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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: * Monday 10 December 2018

Agenda item title: 6.1 Queen Victoria Market Precinct Renewal – People’s Panel Final Report

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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.

10 December 2018, 5.30pm Future Melbourne Committee

6.1 Queen Victoria Market Precinct Renewal – People’s Panel Final Report Presenter: Joanne Wandel, QVMPR Program Director

Presentation from Ray Cowling (West Melbourne)

Request the Committee add:

“14.4.3 Management also include consideration of the ideas put forward here as possible solutions to some of the recommendations in the People’s Panel Final Report, especially recommendations 3,4, and 8.”

Some concepts:

1. Car traffic in Queen St and Therry St will intensify with the Munro car entry in Therry St. At busy times about one car will enter the car park every 14 seconds and about 4 extra cars will be in the adjacent streets at one time. If Queen St from near Franklin to just past Therry and Therry from Queen to near Elizabeth St included underground storage and access with links to the Munro carpark, the streets above would be more pedestrian friendly. (It would be cheaper to dig under the streets here while the Munro building is being built than dig underground anywhere else in the precinct. This change also allows more retail frontage on Therry St.

2. "At grade parking" is particularly attractive to shoppers, so we need to maximise it.

3. Additional stories can be provided above an existing car park without foundations. (www.anotherlevelcarparks.co.uk "With every installation to date the existing car park's surface has been adequate to support the structure without the need for traditional foundations. This eliminates the risk of disturbing contaminated land, underground services and archaeological remains.") At QVM, instead of another level of car park, a sloping elevated open space, with some gardens, can be built above the current car park, without foundations.

4. Fed. Square has been so successful in part, because a/ it is elevated, b/ has an organic valley shape, c/ has cafes on its edge, d/ its form is broken with plantings and "wall seating", e/ it is connected to other destinations. There were some excellent ideas in the earlier Town Hall square designs, but they were made of flat horizontal areas. We must avoid that mistake.

5. A storey of open space above the car park could have similar natural valley like contours, thus creating higher roof parking at the two Southern corners for higher traders' vehicles and for tourist coaches, yet on its Northern edge meet the ground at the foot of M Shed for maximum continuity with the rest of the market.

6. The Liberty (formerly One Steel) site, "https://www.libertygfg.com/media/1863/carpark_guide.pdf", shows '4 car-space-span schemes' are the most economical, but 13 m spans are also reasonably economic and so could be used across the new Franklin St with support podiums along the centre of the street if it is still important to have Franklin St situated on the North of the storage sheds.

7. However, the advantages of the original concept of Franklin St being placed North of the storage sheds has diminished with time, the city is focusing more on bicycles and pedestrians with a reduction in car traffic, and already there is only one car lane in William St going South of the market. If we place Franklin St adjacent to the South side of the storage sheds, instead of the current position where the traffic lights are, we will gain a simpler and therefore safer

entry and exit to William and on to Dudley St. than the present entry point. Then there will be no need for the awfully expensive process of re-constructing the roundabout. Thus, in response to the Panel's request for more at grade parking, parking may continue to exist next to the sheds. (Each existing double band width of cars on the current car park is about 100 cars.) The storage sheds then also retain their historical face to the street on the South. We also save the exquisite Flowering Gums (*Corymbia ficifolia*) beside the roundabout.

More detailed thoughts:

1. The current car park which seems almost flat, slopes with a drop of 4m from Peel to Victoria, so one can see how easily a steeper slope on the site facing North can accommodate a car park yet be gentle enough to maintain connectivity to the market sheds.
2. A grill near the foot of the sloped open area could collect water to be stored under the "too low to be used for parking" part of the open area. This should serve either plantings or a water feature (even if the feature only operates on weekends).
3. The public space should imitate a valley by having a curved 'drainage line' running from the South (top) to the North (bottom)
4. Connectivity should be provided to the Flagstaff Gardens with a pedestrian overpass from the South West corner of the open space between the elms to the high bank of the gardens.
5. Tall eucalypts such as Lemon Scented gums could be planted in the footpath to the East and West of the raised public area so that the public could look into their higher foliage from the elevated open space.
6. Shrubs and small trees, should be planted on the open space, especially at either side, to absorb wind energy.
7. Cafes on the Southern edge would need to form an interesting and irregular frontage and include a toilet.
8. Any building above the storage sheds will not shadow the new open space, but should not be so high that it shadows Flagstaff Gardens (C270 controls – no overshadowing of Flagstaff Gardens between 11am and 2pm on 22 June.)
9. Ramp down at Franklin St and up in Therry St could have a coffee table terrace over each so that they are features

rather than embarrassments. People love to sit up high and look down at the crowd scene.

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[composite_market_aerial_annotated.pdf](#) 420.37 KB · PDF

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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: * Monday 10 December 2018

Agenda item title: Meeting No. 48: Planning Permit Application TP-2016-858

*

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.

The 33M building is already surrounded by three new high-rise apartment buildings. Three buildings are sharing one laneway-Bell Place. During the past three year's construction period, 33M residents were living in a noisy , dusty environment. Things are getting no less better, even after constructions have just been finished. Pictures were taken by 33M residents in a very sunny day. A swimming pool separates two buildings in about 15 meters distance. The swimming pools' Garden plants are struggling to survive for lack of sunlight.

Now an even more serious dismay befalls to the residents: privacy violation.

Because two new apartments overshadowing 33M apartments, and also because of window to window, residents see each other very clearly. We took a photo during the night; we can clearly see the shadow of the light and calculate stairs of the nearby building. People feel not comfortable even they are at home. Some apartments lack of sunlight,

they suffer from cold and moist most time of the year, cloths are wet and furniture's are mould. This did not happen before. 33M is now under congestion, noise, lack sun light and no privacy forever at the Eastern side. Views are luxury for us.

The other side of the 33M is the Grange Place. It is a 5 meters narrow lane. The proposed building will share the one laneway Grange Place with 33M and potentially with another two buildings in the future. If you approve the application in question, there will be another two or three year's of construction, and if there are two more potential apartment buildings, it will be a disaster for 33M. The 7-11 petrol station which is located on the north side of 33M is going to be a 22 level residential tower soon. 33M will be in the right center of the 7 buildings. It will be covered from all directions. This is going to be a nightmare. Not only with the construction period but with traffic congestion and increased risk of fire and crime

The proposed tower building at 58-66 La Trobe Street is going to be very close to the existing 33M. It will have the same problems: excessive overshadowing and block out the nature light and view of 33M apartments. It will make damp for both sides of the apartments at the east south corner. Although we don't have the sun light at the moment, at least we can see it.

The garbage collection is also a concern. I do not see any garbage collection point in the application in question. Our building has at least one garbage truck daily. Sometimes two -three trucks per day. Four buildings with garbage plus car parking, can Grange Place facilitate this in the future?

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[33m2.pptx](#) 2.60 MB · PPTX

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Name: * jun xie

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

Date of meeting: * Monday 10 December 2018

Agenda item title: * 6.3 Planning Permit Application TP-2016-858, 58-66 La Trobe Street, Melbourne

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.

33M used to be a great place to live. I could look at trees from Carlton Garden turns green, yellow and red; I could see balloons flying into the sky; I could enjoy sunshine on the balcony. These are all gone. Although I don't have the sun light through my south window, at least I can see it. This is the only place where I can still look into distance to rest my eyes. The proposed building will take away my last spot. The worst thing is since one of the new apartments start operating, there are a rumbling day and night. I believe it is the echo among buildings. Even I close the door and window, the noise is still permeating inside; I have always wakened up during the middle night because it doesn't stop for a moment. Another next-door apartment will operate soon before Christmas and its driveway is right in front of us. I am not sure what is going on.

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Name: * Daniel Soussan

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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: * Monday 10 December 2018

Agenda item title: * Item 6.3 – Planning Permit Application TP–2016–858, 58–66 La Trobe Street, Melbourne

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 Lord Mayor and Councillors,

Tract Consultants represents the permit applicant in relation to Future Melbourne Committee (FMC) Agenda Item 6.3 – Planning Permit Application TP–2016–858, 58–66 La Trobe Street, Melbourne.

On behalf of our client and the broader project team, we thank you for this opportunity to present this exciting proposal.

We would particularly like to thank the City of Melbourne planning and urban design departments for their diligent and considered approach to this application, and for their comprehensive assessment of the application as set out in the officers report.

The City of Melbourne is well served by its officers, who in our view represent the pinnacle of planning and urban design professionalism in this State.

Our apologies in advance for the length of this submission, but we thought it would be remiss not to remark on the comprehensive process this application has followed since we were first engaged in relation to this matter over three years ago.

By way of background we note that Tract were initially engaged in mid-2015 to provide advice on the potential redevelopment of the site specifically in light of the previous VCAT decision and to assist Hayball in the preparation of a revised concept for this site.

We first met with planning officers in April 2016 and presented an initial scheme. We then took on board comments received at that meeting and attended a second pre-application meeting in July 2016 with a modified concept design.

Following this second meeting the project team began detailed design work on the project, engaging a range of consultant experts in the fields of traffic engineering, waste management, wind impact assessment and sustainability. The planning permit application was then formally lodged in late September 2016.

In January 2017 the project team provided a response to Council's initial request for further information and to some initial urban design referral comments.

The application was advertised in March 2017 and in late April 2017 the City of Melbourne urban designer provided further and more detailed comments on the application.

Following this there were a number of further discussions and meetings held with City of Melbourne representatives over the course of 2017 with detailed design work over the latter part of 2017 resulting in a series of revised plans in December 2017.

These revised plans, along with a comprehensive response to submissions and all referral comments was then lodged with Council in February 2018. We understand that the original submitters to the application were notified of these revised plans in late March 2018. We further note that as a consequence of the revised plans one of the submitters withdrew their objection to the application.

An on-site meeting was held with the planning department in mid-June 2018 to discuss submissions, referral comments and matters of detail with respect to the application, and provided an opportunity for the officer to

appreciate the site and its surrounds first hand.

Following this meeting a further set of detailed material responding to matters identified by the planning department at the meeting was lodged in September 2018.

As you will no doubt appreciate from the above, this FMC meeting is the culmination of a long and considered process for our client, in which the project team has worked closely with the City of Melbourne planning and urban design departments over the course of a number of years.

The proposal now before you represents a high quality, considered, and site responsive design and we would respectfully request that the Committee resolve to support the officers well-considered recommendation.

Finally, we note that as a project team we have reviewed the conditions set out within the FMC report and are confident that these conditions can be met.

Tract, Hayball and our client will be attending the FMC meeting on Monday night and would be happy to answer any questions you may have regarding the project.

Thank you again for your time and consideration.

Yours sincerely,

Daniel Soussan
Senior Principal Town Planner
Tract Consultants Pty Ltd

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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: * Monday 10 December 2018

Agenda item title: 6.4 Federation Square Victorian Heritage Register Nomination Submission

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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 City of Melbourne Meeting Group

This is a written submission in regards to the Future Melbourne Committee Meeting of Monday 10th December, and in particular Agenda Item 6.4 Federation Square Victorian Heritage Register Nomination Submission. The inclusion of Federation Square on the Victorian Heritage Register aligns with Council policy seeking to conserve and protect places of identified heritage significance. Key issue 4.1, relating to Aboriginal heritage significance is important. Key issue 5 is most relevant, in regards to maintaining the fundamental appearance of Federation Square. The exemption for works on the Western Shard for the works on Metro Tunnel is appropriate. Thank you to the management and officers for their dedicated work in this area. Fed Square is a place of deep cultural heritage significance.

Best regards

Chris Thrum

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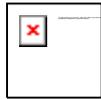
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Future Melbourne Committee meeting

Date of meeting: * Monday 10 December 2018

Agenda item title: * 6.4 Federation Square Victorian Heritage Register Nomination Submission

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10 December 2018

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Email: conservation@natstrust.com.au

Web: www.nationaltrust.org.au

T 03 9656 9818

Re: Future Melbourne Committee Agenda Item 6.4—Federation Square Victorian Heritage Register

Dear Councillors,

We write regarding the report to the Future Melbourne Committee outlining the Executive Director of Heritage Victoria's recommendation to include Federation Square in the Victorian Heritage Register.

The National Trust of Australia (Victoria) nominated Federation Square to the Victorian Heritage Register in July 2018. A consideration of Fed Square's significance by the Trust was first undertaken in 2016 as a part of the Metro Tunnel Project's Environmental Effects Statement Inquiry, a process that led to consultation with heritage and architectural experts to assess the heritage values of the site. This resulted in the place being classified by the Board of the National Trust as a place of heritage significance to the state of Victoria, and subsequent nomination to the Register.

We believe the report by Built Heritage provides strong justification for the City of Melbourne to formally support the Executive Director's recommendation by making a submission to the Heritage Council of Victoria. The report provides additional information, as well as proposed changes to the extent of registration and permit exemptions, which we believe would be of great assistance to the Heritage Council in making its final determination.

We also encourage Councillors to support the recommendation to approve representation at any future Registration Hearing, including the engagement of Built Heritage to provide expert evidence to assist the Heritage Council's determination, and to enable the submissions put forward by Council to be tested.

We also recommend that Council undertakes further consultation and seeks expert advice regarding the Aboriginal cultural heritage values which are recommended in the Built Heritage report for inclusion in the registration. This ties in with the innovative and important work with Traditional Owner groups currently being undertaken by Council as part of the Hoddle Grid Heritage review.

It is important to note that inclusion on the Victorian Heritage Register would not prevent change and new development at Federation Square. Rather, it would ensure any proposed changes must consider the site's architectural, aesthetic, and cultural values. Inclusion on the Register would also not stand in the way of Federation Square's day to day operations as a place of gathering and celebration.

In less than two decades, Federation Square has come to be highly valued by the community as part of its history, cultural life and identity. As an architectural icon, it is internationally acclaimed. These are values which we believe should be formally protected through inclusion on the Victorian Heritage Register. We commend the City of Melbourne for conducting a rigorous assessment of the Executive Director's recommendation, and we strongly support the City of Melbourne's participation in the registration process.

Should you wish to discuss this matter further, please don't hesitate to contact me on 0448668412.

Yours faithfully,

A handwritten signature in blue ink, appearing to read "Simon Ambrose", followed by a horizontal line.

Simon Ambrose
Chief Executive Officer
National Trust of Australia (Victoria)