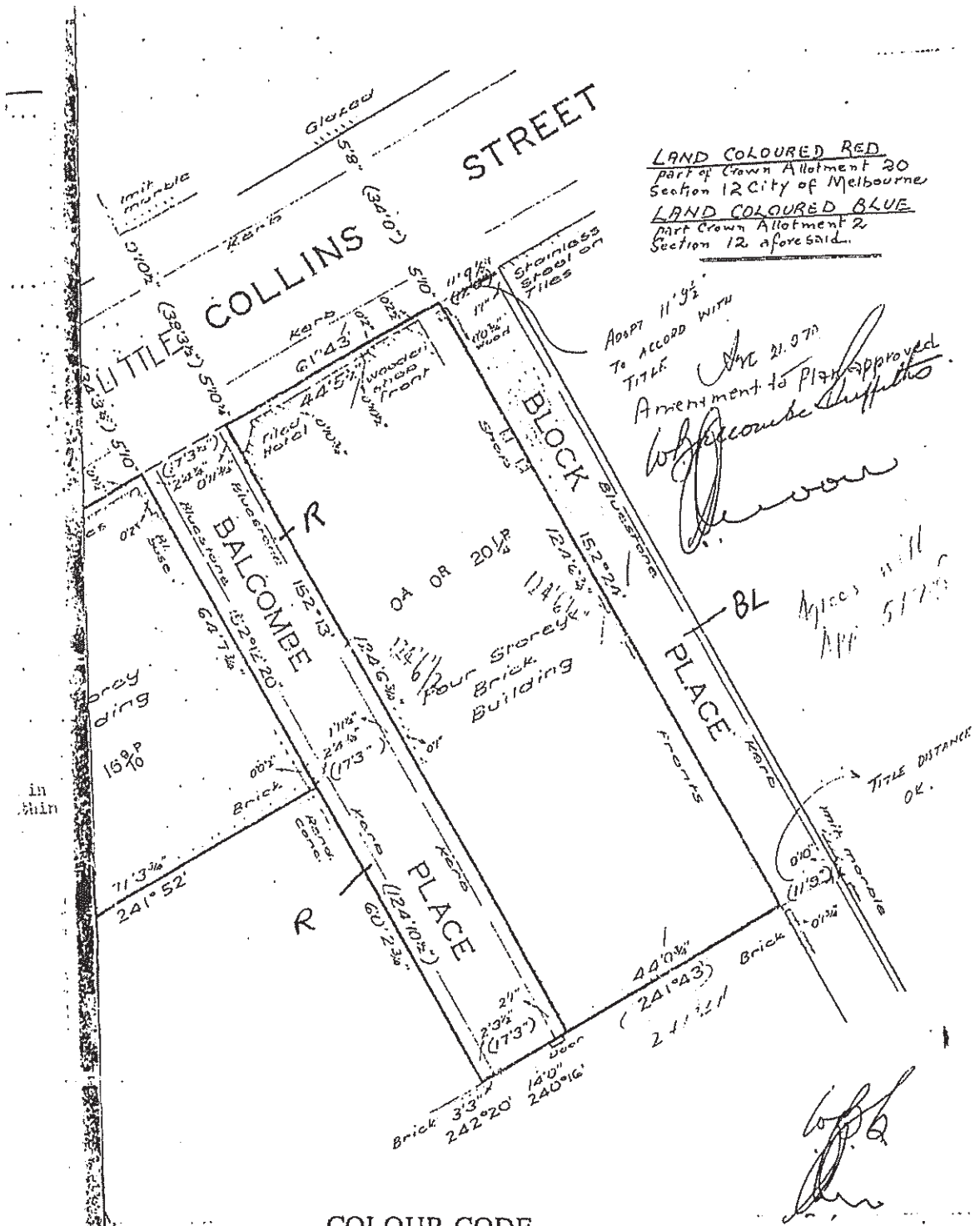
DATED this *Twenty first* day of *May* One thousand nine hundred and seventy-one.

COMMON SEAL of BAKER CUSTODIAN CORPORATION was hereunto affixed in the presence of:

Wm. H. Moore Director
Ch. Owen Director



RECEIVED
MAY 21 1971
MORTGAGE DEPARTMENT
VICTORIA



From: Wufoo
Sent: Tuesday, 1 December 2015 12:28:12 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#543]

Name: * Travis Reid

Email address: * travis.reid@spiire.com.au

Contact phone number (optional): 0402487681

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: Tuesday 1 December 2015

Agenda item title: * 6.9

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible. See attached submission.

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



[block_place_submission_to_future_melbourne_committee_spiire_for_garwolin_noms_pl.pdf](#) 142.80 KB · PDF

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: Yes

*(No opportunity is provided for submitters to be heard at Council meetings.) **

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

Our Reference **302396**
Council Reference **Disc-2015-7**

30 November 2015

Leon Wilson
Team Leader Land Survey
Melbourne City Council
GPO Box 1603
Melbourne VIC 3001

Dear Leon

**Proposed Discontinuance and Sale of Block Place, Melbourne
Submission from 25-43 Block Place and 317-321 Little Collins Street**

Spire acts on behalf of Garwolin Nominees Pty Ltd in relation to the above matter. Our client is the owner of 25-43 Block Place and 317-321 Little Collins Street, Melbourne which adjoins the northern section of Block Place, the subject of the proposed discontinuance.

Our client's property is developed as 6 individual retail tenancies which are occupied by retail and café operators who rely on access to and use of Block Place as an outdoor dining area. There are 5 further businesses in Block Place.

Our client is disappointed to have been notified of this matter on 19 November and provided with only 12 days to understand the proposals, prepare a response and make this submission.

1 Block Place

Block Place is a public laneway on Council's road register and is managed by Council. Council has management authority rights over Block Place.

A carriageway easement (or right of carriageway) provides full public access and passageway through Block Place at all times which supports its function as a public lane. This was created by Instrument No. E56517 in 1971 and continues to apply to the land to the present day. The traders in Block Place which display tables and chairs in front of their premises hold a permit from Council to do so for which they pay an annual fee.

Block Place provides part of the critically important pedestrian link between Flinders Street and Bourke Street which includes Degraives Lane, Block Arcade, Block Place and Royal Arcade. It also provides opportunities for people to pause and enjoy wonderful Melbourne and its quintessential laneway culture and alfresco dining experience. Block Place is historically and culturally significant to Melbourne's tourism offering on a national and international stage.

The existing private ownership of Block Place is inconsistent with its classification and the management and carriageway rights over the space which enshrine its status as a public laneway.

2 Proposal

Block Arcade Melbourne (BAM) proposes the transfer of management rights over the northern part of the Block Place from Council to BAM. It is also proposed to discontinue to the southern part of Block Place and sell it to BAM.

The proposal to transfer the management rights over the northern part of Block Place to BAM would effectively enable BAM to manage all trading activities in Block Place as well as public access to the laneway.

Council management does not support the proposal to transfer management rights over the northern part of Block Place and this is formalised in its recommendation to the Future Melbourne Committee.

3 Submissions

Spiire supports the recommendation from management that the Future Melbourne Committee resolves not to agree to change the management arrangements for the northern section of Block Place.

Our client strongly objects to the request by BAM to transfer management authority of Block Place from Council to BAM.

Specifically, on these matters we submit:

- Block Place has intrinsic value in the fabric of Melbourne and the governance, use and management of such an important public place must remain within the jurisdiction of a public authority vested with doing what is in the best interests of all Victorians.
- The encumbrance and management arrangements presently relating to Block Place are consistent with its status as a public place, a public asset, which has never been intended to become a privately controlled place.
- The transfer of management rights to BAM will introduce the potential for:
 - Access and use of Block Place to be denied to traders and the general public, for example with the prohibition of a café operator to have tables and chairs outside their premises or the public to walk through the lane in the evening;
 - Hours of operation for traders to be restricted and/or closed in the evenings to align with the shorter opening hours Block Arcade;
 - Kerbside trading fees to be dramatically increased,all of which will materially affect the traders and jeopardise the viability of their businesses and the erode the vitality of Block Place as a public place.
- The proposal to introduce new management fees on traders by BMA has no legal basis whatsoever and would necessitate some sort of mutual contract between parties which the traders have no knowledge of.
- For the past 45 years there has never been an issued raised by traders, property owners or the public using and enjoying Block Place.
- Property owners pay annual rates to Council for the management and maintenance of Block Place and there has never been any issues raised by the owners, traders or visitors on the way the lane is managed, presented and maintained.
- The clear objective and motivation of BAM for requesting management rights over Block Place is to increase its revenue from traders by introducing new management fees from the traders which are not their tenants.
- It is the role of a public authority such as Council to manage a public asset like Block Place for the greatest public benefit. This proposal to transfer the management of Block Place from a public authority to a private entity will unavoidable support the greatest

private investment return which is not likely to be aligned with the best public outcome. This principle is well established in Council's policy to protect public places in public ownership and management.

- The proposal thwarts the intention of the carriageway easement by imposing privately controlled management rights over a public laneway which effectively makes the rights of the carriageway easement conditional based on the commercial preferences of BAM.
- The proposed privatisation of the management of Block Place removes the rights afforded to property owners and tenants, and will devalue the asset, forcing our client to seek compensation from Council or BAM.
- The claim by BAM in relation to the effectiveness of the deed of dedication over Block Place is completely unsubstantiated.
- It is unacceptable that BAM, having purchased the northern section of Block Place, can propose to take over the management of a public laneway and effectively re-engineer a legal carriageway easement and moreover modify the rights of access and occupation (with a Council permit) for adjoining traders and land owners. Clearly, what is in the best interest of Block Arcade may not be in the best interest of Block Place and hence it is paramount that a public authority, Council, remain the overseer of management arrangements in Block Place.
- That Council must seek to permanently protect the public status of Block Place by compulsorily acquiring the land from BAM.

In the event that the Committee does not adopt the recommendation from management, Council is advised that our client will appeal its decision and pursue this matter to the full extent of the law through the court system.

Again we stress our concern over the negligible notice given to property owners and traders on such an important matter. It raises suspicions as to the background and agreements relating to the entire proposal and the nature of prior discussions between the Applicant and other stakeholders. We demand transparent and respectful involvement in this matter which stands to have such drastic impacts on our client and their tenants.

I can be contacted on 9993 7848.

Yours sincerely



Travis Reid
Senior Associate

Name: * Juan Munoz

Email address: * juandiegomunoz@hotmail.com

Contact phone number (optional): 0422457877

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * South Kensington Station

Please write your submission in the space provided below and submit **by no later than noon on the day of the scheduled meeting.** We encourage you to make your submission as early as possible.

I frequently use South Kensington station. I do not support moving the station west as the current location is close to my home. I would support an additional station being built but do not support taking the station away. While Kensington and South Kensington are close they service different lines going in different directions. Please do not remove our station.

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: No

*(No opportunity is provided for submitters to be heard at Council meetings.) **

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

Name: * Geoff Cox

Email address: * geoffccox@yahoo.com.au

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: *

Future Melbourne Committee meeting

Date of meeting: * Tuesday 1 December 2015

Agenda item title: * 7.1 Notice of Motion, Cr Leppert: South Kensington Station

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



[ka_re_fmc_dec_1_mtg_7.1_moving_south_kensington_station2.doc](#)

123.50 KB, .DOC

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

No

*(No opportunity is provided for submitters to be heard at Council meetings.) **

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



Kensington
Association.

1 December 2015

Future Melbourne Committee

Meeting 1 December 2015

Item 7.1

Notice of Motion Cr Leppert: South Kensington Station

The Kensington Association welcomes this suggestion from Cr Leppert, especially with the possible development of the West Melbourne Waterfront plan, that moving the South Kensington station would provide greater amenity for the locals in the area as a long-term infrastructure objective.

Careful research would be needed to where to locate the station. As well as the West Melbourne Waterfront plan there is also the long term potential development of the North Dynon freight yards as a residential area with public transport being a prime consideration. A rigorous planning approach is needed for this key infrastructure.

The current South Kensington station is inadequate in many ways, including accessibility and at the very least needs to be upgraded.

We hope there will be other proposals for long-term benefits from the disruption to our community in providing for Metro Rail infrastructure for wider Melbourne commuters and an effective rail system for the future.

With the Western Portal of the Metro Rail project being in South Kensington the Kensington Association is most concerned with a) the protection of JJ Holland Park from any works encroachment so the the hundreds of City of Melbourne families that use the park for sports activities and recreation are safe and can continue to use it, and b) the ongoing safety and amenity of the streets in the vicinity of Metro Rail works including traffic diversions through local streets, and the minimisation of any impact on local families over the construction period.

We look to the City of Melbourne to provide advocacy on behalf of our community on these issues and assistance in negotiation for the proper compensation (and hopefully re-location within the suburb) of any households that may be required to move for the project.

Kensington Association

Yours sincerely

A handwritten signature in black ink that reads "Rilke Muir". The signature is written in a cursive style with a large initial 'R'.

Rilke Muir,
Secretary