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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 6 February 2018

Agenda item title: \* West Melbourne Structure Plan 2018

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

I would like to enthusiastically commend the West Melbourne Structure Plan to the Council for adoption.

I am a stakeholder wearing several different hats: a homeowner (Roden St), worker (Batman St), parent of a student at a school (Haileybury), bearing responsibility for a significant land-owning organisation and leader of a church community (St James' Old Cathedral) all within this little suburb.

West Melbourne as it stands is a peculiar place: surrounded by great places and yet, in many places, oddly inhuman and often unpleasant and even dangerous to navigate itself. Given the exponential explosion of population coming into the suburb – far greater and faster than any of the official projections – it is a matter of urgency to make West Melbourne liveable, accessible and pleasant.

It has been a privilege to witness the excellent work of the planning team unfolding over the past couple of years. They have facilitated a very effective process of listening to the stakeholders of all kinds and continually improved their work in response. The result is something which has genuine community enthusiasm behind it, and I believe if properly implemented has the potential to make West Melbourne a great place to live and work and study in the future.

I commend the report to you for acceptance and diligent implementation; and the project team to you for recognition of exemplary work.

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) 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: \* Sue Dight  
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Contact phone number (optional): 0408532506  
Please indicate which meeting you would like to make a submission to by selecting the appropriate button: \*

Date of meeting: \* Tuesday 6 February 2018  
Agenda item title: \* Ministerial Referral: TPD-2012-32/A, 731-739 Flinders Street, Docklands

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



[letter to mcc re development.pdf](#)  
405.50 KB • PDF

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) Committee in support of your submission: Yes

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

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**The Mission to Seafarers Victoria Inc.**  
217 Flinders Street,  
Docklands Vic 3008  
ABN 18 629 7083  
Tel: -61-3-9629 7083  
Fax: -61-3-9629 8450



**Caring for Seafarers  
in Victorian Ports since 1857**

**President**  
Her Royal Highness The Princess Royal

**Patron**  
The Governor of Victoria

**President State Council**  
His Grace The Archbishop of Melbourne

5 February 2018

**RE: Ministerial Referral: TPD-2012-32/A, 731-739 Flinders Street, Docklands**

Dear Council,

I write to advise that the Mission to Seafarers Victoria – neither Board, staff nor advisers – has not been presented formally and effectively the proposal for the Asset 1 / Riverlee development which Council is to consider on 6 February 2018, nor has the Mission been asked to comment on such this proposal.

The last meeting held with Riverlee was in November 2017 when a schematic 3D video of the development was viewed by the Mission's adviser on building aspects. At this time, Riverlee noted that the Mission were not able to have a copy of this video or final plans as there was still work to be done prior to submitting amendments to Council for approval.

At this meeting our adviser requested a copy of the video and documents when they were completed and available. No contact regarding this request has been received from Riverlee.

We are of course happy to work with Riverlee and we stand ready to respond positively to Riverlee's proposals as and when they are presented to us. We continue to appreciate Riverlee's interest in assisting the Mission in its own building redevelopment, but it would be inaccurate and inappropriate to construe our good relations as neighbours as support for a proposal not presented formally to us.

I have sent a copy of this letter to the Government of Victoria as formal owner of the Mission to Seafarers Victoria site, and also Riverlee, by way of courtesy.

Yours sincerely,

Neil Edwards  
MtSV Chairman

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Contact phone number (optional): 0418403303

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

Date of meeting: \* Tuesday 6 February 2018

Agenda item title: West Gate Tunnel

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**Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.**

I am a City of Melbourne rate payer and I was very heartened by City of Melbourne arguments presented to the Inquiry and Advisory Committee hearings in 2017. Having attended the hearings I was horrified that these arguments were not listened to, or accepted in the subsequent report to the Minister and that with great haste, the government has approved this project. There is no community along the alignment of this project that benefits. It will damage the future of Melbourne – potential urban renewal sites, damage the valuable waterways that are already struggling and will simply induce more trucks around the port and commuter vehicles into the city against your own policies which were beginning to be affective. With the decision about Apple at Federation Square, I think it time that the City of Melbourne took responsibility for planning in the inner city and stood up to the overreach and blatant abuse of power of the Andrews Government practice exempting public interest clauses from the Major Projects Facilitation Act in order to fast track Ministerial approval and decisions. Please, we want projects to be planned within the Transport Integration Act and investment in public transport and rail freight. There is no place for private enterprise such as Transurban to usurp the the role of government in planning.

**Privacy**

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

**acknowledgement:**

\*

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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 6 February 2018

Agenda item title: West Gate Tunnel Project Environmental Effect

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Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Dear Councillors,

I am very surprised that, as a strong opponent to the WGTP, City of Melbourne isn't promoting a better solution.

Namely, moving Swanson docks outside of the City.

This is not a new idea, in 2010 Asciano, one of the main port operators campaigned for its relocation to Geelong and in some of the papers you published last year, you mentioned Swanson docks were the smaller endless efficient part of the port.

Relocating Swanson docks will allow for a new low bridge to be built and solve the truck traffic issue once and for all.

In July 2017 I submitted a global proposal and got a very supportive answer from Deputy Lord Major Arron Wood.

Supporting a very sensible, cost effective and backed by European experience planning solution would put CoM in a much more positive situation by all accounts. Complaining is only ever seen as a negative attitude that is all too easy to dismiss.

By contrast, a positive attitude will win CoM the full support of the Melbourne community at large, which for the time being is frustrated, disenchanted and bullied by Daniel Andrews, and brooding in the "no point fighting, it's a done deal" state of mind.

City of Melbourne could be the only remaining stronghold against greed and mediocrity of today's politics. Please don't let this chance slip away, Melbourne needs you guys to stand up for its citizens.

Please indicate  Yes  
whether you  
would like to  
address the Future  
Melbourne  
Committee or the  
Submissions  
(Section 223)  
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 information.  
acknowledgement:

\*



Name: \* Gerry McLoughlin

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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 6 February 2018

Agenda item title: \* Transport Portfolio Item 6.6

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



[impa\\_inc\\_submission\\_wgt\\_cof\\_melb\\_future\\_melb\\_mtg\\_6\\_feb\\_2018.docx](#)

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Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) Committee in support of your submission: Yes

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

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INNER MELBOURNE PLANNING ALLIANCE Inc.

Secretary G McLoughlin Address 1 Alfred Street Balaclava, 3183

ABN 81379286447

City of Melbourne  
Future Melbourne Meeting  
Meeting No 27

Date 6<sup>th</sup> February 2018

## Submission: Future Melbourne Council Meeting No 27 Transport Port Folio Item 6.6 WEST GATE TUNNEL PROJECT Environmental Effects Statement (EES) Assessment

### Who we are

IMPA is a not-for-profit organisation dedicated to the creation of an evidence-based, participatory planning process for the Inner Melbourne area. We seek to review and reform the existing systems so that significant, long-term planning decisions are only made with the equal participation of the community, developers and city planners. As such, we become equally responsible for socially, economically and environmentally sustainable change and we share a common ground in the need for clarity and transparency.

Our membership is across community groups, individuals, academics and business people. Our membership reach extends to the Western suburbs, North and West Melbourne, Kensington, Flemington, Moonee Ponds, Brunswick and Coburg, the eastern suburbs and the south of the central city area, Fishermans Bend and beyond. Many of our members have been actively engaged with this proposed project process and are submitting on behalf of their groups and as individuals.

IMPA Inc has participated in assisting member groups in organising two Forums one at Spotswood on the 27<sup>th</sup> April 2017 and the 3<sup>rd</sup> of July 2017 at Hoppers Crossings and organised informal meetings to inform the broader community about this project and its potential impacts on the overall city functioning. IMPA members have attended *TransUrban* briefings, information days and the Independent Advisory Committee Hearings (IAC) and on the basis of the information given and the submitted documents we make this submission in relation to the Minister for Planning Assessment based on the IAC advisory report on the 27 November 2017.

### Introduction

There are a number of ways to respond to the EES / EPA Works Permit process and the subsequent Ministerial Assessment. This submission is an overarching document which deals with the larger perspective question of the merits of the proposal.

- in delivery of a transport programme that the community have endorsed
- in meeting, it's mandate outlined by the Department of Treasury and Finance in relation to unsolicited bids
- in meeting its own expressed objectives as stated in the set of documents that make up this proposal subject to this Environmental Effects Statement process.

- in providing the best way forward in meeting Melbourne's undoubted need for transport investment

This project proposal includes 17 Specialist Reports well in excess of 10,000 pages of material on the project including highly technical documents on traffic modelling, contamination issues, Groundwater movement, surface water, ecology, air quality, noise and vibration, human health, social impacts, business, landscape and visual impacts, aboriginal cultural heritage, historical heritage and greenhouse gas, transport and land use planning matters. *TransUrban* has taken three years to develop this concept design for this proposal and the supporting documentation, which is the subject of this process whilst the EES process allows for 30 working days only, under the Planning & Environment Act 1987 for the community at large to respond to these documents. It needs to be on the record that the extreme disparity between well-resourced government authorities and a private trans-national company with the luxury of large budgets and 3 years compared to private citizens with 30 days makes a mockery of a suggestion that the process was an open and transparent process. No budget was allocated to citizens to assist them in obtaining expert advice.

Having said this, this submission will attempt to reflect the IMPA Inc membership's response to this proposal that will have a radical impact on the future of Melbourne in determining if this is a sustainable and liveable city or not.

In summary, we believe this Project fails on all counts and on that basis, cannot be supported.

We support the development of the following as high priority transport projects: -

- Metro Rail 2 as the next major transport project for the city
- The reinstatement of the Webb Dock line {(removed by Kennett (1992-99))}and port shuttle rail services to remove freight trucks off local suburban streets
- A rail link to the airport.

In summary IMPA inc believe the WGT Project has no community mandate and is in complete conflict with the promises of the current government election promises of 2014. We hold that the project is a significant threat to the entire city and will consign Victoria to a retrogressive car/freight road based transport model that is unsustainable and in direct conflict with stated climate change goals and targets.

We are deeply disappointed with the fast tracked EES and EPA Work Permit IAC Hearings process and the cynical exercise in bundling the processes in such a way that removes opportunities for a merits review of this deeply flawed project. We are very concerned with the disrespectful treatment of the formal parliamentary planning approval processes and the recent public statement by *TransUrban* that they can proceed without formal approval bringing home to all reasonable citizens deepest held fears of the partnership that this Government had struck in its partnership with a corporate entity such as *TransUrban*.

We understand that the City of Melbourne has in recent years upheld a '*gentlemen's agreement*' to abide by State Government's decision once they are handed down in the interests of workable relations between the state and the city. However, we believe that the time has come to question this arrangement that has been so sorely put to the test in this instance. We put to you this is the time when the City needs to defend the leadership position it has taken in the Hearings process in arguing for a rational and sustainable transport model consistent with worlds best practice in good planning and design emanating out of City of Melbourne. This is the very time to challenge the Government on

a project that will wipe out the gains of more than 30 years of strong urban leadership. The risks are too great for the entire Metropolitan City and the state.

We strongly urge the City of Melbourne with your considerable skills and resources to challenge the government of this very wrong project on behalf of all Melbournians.

For a breakdown of our assessment of the impacts of this Toll Road Project : see the attached **APPENDIX A.**

Yours sincerely

Gerry McLoughlin  
Secretary  
IMPA Inc.

On behalf of the Executive Board of IMPA Inc and the Membership

## APPENDIX A

### The West Gate Tunnel Project (WGTP) - No Mandate / No plan

In 2014 the Andrew's ALP Government electoral platform proposed an alternative works programme to the East West Link. This included a West Gate Distributor (WGD) designed to address longstanding freight issues, including taking 5000 trucks per day off the West Gate Bridge. The WGD aimed to create a freight road upgrade between the Dynon Port freight precinct and the West Gate Freeway at a cost of \$0.5 Billion. The proposal involved widening Shepherd Bridge over the Maribyrnong River, upgrading Whitehall Street and building ramps to and from West Gate Freeway however funding was only allocated to VicRoads for the first part (almost completed). Shortly after the ALP took office in November 2014, the Government's focus turned to *TransUrban's* unsolicited *Western Distributor* (WD) bid, a hugely inflated \$5.5 Billion project, recently re-named the *West Gate Tunnel Project* (WGTP). Many in the community believe this to be a breach of the mandate this government was given at the 2014 election and is the western extension of the East West Link.

The WGTP proposal morphed into a mega project 11 times the cost of WGD and of a city-shaping scale with many issues that negatively impact the community. The membership is questioning this project and the Westgate Authority, the planning process and the government's capacity to achieve proper governance, planning and objective appraisal processes to balance the conflicts between public and private interests. Many professional associations and community groups argue that the WGTP will not address critical needs or deliver optimal outcomes for Victorians and should be drastically scaled down in size and properly planned as part of a comprehensive multi-modal solution.

Victoria has had two Transport Plans, the 1969 *Metropolitan Melbourne Transport Plan*, a road and rail transport plan for Melbourne, instituted by Henry Bolte's Victorian state government. Most prominently, the plan recommended the provision of an extensive freeway network, much of which has since been built. The second was the 2008 Victorian Transport Plan which was part of a suite of transport and land use policy work that was integrated across freight rail, road and land use and the newly established Transport Integration Act (2010).

The statutory obligation for transport planning, mandated under section 63 of the *State's Transport Integration Act 2010* states that the lead transport agency, in consultation with the Department for land use must prepare and periodically revise the transport plan with medium and long term strategic directions, priorities and actions. Although section 63(5) was repealed in 2011 under the Napthine Government (2013), there has been no Transport Plan prepared or published since the repealed 2008 *Victorian Transport Plan* prepared by the Brumby Labor Government (*Transforming Transport for Everyone* (TT4e 2017)). This failure to have such a transport plan breaches the statutory provisions requiring the State agency to prepare and revise a transport plan. The failure since 2011, to observe these mandated provisions by both the previous and present governments are also of interest in this research.

### No 1.1 The West Gate Tunnel Project (WGTP) - Selective Policy basis

The policy basis for the development of the Western Distributor Business Case has been highly selective in the policies that it refers to. There are significant omissions as follows, substantially around the Port and Freight Transport planning.

- *Freight Futures* (State of Victoria, 2008)
- *Melbourne @ 5 Million* (State of Victoria, 2008)
- *Port Futures* (State of Victoria, 2009)

- *Port Development Strategy 2035 Vision* (Port of Melbourne Corporation, August 2009)
- *Shaping Melbourne's Freight Future* (Department of Transport, 2010)

2010 State Election – Liberals Victoria/The Nationals –  
 [No integrated Transport Policy]

- *National Ports Strategy* (Infrastructure Australia and the National Transport Commission, 2011)
- 2014 State Election – **Victorian Australian Labor Party policy Project 10,000**

### No 1.2 Reinstatement of Webb Dock Line & Port Shuttle Train for Freight

One of the repeated calls from our membership is for the reinstatement of the Webb Dock line (removed by Kennett as part of the Docklands Development) and port shuttle train services to attract heavy freight off road which is consistent with the state's GHG emission reduction target objectives as well as local campaigns to remove trucks from local roads. \$58 million of the total \$120 million Federal-State funding allocation was never used as intended for the approved port shuttle train intermodal terminal enhancement works. It was recently re-assigned to the new Melbourne Port Manager to produce a rail strategy within 3 years. However, the main public statement from the Port of Melbourne Manager has called for widening or duplication of West Gate Bridge over the Yarra because the WGTP does not provide the future road capacity they envisage (Reference Port of Melbourne Submission to Infrastructure Victoria *Second Container Port Inquiry* May 2016). IMPA's members are very concerned about the new Port Manager's recent pro-road expansion statements so early in their operations and what this means for stated commitment to both a rail strategy and its implementation. We believe freight on rail will serve the city far more efficiently and environmentally responsibly into the future.

### No1.3 Market-led proposals guidelines

Victorian Government Department of Treasury and Finance's (DTF) procedures for assessing private sector proposals (unsolicited bids):

1. *Preliminary assessment of ideas and proposals*
2. *Strategic assessment and recommendation*
  - *The Government conducting a strategic assessment of the merits of the proposal to determine whether the proposal should proceed, and if so whether this should be through a competitive tender process or through an exclusive negotiation*
3. *Detailed due diligence, investment case and procurement preparation*
4. *Negotiation and assessment of final offer*
5. *Award contract*

*"Government will only pursue proposals that offer something genuinely unique, deliver on Government priorities, provide benefits to the community and provide value to Victorians"*  
 (DTF website)

The WGTP project was assessed (by DEDJTR) as if the Government was the proponent, using the same team of people and consultants who wrote the East West Link Business Case for Linking Melbourne Authority (LMA) and reportedly with the same shortcomings and even more questionable assumptions behind the numbers.

Monash Freeway upgrade has been added to shore up the benefits because the *TransUrban* WD did not stack up in the Benefit Cost Ratio (BCR) Analysis extending the project to a Werribee to Pakenham project. It removes only slightly more trucks from West Gate Bridge than the 6,000 trucks that can be removed by the WGD at a cost of only \$0.5 Billion.

Costs and benefits are distorted, traffic modelling is erroneous (Reference Nathan Pittman Paper – see attached) and (critical) peer reviews have been suppressed (Reference Presentation by William MacDougall Transport Planner)

On the basis of the obligation of Government to ...." *only pursue proposals that offer something genuinely unique, deliver on Government priorities, provide benefits to the community and provide value to Victorians*" it is in our judgement that this project fails.

#### No 1. 4 WGTP design process

This WGTP began as a market led and unsolicited bid to the Victorian Government by *TransUrban*, an ASX listed company, to build the Andrew's Government *West Gate Distributor (WGD)* which was advocated as part of a package instead of the *East West Link*, the contracts for which were cancelled after the election in 2014. The electoral mandate was for those "Project 10,000" projects important to the western suburbs including the \$0.5b *WGD component*. VicRoads was funded to build *WGD Stage 1* and it went ahead soon after the election and is almost completed.

West Gate Distributor (WGD)– a 4km 4-lane road connecting the West Gate Freeway to Footscray Road, allowing trucks to bypass residential areas of the inner west. Sections of the WGD would be elevated (Hyde St, Francis St & Whitehall St). Estimated cost: up to \$0.5 Billion



Stage 2 of the WGD has been

deferred for 6 years and incorporated into the WGTP, a market led proposal from Transurban, a much longer and larger project than the WGD.

#### *West Gate Tunnel Project*

West Gate Tunnel Project (WGTP) – a 14+km 12-lane road connecting the Princes Freeway to City Link, Dynon Road, Wurundjeri Way, Footscray Road and Hyde Street. Sections of the WGTP would be tunnelled (beneath Yarraville) and elevated (over the Maribyrnong River and Footscray Road). Estimated cost: \$5.5 Billion

#### *West Gate Distributor*

This WGTP proposal was the subject of a Business Case (November 2015). The project has subsequently become a *TransUrban* and Victorian State Government joint venture and governed

under a newly created statutory body, the *Western Distributor Authority*. This project is a much expanded and costlier project for which the Government has no mandate and that will be funded through a combination of public allocations, extension of the Concession Deed on City link of 15 years, tolls and *TransUrban* contributions,

#### *WGTP business case (November 2015)*

Project scope as set out in the business case includes:

- An alternative to the West Gate Bridge with a new toll road under Yarraville and a Maribyrnong River Crossing (the Maribyrnong bye pass)
- A dedicated freeway link to the Port of Melbourne to support a growing freight task while reducing the number of trucks on local roads in the inner west
- A high productivity freight vehicle compliant freeway link to the Port of Melbourne and improved access to Webb Dock to lift national productivity
- Additional lanes and road management technology on the Monash Freeway to unblock Melbourne's M1 Corridor and improve access to important economic and education clusters
- Improved links to the important innovation and education cluster in the inner north
- Upgrades to the West Gate Freeway from the M80 Ring Road to Williamstown Road to cater for growing demand for west-east trips
- A new cycling connection over Williamstown Road to complete the Federation Trail and encourage more active transport
- An extension of truck curfews and proactive planning to support urban renewal in the west.

The Business Case was heavily redacted; crucial traffic modelling and costings/revenue were not made available for public scrutiny. In mid-2016, a further concept design iteration was developed resulting in the *Reference Design* which was different again from those displayed to the public. This changed concept design went to tender retitled as the *Western Distributor Reference Design* on the basis that the successful tenderer wins the right to develop the project design. The successful tenderer was a consortium led by John Holland and the project was subsequently renamed again as the *West Gate Tunnel Project* with a new set of objectives which is the subject of this EES process.

#### **No 1.5 Comments: Design changes and Consultation Process**

These transitions from one project design name and scope has meant that there is considerable confusion in the community about the objectives and the technical claims of the project under assessment. Further, IMPA members have made it clear that they have been bombarded with a sophisticated marketing program under the guise of community consultation and engagement, to sell the benefits, making claims about improvements in commuting times, freight volumes and efficiencies, truck removals from residential streets in the inner west, provision of second crossings that have not been subject to any rigorous substantiation process prior to the EES. Formal responses to letters of complaint have simply reiterated these marketing claims with no action to address issues.

Member groups have made complaints by letters to the Independent Chair of the Community Liaison Group, to local MP, the member for Williamstown, and to responsible Ministers about these consultative processes which have ignored most of their contributions. We regard these processes as not being consistent with the State government's own consultative standards (The International Association for Public Participation (IAP2)) barely meeting the *inform* level on this spectrum).

Member Groups have also regarded the consultation reports and the EES reports to be based on an assumption that the 'inner west' refers to Maribyrnong only. This bias is evident in information generated from that area and attributed benefit referred to in reports. Areas south of the Westgate Freeway and in Hobsons Bay are not represented in the data and believe amenity impacts are



underestimated and devalued in terms of views from residents about amenity in Hobsons Bay. An example of this bias is evident in the quote below.

While the project by itself cannot remove all trucks from roads in the inner west, the dual effect of the project redistributing truck traffic away from inner west roads and additional truck curfews would result in a significant net reduction of 9,300 trucks travelling along roads in the inner west. Approximately 4,750 trucks would be removed from Francis Street and 1,250 from Somerville Road. Truck volumes along Buckley Street would reduce by around 3,000 and there would be 1,500 fewer trucks travelling along Moore Street and 300 fewer trucks using Hudsons Road.

Summary Report p16

Similarly, Member Groups to the east, north and west of the Study Area have wrongly been assumed to have no concerns about the significant negative impacts outside the narrowly-defined Study Area.

This fails to recognise that the distribution of a huge increase of trucks and traffic as a result of curfews and bans in Maribyrnong transfer the truck problems to other suburban streets. This bias pervades and skews the study and gives an unbalanced incomplete picture of truck projected patterns. These continuing conflicts between residential streets and the needs of the supply and logistic sector is demonstration of a planning failure to provide sustainable freight pathways.

We contend that the West Gate Tunnel Project fails to meet its own objectives and claims and therefore does not meet the EES requirements based on the studies submitted by the proponent. This failure is summarised below as we address the four objectives as each relates to the West Gate Freeway section of the project.

Evidence of how we've made this conclusion and alternatives are offered as we go through data provided in the EES studies. A set of recommendations conclude our submission.

## 2.0 West Gate Tunnel Project Environment Effect Statement

The limits of the formal EES process confines commentary on the specific environmental impacts of the proposed project under specific headings outlined in the submitted documents by the proponent. The proponent as we understand it, is essentially *TransUrban* though there is some blurring of the lines between government and private sector as the *Western Distributor Authority (WDA)*, is a not a statutory body but an administrative body sitting within DEDJTR but also in partnership with a corporate entity *TrasnUrban* reporting to a single Departmental Secretary. As we understand it merges parts of VicRoads and *TransUrban* consortium with public servants reporting to *TransUrban* on this project. It is noted that the Panel Hearing and final Panel Report was an advisory document only to the Planning Minister the Hon Richard Wynn in his role as the responsible authority in determining the planning permit and the Environmental Protection Authority (EPA) in determining the Work Permit for the project to proceed. We also note that the minster chose consistent with WDA commercial interests chose not to take the advice of the IAC on installation of filtration in the tunnel stacks which would have loaded extra costs that *TransUrban* were not in support of and were not part of the terms of tender for construction won by *John Holland Constructions*

### No 2.1 The West Gate Distributer – Does it stack up?

One of the most obvious ways to measure the relative merits of this proposed project is if it meets its own stated objectives as set out in the project business case which, the government has made available for review. The State Government's Investment Logic Map (ILM) puts forward five problems to be addressed together with some nominated Key Performance Indicators (KPIs): In summary our principle reasons for **not supporting** this project are as follows

- **Issue: Transport capacity on M1 is poor relative to growing demand.**
  - The nominated KPI's are travel time and volumes over the Westgate. After the project is completed, the business case shows travel times will be exactly the same as now and more vehicles will be using the Westgate.
- **Issue: Melbourne is over reliant on the Westgate.**
  - KPIs are again the vehicle volumes on the Westgate and in addition vehicle mass limits. There is no improvement to the mass limits to Webb Dock, and mass limits can be increased to Swanston Dock far more cheaply by the Westgate Distributor {the Truck Action Plan (TAP) as part of the 2008 Victorian Transport Plan}. The new roads also fail to provide a direct bypass of the Westgate should this be necessary.
- **Issue Port and freight connections are inadequate to cater for the growth and reduce amenity in the west.**
  - KPIs are access to jobs and project related employment. The latter would apply to any project and is therefore not unique/relevant. The former only applies because it becomes easier to drive into the CBD.
- **Issue There is a mismatch between transport and land use.**
  - KPIs are access to jobs and reduced trucks in the inner west. The truck volumes in the inner west are NOT expected to be reduced compared to current levels. In any event any reduction in truck volumes can more cheaply be achieved by the TAP.

This current proposal has taken the Truck Action Plan (TAP) key ideas and added a tollway directing traffic into West and North Melbourne. Whether this is intentional or an unintended consequence, what is clear it will boost toll revenue. It will also compromise Melbourne's liveability because of the injection traffic through the northern central area, particularly Dudley street and the Queen Victoria Market areas crippling public transport in the CBD in conflict with decades of public policy (reference DIAGRAM Figure 34 – Origins and destinations of Western Distributor traffic – inbound (24 hrs).

Note the diagram understates the volume of traffic into the central area. The correct numbers in the report added up shows 55% of the WD traffic goes into the city.

This construction of a new freeway / tollway such as WGT to provide access to the CBD is contrary to policies that have been developed over a number of decades that favour public transport.

## No 2.2 Better Transport Options for Melbourne Transport Network

The risk of not pursuing Metro Rail 2 as part of building a truly networked public transport system for Melbourne which is experiencing population growth projected to grow to 8 Million by 2050 would be a public policy failure of significant proportions. The risks of it not being funded or delays in its delivery as it conflicts with the commercial objectives of the Toll operator has implications for the whole of the city train network plan.

## No 2.3 Health Impacts – Air Pollutants

The widening of the West Gate Freeway will result in an increased volume of traffic of 37,000 vehicles per day and the project will divert an additional 7,000 trucks per day onto Millers Road north of the West Gate Freeway.

Considering air quality modelling conducted by the project demonstrates that these traffic increases will result in the current PM2.5 standards being breached. On this basis alone this project should not

be given planning approval and alternative solutions for freight and passenger transport should be investigated.

In line with local inner west residents, long expressed health concerns (within the top 12 most polluted areas in Australia) the priority must be on reducing air pollution currently experienced and certainly not an increase. Epidemiological studies analyse patterns, causes and effects of disease and health in populations & have identified risk factors of air pollution risks of increased lanes to Westgate Freeway and induced traffic from the proposed WGT project (source Dr Diane Keogh's presentation 27<sup>th</sup> April 2017 – Community Forum Spotswood).

- Many epidemiological studies link particle exposures to increased hospital admissions, mortality, cardiovascular and respiratory disease (Pope & Dockery, 2006)
- Association has been found with lung cancer (Pope et al., 2002) and heart attacks (Brook et al., 2000)
- Particles can penetrate the cell membranes & enter the bloodstream, even reach the brain (Oberdoerster et al., 2004)
- Diesel particles make up a large proportion of particle
- Although Heavy Duty Diesel vehicles travelled only 6% of total kilometres in the study region (Brisbane study), they contributed > 50% of the ultrafine particle (particle number) and PM<sub>1</sub> emissions (Keogh et al., 2009b)
- Heavy Duty Diesel vehicles are a major source of pollution, particularly ultrafine particles

pollution from motor vehicles: -

- There are numerous health effects of exposure
- Diesel particle emissions are a classified human carcinogen (cancer-causing agent) (Swiss Clean Air Act, 2000; DieselNet, 2014; IARC, 2012)
- International Agency for Research on Cancer (IARC), World Health Organization, concluded that there is sufficient evidence that exposure to this pollutant is associated with an increased risk for lung cancer (IARC, 2012)
- Can cause inflammatory changes in the airways
- Acute effects include irritation of eyes & nose, changes in respiratory and lung function; chronic exposures associated with sputum production and cough (Sydbom et al., 2001)

Other health's concerns: -

- Adverse health effects can increase when exercising, eg., running, cycling, playing sport, as there is a higher breathing rate in high trafficked areas
- Children have higher respiratory rates than adults making them more susceptible to airborne pollutants
- The young, sick, elderly and people with heart or lung diseases are more susceptible to health effects
- Risks increase depending on proximity to the source
- Background levels tend to occur 300-500m from the roadway (Bell & Ashenden, 1997; Zhu et al., 2002; Gilbert et al., 2003)

- However, a Canadian review noted pollutants can be found as far as 750m from truck routes (Wickham, 2012)
- Sensitive land uses include schools, hospitals, childcare and aged care facilities, playgrounds close to roads on regional freight networks (Wickham, 2012)
- California planning legislation requires School Boards work with local agencies to identify any incompatible land uses within 400m of a proposed new school site (Wickham, 2012)
- These incompatible land uses include freeways and busy traffic corridors (>50,000 vehicles per day in rural areas and >100,000 in urban areas); health risk assessments & other actions are necessary (Wickham, 2012)

The health impacts on cyclists on the cyclists in the cycling and pedestrian bridge will be excessive exposure to both incoming and outgoing traffic will be extreme according to Dr Keogh advice.

Reportedly trucks on Victoria's roads currently are old poorly maintained diesel fuelled trucks (high GHG emitting) and there is no prospect of Government standards regulation to require trucks to be high performing low GHG emitting trucks in line with European and USA standards and there is no requirement for high performing passenger vehicles (ref [www.climateworksaustralia.org](http://www.climateworksaustralia.org) +61 3 9902 0741)

#### No 2.4 Sustainable Transport – Greenhouse Gas Emissions

Transport is the third highest emitters of greenhouse gas emissions. Australia has committed to reducing Greenhouse Gas (GHG) emissions by between 26-28% based on 2005 levels by 2030 (UNEP 2016) and the state of Victoria to having net zero emissions by 2050. In order to achieve reduction of GHG emissions within a 1.5-degree Celsius global target consistent with the historic global commitment by governments {Conference of Parties (COP)21} there needs to be commitment to action in the land-use and transport sectors (GAFB&C, 2015). However, in the past 30 years, Melbourne's car-dependency has continued due to transport decisions that lock-in high GHG emissions for decades. This has continued despite being contrary to climate change policies and goals.

#### No 2.5 Traffic Modelling reliability

Nathan Pittman's academic submission responds to the West Gate Tunnel Transport Impact Assessment Report prepared by GHD on behalf of the Western Distributor Authority. Pittman (2017) draws attention to the assumptions in the Veitch Lister's (VLC) 'Zenith' travel demand modelling software, which predicts strategic network impacts of new travel infrastructure. Incorporated into the build and no-build forecasts are demographic, economic, and land-use and infrastructure demands. The purpose of his report is to provide feedback on these assumptions and biases that inform these predictions.

*The inherent bias in the modelling process ranging from a bias derived from transport-land-use dynamics, 'optimism' bias, and 'pessimism' bias. Each of these may be manifest in the forecasts for the WGT. Internal model mechanics, such as the specific econometric and statistical techniques employed in the model, are an important inherent source of bias. Often these processes are 'black-boxed' and are unavailable for public scrutiny. This is certainly the case in the WGTIA. The literature indicates that the models should be subject to external peer-review. While the report indicates that the WGT model was subject to peer review, it is*

*unclear if the modelling suite was – and in either case, these peer-reviews are not readily publicly available.*

further that...

*Australia's recent history with transportation mega-project demand forecasting is less than stellar; however, this is not a uniquely Australian phenomenon. There is a focus in the academic literature on the efficacy of travel demand forecasting – forecasting is statistically biased and imprecise. A 2014 literature review by Morten Nicolaisen and Patrick Driscoll<sup>2</sup> indicates that for toll roads, such as the WGT, the observed use of the road ends up being less than the initial demand forecasts, after a year of operation. A 2009 study by Robert Bain<sup>3</sup>, a well-respected and experienced traffic consultant and academic, demonstrated that on average, over 104 toll road projects observed traffic after one year of operation was 23% lower than forecast traffic. A similar study by Zheng Li and David Hensher<sup>4</sup> in 2010 of five Australian toll road projects showed a 43% inaccuracy. Imprecision is also a problem with traffic forecasts: a 2013 study by David Hartgen indicates that approximately half of road project forecasts are incorrect by more than 20% {(Reference Hartgen, D. T. (2013). Hubris or humility? Accuracy issues for the next 50 years of travel demand modelling. *Transportation*, 40(6)}. These inaccuracies stem from a variety of complementary or conflicting sources, which may act to compound or cancel out errors.*

On the basis of questionable data reliant on inherent bias and unreliable assumptions and the lack of transparency in terms of access to the figures which have been heavily redacted there is no reasonable basis on which to rely on GHD traffic modelling and the basis for this project.

### **No 2.6 Risk to Future Melbourne's Planning and 'Unintended Consequences'**

Further risks are evident to transport planning for the city itself (and the social implications) of being progressively 'privatised' through an extension of the *City Link* Concession Deed and widening of contractual commitment with a private company such as *TransUrban* evidenced by the social impacts of unintended consequences of the criminalisation of the unpaid tolling processes currently in place (See Denis Nelthorpe's Briefing Paper *Report Our Plan For A Fair And Effective Toll Enforcement System For Victoria* April 2017) and private companies limits to scope of responsibility. These risks are ones that we have experienced in the public transport privatised operations contract to no benefit to the public. Privatised toll roads are going in the wrong policy direction.

### **No 2.7 Public Money Funding Privately Owned Tolls Roads**

Substantial public funding has been allocated by government for this project. Toll roads are only of benefit if they are self-funded with the benefit to the provider derived from the tolling rights. This project is attracting \$1.6 billion in public funding and a continuance of the Concession Deed of 15 years on the *City Link* Tolls.

### **No 2.8 Urban Design: 'Lipstick on the pig'**

It is very disappointing to see the considerable design capability of Melbourne's finest design professionals engaged uncritically in a project that has such little broader urban design value.

The design elements such as the 'web' wrapping of the elevated two-tier tollway over Footscray Road and coloured pylons and the borrowed (some question the nature of the appropriated) aboriginal motif elements to the columns are all very attractive in the high-end presentations. However, there was limited section and elevation information on the elevated tollway at the gateway to Footscray activity centre or in proportion drawings that reflected the actual scale. I am reliably informed the

actual height of the structure is 11 metres to the top of the 'web' structure sound walls and 6 metres to the underside of the covered road way. This is a 4-storey height structure blocking the visual entrance to an important urban centre in inner Melbourne that is growing in significance as the population grows in the west. It is immensely disappointing to know that one of the most perfectly proportioned boulevard of Melbourne (the same proportions as the Champs-Élysées, Paris with arguably the best views of the CBD in Melbourne will be completely wiped out by the elevated two-tier tollway and associated pylons, elevated connecting on and off ramps and the rest of the signages, tolling structures of a massive elevated tollway. We concur with the City of Melbourne is protesting the shortsightedness of this approach when we ought to be focusing on the redevelopment and repurposing of the docks areas when they move to a more appropriate site at Western Port in 2035 (reference Infrastructure Victoria 30-year Plan 2016). The question has to be asked would this sort of structure ever see the light of day in centres such as South Yarra or Camberwell?

The impact on other urban renewal sites such as Egate, Arden Macauley and Fishermans Bend are not properly assessed and they will be significant if not highly detrimental. On this basis alone we do not support this project.

## Conclusion and recommendations

The benefit to the public is not being met with this project and on this basis alone fails the 'Pub' test.

We outline a number of matters that are of concern to many members around the process of the development of this project, the detail of this project and at a bigger picture level in terms of the direction this city needs to be taking to continue to be liveable and sustainable into the future with a population explosion on our horizon.

In summary, we find that this project **fails** in

- meeting its own five critical transport challenges objectives
- the objectives of the strategic vision for the state as outlined in PLAN Melbourne 2017-50 as a 20-minute neighbourhood walkable city,
- meeting City of Melbourne's Municipal Strategic Plan objectives on urban forest, heat island mitigation, urban renewal areas (EGate, Dynon Road, Footscray Road Precinct and Arden Macauley Precincts) urban design and open space objectives, Public Transport and walkable city transport objectives and
- addressing impacts on the community in North and West Melbourne of a flood of cars descending on to North and West Melbourne and Wurundjeri Drive - 12-14 hours of traffic gridlock daily (reference City of Melbourne Traffic modelling)
- meeting City of Port Phillip & City of Melbourne objectives for Fishermans Bend urban renewal strategic objectives programme conflicted with the prospect of a tripling of freight on road and induced car traffic from this project
- the opportunity for Melbourne Metro Rail 2 being funded as it conflicts with the commercial interests of the toll operator with implications for the whole of the city public transport network plan

- meeting City of Maribyrnong and Hobsons Bay's objectives of a liveable city and getting trucks off local roads
- meeting the objectives of other Councils, communities and Friends of the various creeks and waterways e.g. Friends of Moonee Ponds Creek
- placing the state of Victoria at risk of 'locking in' Melbourne's future to a road based transport with high Greenhouse gas (GHG) emitting transport system thereby compromising the state in meeting its zero emission targets by 2050 (Transport is the 3<sup>rd</sup> highest GHG emitter in Australia and approximately 85% coming from passenger vehicles (PTUA))
- risks to transport planning itself (and the social implications), of being progressively 'privatised' through an extension of the *City Link Concession Deed* and widening of contractual commitment with a private company such as *TransUrban* evidenced by the unintended consequences of the criminalisation of the unpaid tolling processes currently in place (See Denis Nelthorpe's Briefing Paper *Report Our Plan For A Fair And Effective Toll Enforcement System For Victoria* April 2017) and private companies limits to scope of responsibility.
- public money funding toll roads -substantial public funding has been allocated by government for this project. Toll roads are only of benefit if they are self-funded with the benefit to the provider derived from the tolling rights. This project is attracting \$1.6 b in public funding and a furtherance of the Concession Deed of 15 years to the City Link project. The benefit to the public is not being met with this project and on this basis alone fails the 'Pub' test.

## Recommendations

- Continue to fund VicRoads to complete the West Gate Distributor in line with the Government's 2014 election promise including environmentally designed ramps to/from Westgate freeway
- Restart the design and planning process for freight and passenger transport in the west in line with requirements under the Transport Integration Act 2010 for an integrated land use and transport plan including intermodal options for freight and passenger transport.
- The primary objective in planning and designing transport options is to provide real transport choice for the western suburbs consistent with other parts of Melbourne that is well serviced by networked transport options.
- Plan for truly sustainable freight movements and routes that meet the needs of the Supply and Logistics sector principally through freight on rail which takes freight trucks off residential streets. Essentially
- Develop a properly considered plan that takes in the freight and passenger transport needs, land use aspirations for the inner city of Melbourne and community liveability aspects before committing to locking in the city to a project that is entirely road based, tolled and of a scale and impact on the rest of the city that out ways any perceived benefits.

- Consult properly in line with world's best practice
- Redo the business case with genuine alternatives, prioritising all projects consistent with criteria to achieve the state's environmental target objectives to meet zero GHG emissions by 2050
- Halve the size of WGTP in favour of half the investment in public transport for the west.
- Bring the process of planning back into a government run process, (possibly a process to be co-ordinated through Infrastructure Victoria); in our estimation a, less expensive process than an 'unsolicited bid' private process, to avoid excessive profits to a private company at public expense.
- Stop inequitable tolling and unpaid tolls practices of City Link, *TransUrban* users and prospective commuters to other *TransUrban* owned toll roads in line with recommendations by Denis Nelthorpe's Report on unfair unpaid tolls practices which are administered by tax funded Civic Compliance. We call for the cessation of patently unfair recovery practices which reverts unpaid tolls to a criminal matter and tax funded administration services to a private toll road company.
- Positive policies to shift heavy freight from roads to Rail to move freight off residential streets and local roads and onto sustainable transport options such as freight on rail; the opposite of *TransUrban's* approach and business objectives
- Transparency of government decision making. We call for proper governance by politicians & public servants. We say no to government joint venture partnerships as this compromises government in their primary responsibility to represent the community interests not commercial interests of any private company.





## **Local Government Professionals (LGPro) calls for loopholes in legislation to be addressed**

The President of LGPro, Victoria's member based organisation for officers working in Local Government has today called for legislators to give due consideration to the emerging learnings that are arising from the City of Melbourne's investigations into allegations regarding the Lord Mayor, Robert Doyle AC.

Rebecca McKenzie, LGPro President, said that the current investigation into the allegations against Lord Mayor Doyle has highlighted potential weaknesses in the legislative framework that Local Government CEOs are accountable for delivering within.

The City of Melbourne interim report, which will be considered this week, highlights a conflict between CEOs' responsibilities under health and safety legislation to act swiftly to remove potential workplace hazards, and existing Local Government Act conduct provisions for elected Councillors.

Ms McKenzie said ' Every individual working within Local Government, regardless of whether they are a Councillor or an officer, should be able to do so free from threat of bullying, harassment or intimidation of any kind. The CEO rightly has a responsibility to ensure that the Council workplace is a safe one, and that includes accountability for ensuring that hazards are mitigated or removed. Yet when it comes to elected Councillors their hands are tied. They are accountable, yet powerless to take action outside of the Councillor Conduct process which can take weeks if not months to resolve.'

'As it currently stands, in the absence of a Councillor demonstrating goodwill to remove themselves from the workplace while an investigation is in process, an alleged harasser could continue to attend meetings or events where their victim is in attendance. This leaves the CEO, and Council entity, at risk for not fulfilling their duty of care should a further incident occur.'

Ms McKenzie commented that 'Often you don't get to really test the practical implementation of legislation until you are in the trenches managing through a situation. The City of Melbourne experience has tested both the current legislative framework, and the proposed Local Government Bill as outlined in the Exposure Draft, and as I understand it they have both come up wanting.'

The Minister for Local Government has a unique opportunity over coming weeks, before the Bill passes into legislation, to take stock and ensure that this loophole is addressed. Work undertaken on the Bill has been strong so far, but failing to act to resolve this loophole is not only a missed opportunity, it could inadvertently place victims of inappropriate behaviour at risk.

LGPro will be advocating for this change in our submission to the Local Government Bill Exposure Draft and calls on all other peak bodies to do the same. Consultation closes 16 March 2018.

**Rebecca McKenzie**  
**LGPro President**

5 February 2018

Name: \* Ray Cowling

Email address: \* [ricowling@bigpond.com](mailto:ricowling@bigpond.com)

Contact phone number (optional): 0438298742

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 6 February 2018

Agenda item title: \* Agenda Item 6.6a

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

I notice that the Recommendations in Agenda Item 6.6a does nothing to rebut the smear of Doyle being treated unfairly. I thought the process, was fair, discreet, and importantly avoided having an expensive barrister tear the witnesses into shreds.

It would be nice to see Council as a whole say he and his victims have been treated in a just manner, (in contrast to the statements of his lawyer) and that the Council unanimously wishes to thank all the witnesses who came forward for their bravery and conscientiousness.

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) 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.

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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 6 February 2018

Agenda item title: \* Agenda item 6.6a Update on the Status of the investigation into allegations regarding the Lord Mayor, Robert Doyle AC and related matters.

**Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.**

Submission from Cr Coral Ross, National President of the Australian Local Government Women's Association.

I would like to address the Committee

As the Management Report to this item states, Councils can review and amend The Councillor Code of Conduct at any time. The Councillor Code of Conduct can cover items not specified in the Local Government Act.

Will the City of Melbourne Councillors review its current Councillor Code of Conduct so that:

- (a) complaints by Councillors against the Lord Mayor or Deputy Lord Mayor would go to an independent person rather than the Lord Mayor or Deputy Lord Mayor as the Code currently prescribes and
- (b) that an independent person such as the Minister rather than councillors decide on any possible sanctions and

(c) add a clause to the Melbourne City Councillors Code specifically relating to harassment, physical and sexual?

Please indicate Yes

whether you  
would like to  
address the Future  
Melbourne  
Committee or the  
Submissions  
(Section 223)  
Committee in  
support of your  
submission:

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

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\*

Name: \* Chris Thrum  
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Contact phone number (optional): 0422066973  
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 6 February 2018

Agenda item title: \* 7.1 Post travel report by Councillor Rohan Leppert, Hamburg, Brussels and Barcelona, October 2017

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Dear City of Melbourne Meetings Group posse

This is a written response in regards to Agenda Item 7.1 Post travel report by Councillor Rohan Leppert, Hamburg, Brussels and Barcelona, October 2017. Melbourne is an international city and it is appropriate that Councillors travel overseas to participate in important meetings and conferences. This furthers the knowledge and skill-sets of the City of Melbourne and helps make a brighter, brighter future for the City of Melbourne and the citizens of Melbourne and Victoria.

Best regards

Chris Thrum

email - mineralsands@hotmail.com  
Phone - 0422066973

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) 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: \* rohan storey

Email address: \* [rohanstorey@yahoo.com.au](mailto:rohanstorey@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 6 February 2018

Agenda item title: \* 7.2 Notice of Motion,Cr Leppert: Apple store at Federation Square

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) 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: \* Chris Thrum

Email address: \* [mineralsands@hotmail.com](mailto:mineralsands@hotmail.com)

Contact phone number (optional): 0422066973

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 6 February 2018

Agenda item title: \* 7.2 Notice of Motion, Cr Leppert: Apple store at Federation Square

\*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Dear City of Melbourne Meeting Groups Team

This is a written response in regards to Agenda Item 7.2 Notice of Motion, Cr Leppert: Apple store at Federation Square.

I support this Notice of Motion. There are serious concerns in regards to the lack of public consultation. The City of Melbourne should have been involved in this decision making process from the get-go. The Planning Department of the City of Melbourne should have participated in the decision making process with a detailed analysis of this project.

Councillors should support this motion. There is widespread discontent in regards to the proposed demolition of a building that is integrated into the architectural design of Federation Square, with a building that is incompatible with



the design of Federation Square.

There has been widespread media coverage on this matter reflecting the concerns of the community over this.

This is a tremendous opportunity for Apple to show great civic responsibility and work with the City of Melbourne, the Victorian State Government and the citizens of Melbourne on finding an appropriate resolution to this scenario.

<http://www.theage.com.au/victoria/council-challenges-spring-st-over-apple-s-fed-square-store-20180131-p4yz42.html>

Best regards

Chris Thrum

email – [mineralsands@hotmail.com](mailto:mineralsands@hotmail.com)

Phone – 0422066973

Please indicate      Yes  
whether you  
would like to  
address the Future  
Melbourne  
Committee or the  
Submissions  
(Section 223)  
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 information.  
acknowledgement:

\*

Name: \* Mike Nekrasov

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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 6 February 2018

Agenda item title: \* 7.2

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Dear Melbourne City Councillors,  
RE: Future Melbourne Committee, Tuesday 6 February 2018, Agenda Item 7.2.  
Written Submission.

I support the motion to demand the Andrews Government rethink the proposed Apple megastore at Fed Square.  
The City of Melbourne must demand the State Parliament hold the Andrews Government accountable.  
But I would ask you go further. The Yarra building must not be replaced with an Apple megastore. A design that is so out of character with the rest of Fed Square, & a retail store that has no place there.  
This is — Our City, Our Square.

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) 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: \* Carey Landwehr

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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 6 February 2018

Agenda item title: RE: Future Melbourne Committee, Tuesday 6 February 2018, Agenda Item 7.2.

\*

**Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.**

Dear Melbourne City Councillors,

RE: Future Melbourne Committee, Tuesday 6 February 2018, Agenda Item 7.2.

Written Submission.

This iniquitous decision not only has the potential to set a dangerous precedent in regards to the further erosion of Melbourne's civic space and built environment in lieu of private interests. It also undermines the potential of a stronger proposal based upon the long-accepted process of competition based involvement in public works.

There are better ways to enact positive change for Federation Square and the City of Melbourne that do not forfeit the right to the city of Melbourne's citizens – and increases rather than diminishes not only the cities international reputation, cultural and economic output. Please reconsider support for this short-sighted decision which makes little

long-term economic or civic sense.

The citizens and visitors to Melbourne demand better.

Please indicate  No  
whether you  
would like to  
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Melbourne  
Committee or the  
Submissions  
(Section 223)  
Committee in  
support of your  
submission:

*(No opportunity is  
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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 information.  
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\*

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Contact phone number (optional): 0437699289

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 6 February 2018

Agenda item title: \* apple megastore Fed Sq

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Dear Melbourne City Councillors,  
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Written Submission.  
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The City of Melbourne must demand the State Parliament hold the Andrews Government accountable.  
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This is — Our City, Our Square.

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) 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: \* Christophe Mallet

Email address: \* [christophe.mallet@gmail.com](mailto:christophe.mallet@gmail.com)

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

Date of meeting: \* Tuesday 6 February 2018

Agenda item title: Future Melbourne Committee, Tuesday 6 February 2018, Agenda Item 7.2.

\*

**Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.**

I support the motion to demand the Andrews Government rethink the proposed Apple megastore at Fed Square. The City of Melbourne must demand the State Parliament hold the Andrews Government accountable.

The Yarra building must not be replaced with an Apple megastore, this will probably rob the place to be placed in any heritage listing in the future, will not bring anything to the square other than queues of people waiting to get in, the square has a natural integrity as a whole... people of London would not accept this in Trafalgar Square, people of Paris would not accept it in the Trocadero. We are sacrificing amazing and valuable architecture for something (a shop) we don't know if people will still use in 10 years time! Would it be the same red carpet if it was a brand like Huawei or Samsung, so why do it for apple?

This is — Our City, Our Square.

Please indicate whether you No

would like to  
address the Future  
Melbourne  
Committee or the  
Submissions  
(Section 223)  
Committee in  
support of your  
submission:

*(No opportunity is  
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meetings.) \**

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

\*

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**Contact phone number (optional):** 0409866736

**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 6 February 2018

**Agenda item title: \*** 7.2

**Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.**

Dear Melbourne City Councillors,

Written Submission.

I support the motion to demand the Andrews Government rethink the proposed Apple megastore at Fed Square.

The City of Melbourne must demand the State Parliament hold the Andrews Government accountable.

But I would ask you go further. The Yarra building must not be replaced with an Apple megastore.

This is — Our City, Our Square

**Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) 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: \* Kate Brooks

Email address: \* [katelbrooks@gmail.com](mailto:katelbrooks@gmail.com)

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

Date of meeting: \* Tuesday 6 February 2018

Agenda item title: Apple Building Federation Square

\*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

I ask the council to reconsider the demolition of the existing building in Federation square to be replaced by the Apple complex.

My objections are this overseas company deliberately evades paying taxes in Australia, why should, it take pride of place in the city square, the meeting place for many public interest venues.

Why is the building being demolished, is it structurally unsound, culturally inappropriate?

How would the Apple building as diagramed add to the overall look and feel, how will it rest against the surrounding city scape?

The overall look, is temple like, now I understand devotees of this overpriced electronics retailer are quite convinced of

its clout status, but why inflict it on everyone?

What arrangements have been made to minimise disruption of the functionality of the open spaces in and around the square while demolition and reconstruction are to occur?

Surely you've considered the detriment it will bring to the Koorie a Heritage Trust to be displaced so quickly after relocation from its excellent King Street premises. Are you saying they have less value to the people of Melbourne, to Australia, to our overseas visitors than an American conglomerate.

What arrangements have been made to ensure the idea of the square being the meeting place for public interest gatherings is not disrupted, that it is not seen as a means of moving them to less visible locations.

What incentives have been offered by Apple a large American company to occupy this space, why were they accepted, what benefit will it bring to the people?

Please reconsider.

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

\*

Name: \*

Nikki Cooper

Email address: \*

[nikkijcooper@hotmail.com](mailto:nikkijcooper@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 6 February 2018

Agenda item title: \*

Agenda item 7.2

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

We encourage you to make your submission as early as possible.

Dear Melbourne City Councillors,

RE: Future Melbourne Committee, Tuesday 6 February 2018, Agenda Item 7.2.

Written Submission.

I support the motion to demand the Andrews Government rethink the proposed Apple megastore at Fed Square.

The City of Melbourne must demand the State Parliament hold the Andrews Government accountable.

But I would ask you go further. The Yarra building must not be replaced with an Apple megastore.

This is — Our City, Our Square.

Kind Regards,

Nikki Cooper

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) Committee in

No

support of your submission:

*(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: \* Sarah Harvey

Email address: \* [sarah.harvey@anz.com](mailto:sarah.harvey@anz.com)

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

Date of meeting: \* Tuesday 6 February 2018

Agenda item title: 7.2 Apple Store in Federation Square

\*

Please write your submission in the space provided below and submit **by no later than 10am on the day of the scheduled meeting**. We encourage you to make your submission as early as possible.

If you don't like the idea of the Apple store being plonked into Federation Square without so much as a by your leave, then you maybe you'd like to support the City of Melbourne motion going to the Future Melbourne Committee on Tuesday, which is asking the State Government for a complete rethink.

Dear Melbourne City Councillors,

RE: Future Melbourne Committee, Tuesday 6 February 2018, Agenda Item 7.2.

Written Submission.

I support the motion to demand the Andrews Government rethink the proposed Apple megastore at Fed Square.

The City of Melbourne must demand the State Parliament hold the Andrews Government accountable.

But I would ask you go further. The Yarra building must not be replaced with an Apple megastore.

This is — Our City, Our Square.

Please indicate whether you No

would like to  
address the Future  
Melbourne  
Committee or the  
Submissions  
(Section 223)  
Committee in  
support of your  
submission:

*(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: \* Joyce Karkas

Email address: \* [zoekar@gmail.com](mailto:zoekar@gmail.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 6 February 2018

Agenda item title: \* Apple at Fed Square

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Dear Melbourne City Councillors,

RE: Future Melbourne Committee, Tuesday 6 February 2018, Agenda Item 7.2.

Written Submission.

I support the motion to demand the Andrews Government rethink the proposed Apple megastore at Fed Square.

The City of Melbourne must demand the State Parliament hold the Andrews Government accountable.

But I would ask you go further. The Yarra building must not be replaced with an Apple megastore.

This is — Our City, Our Square.

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) 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: \* Narelle Lont

Email address: \* [nellielont@gmail.com](mailto:nellielont@gmail.com)

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

Date of meeting: \* Tuesday 6 February 2018

Agenda item title: Item 7.2 Apple Store Fed Square

\*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Re: Future Melbourne Committee, 6/2/18 Item 7.2

I support the motion to demand the Andrews Government rethink the proposed Apple store ay Fed Square

Although the Yarra building does not have a long history, it has nonetheless become a part of Melbourne and Federation Square's built heritage with cultural, social, architectural and aesthetic significance at State and national levels. There could also be consideration of the buildings of Fed Square as a whole precinct to be considered at a world significance level- particularly in that millions of people visit the site every year- and what is memorable, photoworthy, and aesthetically pleasing and interesting about the buildings within the square is their uniqueness. You put in an apple store which can be found in every shopping mall, and people lose interest which devalues the site as a whole. Furthermore, Fed square is not a shopping precinct- an apple store misrepresents what Fed Square as a cultural icon is all about.

The city of Melbourne must demand the State Parliament hold the Andrews Government accountable.

The Yarra building must not be replaced with an Apple megastore. KEEP MELBOURNE UNIQUE AND INVITING.

Please indicate Yes  
whether you  
would like to  
address the Future  
Melbourne  
Committee or the  
Submissions  
(Section 223)  
Committee in  
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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 information.  
acknowledgement:

\*

Name: \* Chris Zissiadis

Email address: \* [chris.zissiadis@gmail.com](mailto:chris.zissiadis@gmail.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 6 February 2018

Agenda item title: \* 7.2 Notice of Motion, Cr Leppert: Apple store at Federation Square

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

I support the motion to demand the Andrews Government rethink the proposed Apple megastore at Fed Square. The City of Melbourne must demand the State Parliament hold the Andrews Government accountable. But I would ask you go further. The Yarra building must not be replaced with an Apple megastore. This is — Our City, Our Square.

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) 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: \* Emily Keating

Email address: \* [emily\\_keating@hotmail.com](mailto:emily_keating@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 6 February 2018

Agenda item title: \* Agenda item No 7.2

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Dear Melbourne City Councillors,

RE: Future Melbourne Committee, Tuesday 6 February 2018, Agenda Item 7.2.

Written Submission.

I support the motion to demand the Andrews Government rethink the proposed Apple megastore at Fed Square.

The City of Melbourne must demand the State Parliament hold the Andrews Government accountable.

But I would ask you go further. The Yarra building must not be replaced with an Apple megastore.

This is — Our City, Our Square.

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) 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.

Name: \* Brian Kavanagh

Email address: \* [brian.kavanagh12@gmail.com](mailto:brian.kavanagh12@gmail.com)

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

Date of meeting: \* Tuesday 6 February 2018

Agenda item title: Agenda Item 7.2.

\*

**Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.**

I support the motion to demand the Andrews Government rethink the proposed Apple megastore at Fed Square. To replace the Yarra building with a commercial enterprise not associated with any of the Arts within this Arts Complex shows indifference to cultural and aesthetic values. It also destroys the concept and design of the Square. Buildings devoted to Commerce are available throughout Melbourne: not in Federation Square which was designed for the people to socialise and relax in, free from retail pressures that otherwise permeate the City. It is at the heart of our Arts Complex. To destroy the design, as planned, is willful avarice at the public's expense. The Yarra building must not be replaced with an Apple megastore. The City of Melbourne must demand the State Parliament hold the Andrews Government accountable. Our City, Our Square.

Please indicate whether you would like to address the Future

Melbourne  
Committee or the  
Submissions  
(Section 223)  
Committee in  
support of your  
submission:

*(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: \*** Amanda Zivcic

**Email address: \*** [amanda.zivcic@gmail.com](mailto:amanda.zivcic@gmail.com)

**Contact phone number (optional):** 0423013245

**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 6 February 2018

**Agenda item title: \*** 7.2 Notice of Motion, Cr Leppert: Apple store at Federation Square

**Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.**

Dear Melbourne City Councillors,  
 RE: Future Melbourne Committee, Tuesday 6 February 2018, Agenda Item 7.2.  
 Written Submission.  
 I support the motion to demand the Andrews Government rethink the proposed Apple megastore at Fed Square.  
 The City of Melbourne must demand the State Parliament hold the Andrews Government accountable.  
 But I would ask you go further. The Yarra building must not be replaced with an Apple megastore.  
 This is — Our City, Our Square.

**Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) 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: \* Ben van den Akker

Email address: \* [benvandenakker@optusnet.com.au](mailto:benvandenakker@optusnet.com.au)

Contact phone number (optional): 0421039835

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 6 February 2018

Agenda item title: \* 7.2 Notice of Motion, Cr Leppert: Apple store at Federation Square

\*

**Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.**

Dear Melbourne City Councillors,

RE: Future Melbourne Committee, Tuesday 6 February 2018, Agenda Item 7.2.

Written Submission.

I support the motion to demand the Andrews Government rethink the proposed Apple megastore at Fed Square. The City of Melbourne must demand the State Parliament hold the Andrews Government accountable.

But I would ask you go further. The Yarra building must not be replaced with an Apple megastore.

Melbourne needs to make sure this is a public space and not a commercial hub. The City Square has already lost its meaning. Federation Square is a place of inspiration for all, not just Apple customers. If there is a focus on anything, it

should be a focus for indigenous people, with a link to culturally significant Birrarung Marr next door. Certainly not a temple for Apple customers.

Please indicate  No  
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*(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 information.  
acknowledgement:

\*

Name: \* Cory Corbett

Email address: \* [corycorbett@gmail.com](mailto:corycorbett@gmail.com)

Contact phone number (optional): 0416688963

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 6 February 2018

Agenda item title: Disallow Melbourne Planning scheme amendment C314  
\*

**Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.**

Dear Melbourne City Councillors,

RE: Future Melbourne Committee, Tuesday 6 February 2018, Agenda Item 7.2.

I support the motion to demand the Andrews Government rethink the proposed Apple megastore at Fed Square.

The City of Melbourne must demand the State Parliament hold the Andrews Government accountable.

But I would ask you go further. The Yarra building must not be replaced with an Apple megastore.

This is — Our City, Our Square.

We cannot just allow something out of place the Federation Square to be erected without public consultation.

Especially when an Apple authorised service provider is directly across the road in My Mac.

Not only would it displace indigenous culture further but also put in jepody Apple customers already going to the My Mac store.

Not on my watch. And no, it's not an Apple Watch.

Please indicate      Yes  
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(Section 223)  
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*(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 information.  
acknowledgement:

\*

Name: \* Justin Szabo

Email address: \* [justin.g.szabo@gmail.com](mailto:justin.g.szabo@gmail.com)

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

Date of meeting: \* Tuesday 6 February 2018

Agenda item title: Apple store development at federation square  
\*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

To whom it may concern,

This message is intended to address the suitability of the proposed Apple store development at federation square. I find this development to be highly unsuitable to a space with such high architectural value as it is not in line with the architectural intent of the original design. This structure with its out of place in the proposed location and is not in line with the community hub that federation square. I request that the planning authority do not allow this development and rather favour development of something that is more suitable architecturally and can be used as a place for community interaction while also integrating the proposed metro tunnel entrance. Thank you and kind regards.

Please indicate whether you would like to address the Future Melbourne

Committee or the  
Submissions  
(Section 223)  
Committee in  
support of your  
submission:

*(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: \* Paul Buelens

Email address: \* [pabuel@gmail.com](mailto:pabuel@gmail.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 6 February 2018

Agenda item title: \* Agenda Item 7.2. Written Submission.

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Dear Melbourne City Councillors,  
RE: Future Melbourne Committee, Tuesday 6 February 2018, Agenda Item 7.2.  
Written Submission.  
I support the motion to demand the Andrews Government rethink the proposed Apple megastore at Fed Square.  
The City of Melbourne must demand the State Parliament hold the Andrews Government accountable.  
But I would ask you go further. The Yarra building must not be replaced with an Apple megastore.  
This is — Our City, Our Square.

Paul Buelens

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) 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: \* Andrew Ranieri

Email address: \* [andrewranieri@hotmail.com](mailto:andrewranieri@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 6 February 2018

Agenda item title: \* Agenda Item 7.2.

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Dear Melbourne City Councillors,  
RE: Future Melbourne Committee, Tuesday 6 February 2018, Agenda Item 7.2.  
Written Submission.  
I support the motion to demand the Andrews Government rethink the proposed Apple megastore at Fed Square.  
The City of Melbourne must demand the State Parliament hold the Andrews Government accountable.  
But I would ask you go further. The Yarra building must Not be replaced with an Apple megastore.  
This is — Our City, Our Square. Sincerely, Andrew Ranieri

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) 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: \* Terry Chadwick

Email address: \* [cutsnake@netspace.net.au](mailto:cutsnake@netspace.net.au)

Contact phone number (optional): 0413485191

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 6 February 2018

Agenda item title: \* Proposed apple store at Federation Square

**Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.**

Dear Councillors,

I understand that you are to discuss the proposed Apple store at Federation Square.

Could I respectfully remind councillors that Federation Square is a civic space, not a commercial space, and therefore not an appropriate location for such an endeavour.

There are numerous commercial spaces within that city that could appropriately accommodate Apple's store.

The current plans made available via the media are not consistent with the original vision of Federation Square, which is one of the most striking and original buildings in Australia.

So, the Apple store is neither consistent with the intention or design of our beloved Fed Square. Please use all of the means at your disposal to deny permission for Apple to locate their store at Federation Square.

Thank you.

Terry Chadwick. Northcote

Please indicate  No  
whether you  
would like to  
address the Future  
Melbourne  
Committee or the  
Submissions  
(Section 223)  
Committee in  
support of your  
submission:

*(No opportunity is  
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meetings.) \**

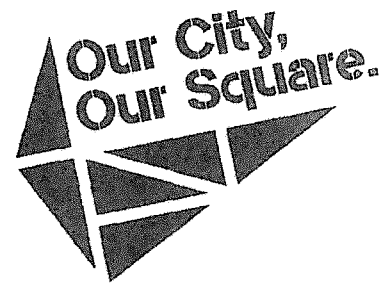
Privacy  I have read and acknowledge how Council will use and disclose my personal information.  
acknowledgement:

\*

**04 February 2018**

Cr Arron Wood  
Acting Lord Mayor  
City of Melbourne  
240 Little Collins Street  
MELBOURNE VIC 3000

CC: Future Melbourne Committee



Dear Melbourne City Councillors,

**RE: Future Melbourne Committee, Tuesday 6 February 2018, Agenda Item 7.2  
Written Submission and Request to Speak in Support of the Motion.**

We are an association of concerned citizens who have publicly expressed opposition to the Andrews Government's decision to replace Federation Square's Yarra building with an Apple store. Between us we represent tens of thousands of Change.org petition signatories and substantial expertise in the built environment.

Our association, Citizens for Melbourne, supports Cr Leppert's motion to request that State Parliament disallow the Melbourne Planning Scheme amendment C134 and to request the facilitation of a new process which includes public consultation.

We would like to speak at the Council meeting on Tuesday, 6 February, 2018 in public support of this motion.

While we support the motion, we believe it does not address a fundamental issue relating to the Government's decision. We are concerned that the planning amendment circumvents the Civic and Cultural Charter that governs Federation Square. Any new process that is put in place needs to align with the objectives of the Charter. Our position is that the Charter clearly defines the type of retail that is allowed at Federation Square and the type of retail offering that Apple represents does not meet the objectives of the Charter.

In addition, the Charter clearly identifies the people of Victoria as Federation Square's key stakeholders and we have been completely removed from this decision. Any decisions that affect the public and civic nature of Federation Square must be open, transparent and align with the civic and cultural objectives of the Federation Square Civic and Cultural Charter.

This is — Our City, Our Square.

Yours sincerely, /

**Tania Davidge**  
**President, Citizens for Melbourne Inc.**



2 February 2018

Cr Arron Wood  
Acting Lord Mayor  
City of Melbourne  
240 Little Collins Street  
MELBOURNE VIC 3000

6 Parliament Place  
East Melbourne  
VIC 3002

Email: [conservation@nattrust.com.au](mailto:conservation@nattrust.com.au)  
Web: [www.nationaltrust.org.au](http://www.nationaltrust.org.au)

T 03 9656 9818

CC: Future Melbourne Committee

**Re: Future Melbourne Committee Agenda item 7.2—Notice of Motion, Cr Leppert: Apple Store at Federation Square**

Dear Cr Wood,

We write in support of the notice of motion by Cr Leppert at Agenda Item 7.2 for the Future Melbourne Committee, 6 February 2018. As the state's largest community-based heritage advocacy organisation, representing 28,000 members across Victoria, we have serious concerns about the State Government's plans to replace the Yarra Building at Federation Square with a flagship retail store, as gazetted in Planning Scheme Amendment C314. In particular, we have serious concerns about the approval of these plans without a process of public consultation.

We consider that the proposal has the potential to undermine the architectural and cultural significance which Federation Square has developed since it opened in 2002, and which contribute to Federation Square's role as the city's premier civic space.

We are also concerned that the plans, which are referred to in the Incorporated Document to the Planning Scheme, are not publicly available. It is therefore not possible to come to an informed view about the appropriateness of the proposed building, the public benefits of any additional public space, or the merit of changes in the connection to the Yarra River.

The National Trust therefore urges the Future Melbourne Committee to support Cr Leppert's motion, as outlined at Agenda Item 7.2, with the objective of advocating for public consultation to be undertaken in regard to any future development at Federation Square.

Further, we urge the City of Melbourne to advocate for the preparation of a master plan, subject to a process of public consultation, to guide future development at the site, including any changes required to facilitate the Melbourne Metro Tunnel project.

Yours faithfully,

Simon Ambrose  
Chief Executive Officer

Name: \* T Vernes

Email address: \* [pinanyi.consulting@gmail.com](mailto:pinanyi.consulting@gmail.com)

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

Date of meeting: \* Tuesday 6 February 2018

Agenda item title: 7.2 Apple Store at Federation Square

\*

Please write your submission in the space provided below and submit **by no later than 10am on the day of the scheduled meeting**. We encourage you to make your submission as early as possible.

Dear Future Melbourne Committee members

Federation Square is no place for an Apple megastore. Federation Square is a significant cultural precinct – not an opportunity for commercialisation.

This space was reclaimed for the people as public open space and a cultural precinct when the old and unattractive gas & fuel building was demolished. The consideration of a multi-national megastore in the heart of this cultural precinct is unconscionable. Such blatant disregard for public open space is alarming.

Further, it is not lost on the public that the Koorie Heritage Trust is pushed out in favour of western capitalism.

Melbourne is my home, and Federation Square has long been a highlight for our children and visiting friends and family. If it is to become a place of chain stores, it will lose its purpose and its attraction, and a place of pride for

Melbournians.

I ask you to reject the government's decision to replace Federation Square's Yarra building with an Apple megastore; and also that the City of Melbourne ensure that the Yarra building should never become the place for an Apple megastore, or any other megastore.

Sincerely

Tanya Vernes

Please indicate  No  
whether you  
would like to  
address the Future  
Melbourne  
Committee or the  
Submissions  
(Section 223)  
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 information.  
acknowledgement:

\*

Name: \* Adrian Jackson

Email address: \* [enquiries@melbourne.vic.gov.au](mailto:enquiries@melbourne.vic.gov.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 6 February 2018

Agenda item title: \* 7.2 Notice of Motion, Cr Leppert: Apple store at Federation Square

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible. Adrian from Middle Park ( via phone call to CoM ) wanted to add his name and support to the City of Melbourne's stance on the design and location of the proposed Apple Store.

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) 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.



Name: \* Ewoud Bunte

Email address: \* [brend.bunte@gmail.com](mailto:brend.bunte@gmail.com)

Contact phone number (optional): 0433035451

Please indicate which meeting you would like Council meeting

to make a submission to by selecting the appropriate button: \*

Date of meeting: \* Tuesday 6 February 2018

Agenda item title: \* Apple store at Fed square

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

We encourage you to make your submission as early as possible.

I am in favour for the motion to reboot the planning process of the apple store.

Also I am against turning a cultural area into a comercial site. Federation Square should remain as it is

Privacy acknowledgement: \*

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

Name: \* Kevin Meese

Email address: \* [meesev60@gmail.com](mailto:meesev60@gmail.com)

Contact phone number (optional): 0411256112

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 6 February 2018

Agenda item title: \* Apple Store proposal

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

As a resident of Flinders Lane near Federation Square for over 15 years I am aware of the great success of Federation Square and it's valued contribution to the civic and cultural life of Melbourne. I urge Melbourne City Council to request that State Parliament disallow the planning amendment which would make way for an inappropriate remodelling of the Square for the purpose of an Apple Store site.

I am particularly concerned about the architectural integrity of the Square which will be diminished by the proposed redevelopment, as well as the overcommercialisation. I understand that Fed Square management must have a sustainable economic model to ensure the long term viability of the space - destroying its soul is too high a price to pay.

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) 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.

I wish to provide correspondence on the matter of the Apple Building at Federation Square for consideration by the Future Melbourne Committee. I think there is a lot of misdirected criticism "floating" around and thus it is important for supporters of the project to have their say too.

Dear Future Melbourne Committee,

Re: Future Melbourne Committee. 06/02/18. Agenda item 7.2. Notice of Motion: Apple Store Fed Square. Written submission.

I support the Andrews Government's decision to replace Federation Square's Yarra building with an Apple megastore.

THE APPLE BUILDING IN A GREAT IDEA which will enhance the square with millions of new visitors and counter the decline in use of Fed Sq recently. The collection of cafes and un-notable restaurants provide little income and do not draw people to the square. The Australian collection of the NGV and ACMI are the main components drawing people and groups to Fed Sq. On a few occasions there are events at BMW Edge and surrounding public use spaces. Even the Glass Shop opposite the NGV famed for Bill Clinton's sculptured glass purchase has closed its doors and the shop is shuttered. The main use of the square is when events are broadcast to the public in the large open space on the outside screens.

The Apple Building with its smaller footprint allows that public open space for viewing screens to be enhanced. To complain about the architecture is to resurrect an argument long lost in the world of architecture that when you build new you do not replicate existing architecture as that confuses the average person as to the true era of the building. The nature of the education, training and products that will be available in the Apple Building are truly creative and the tools used in many exhibits in the ACMI and the NGV close by. One of the most successful art exhibitions albeit not Australian and thus in the main NGV was the David Hockney exhibition which abounded with iPad art (yes impossible without the Apple device)

This is the 21st century and Our Square must refresh and modernise contemporaneously to succeed into the future and not become the declining relic which is happening before our eyes.

PLEASE support the initiative of the Andrews State Government and architecture of the era.

Charmian Gaud

Dear Councillor Leppert, Councillor Frances Gilley

I can't find the appropriate channel on the CoM website through which to lodge a submission to Council. Could you therefore please accept the following as my submission regarding the proposed Apple store to be discussed at the Future Melbourne Committee meeting on Tuesday 6 February 2018, agenda item 7.2. It is not my intention to present at the meeting.

Federation Square was designed as a much-needed civic space for Melbourne. Commercial activity would be limited to food outlets serving visitors and shops associated only with the National Gallery Victoria and other institutions within the complex. It was not planned as a site for large corporations to build profit-making stores.

There is therefore no possible reason why Apple should be granted permission to demolish part of the original buildings and occupy a large portion of Federation Square for a shop intended to deliver huge profits to its multibillion-dollar multinational enterprise.

It's not a question of redesigning the proposal to fit in better with the existing architecture. Yes, the current design is crass, but that's only part of it.

It's not the desecration of demolishing original buildings to make way for a tacky, incongruous structure, though that is untenable.

It's not that Apple is well known for avoiding payment of taxes by clever use of offshore tax havens and other means, although that is certainly not in its favour.

The point is, such an enterprise should not be in Federation Square in any form. The whole idea should be thrown out. Apple already has other stores in Melbourne. If it needs another, surely there are more appropriate locations for it in commercial precincts. I am an Apple Mac user but do not need or welcome an Apple outlet in Federation Square.

How this fits with the proposed motion for the Future Melbourne Committee meeting on Tuesday 6 February I'm not sure. Maybe the motion doesn't go far enough. This outlandish proposal should not even be contemplated.

Kind regards

Janet C. Graham  
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