

Privacy acknowledgement: *

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

Name: *

Beau Vigushin

Email address: *

beau.vigushin@artscentremelbourne.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 18 February 2020

Agenda item title: *

Item 6.1 – Agenda Item 6.1 – application for a planning permit in relation to the Southbank Promenade renewal project by the City of Melbourne (TP-2019-703)

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



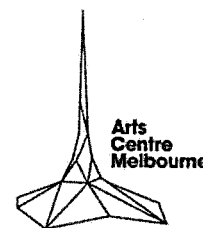
[201402_submission_to_council_tp2019703.docx](#) 1.50 MB ·

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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.) *



Agenda Item 6.1

Submission to Council regarding an application for a planning permit in relation to the Southbank Promenade renewal project by the City of Melbourne (TP-2019-703)

This submission is made on behalf of the Victorian Arts Centre Trust trading as Arts Centre Melbourne (Arts Centre Melbourne).

About us

Arts Centre Melbourne is a statutory agency of the Creative Industries portfolio, which is administered by Creative Victoria, a division of the Department of Jobs, Precincts and Regions (DJPR).

Arts Centre Melbourne has statutory responsibility for the management and operation of Hamer Hall and of the Theatres Building and car park at 100 St Kilda Road.

Arts Centre Melbourne has also been appointed Committee of Management for the Sidney Myer Music Bowl and associated land and in this capacity, is responsible for the management and operation of this venue.

Hamer Hall and its associated land is directly adjacent to the Southbank Promenade area affected by the proposed project.

Hamer Hall is Australia's premier, multi-level concert venue. It is the home of the Melbourne Symphony Orchestra and is used for a wide array of other performance events, across the calendar year. It also encompasses a number of retail tenancies, operated by Arts Centre Melbourne (in the case of Bombini Buzz and the foyer bars) and operated by third party tenants (in the case of Fatto, Sake and Teatro).

Concerns regarding the impact of the construction associated with the proposed project

Arts Centre Melbourne is supportive of the outcomes of the proposed project, which will create an improved public realm area adjacent to Hamer Hall.

However, Arts Centre Melbourne is significantly concerned about the likely impact on Arts Centre Melbourne and its retail tenants during the construction period, as outlined further below.

These concerns are exacerbated by the actual experience of Arts Centre Melbourne during the Southbank Boulevard project and the Flinders Street safety barrier project, both of which significantly impacted trading revenues of Arts Centre Melbourne (particularly through our car park operations), as well as those of its retail tenants, during the period of construction.

In particular, Arts Centre Melbourne notes the following concerns:

- Noise and dust during the construction period. This will affect the amenity of the area including outdoor dining at the Hamer Hall retail tenancies and is likely to lead to a drop on patronage (and revenue) during the period of the project.

- Visual impact during the construction period. This will affect the amenity of the area including the experience of diners at the Hamer Hall retail tenancies. Again this is likely to lead to a drop in patronage (and revenue) during the period of the project.
- Disruption in access to Hamer Hall including its retail tenancies and trade access points.
- Disruption to foot traffic in the surrounding area during the construction period. Recent experience with the Southbank Boulevard project and the Flinders Street safety barrier project indicates that this will have a material impact on patron attendances at Arts Centre Melbourne venues and the retail tenancies at Hamer Hall, leading to a material loss of revenue for Arts Centre Melbourne and its tenants.
- Impact to car traffic in the surrounding area during the construction period, with consequent impact to patron attendances at Arts Centre Melbourne venues and tenancies. The impact to car traffic includes 'indirect' impact, with patrons forming the view (based on the construction works) that is 'too hard' to navigate through the Southbank precinct and deciding not to come to venues in the area. In this regard, we note the significant impact caused to Arts Centre Melbourne by the Southbank Boulevard project undertaken by the City of Melbourne.

Proposed conditions to the planning application

Arts Centre Melbourne notes and supports proposed Condition 8 to the planning permit for the project. This condition requires the development and implementation of a construction management plan for the project, before the project commences.

However, Arts Centre Melbourne remains concerned about the absence of any specific requirement regarding consultation with impacted stakeholders as part of the development of that construction management plan. Arts Centre Melbourne considers this to be an essential step to ensure that the issues raised in this submission are taken into account and that appropriate mitigations are developed in the construction management plan.

Noting the importance of collaboration across the Southbank precinct, Arts Centre Melbourne therefore requests that Condition 8 be amended as below, to specifically require consultation with Arts Centre Melbourne and its Hamer Hall retail tenants in connection with the development of the construction management plan.

Construction Management Plan

8. Prior to the commencement of the development, including demolition, a detailed construction and demolition management plan must be submitted to Page 42 of 43 and be approved by the Responsible Authority – Construction Management Group . This construction management plan must be prepared in accordance with the Melbourne City Council - Construction Management Plan Guidelines and is to consider the following: a) public safety, amenity and site security. b) operating hours, noise and vibration controls. c) air and dust management. d) stormwater and sediment control. e) waste and materials reuse. f) traffic management.

Consultation must be undertaken with the Victorian Arts Centre Trust trading as Arts Centre Melbourne (Arts Centre Melbourne) and with retail tenants of Arts Centre Melbourne at Hamer Hall prior to the construction management plan being submitted for approval to the Responsible Authority – Construction Management Group.

Further information

To discuss this submission further, please contact Beau Vigushin, Executive Director Customer Experience, beau.vigushin@artscentremelbourne.com.au or 0411 045 855.

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

Name: *

Matthew Pearse

Email address: *

matt_pearse@yahoo.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 18 February 2020

Agenda item title: *

Planning Permit Application TP-2019-703, Southbank Promenade, 2 Southgate Avenue, Southbank

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



[southbank_submission.pdf](#) 327.50 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:

No

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

Planning Permit Application TP-2019-703, Southbank Promenade, 2 Southgate Avenue, Southbank

I would like to make a submission regarding the changes to Southbank Promenade, specifically the landscaping and species of trees chosen.

For a city of 5 million which prides itself on culture and design, the proposal looks basic, lazy, unsophisticated and uninspiring; something which would best be suited along the Todd River in Alice Springs or a creek walk in a provincial town. The inclusion of palm trees adds a cheapness and does not fit with Melbourne's urbane character. The changes are certainly not going to win any design awards. For such a prominent location, Melbourne deserves better. It's disappointing alternate landscaping options were not presented to the public for discussion and feedback.

The deletion of deciduous trees appears to be done in the name of biodiversity rather than provide the best environment for pedestrians. The lush, dense foliage of the current plane trees dramatically cools the area and is enjoyable to walk through. They provide uninterrupted relief from the strong northerly sun and allow the winter sun in. They currently would mitigate the urban heat island effect more successfully than the proposed trees which do not have a dense canopy and are too high from the ground to provide relief to pedestrians via moisture in the leaves.

The Angophora Costata trees are completely inappropriate for such a location and I am alarmed that the species have been considered. The deciduous bark, year round leaf litter including small branches and flowers, will make the Promenade look permanently untidy. The area would have to be swept many times a day and in such a high pedestrian area, that would be difficult to do effectively.

An example of what not to emulate is the area next to the Esso building, in front of Eureka Tower. The eucalyptus trees have made it an unwelcoming space, messy with constant tree litter and the pavement stained by the fallen leaves. Even after sweeping the drains remain blocked and leaves stuffed into crevices. I've included a picture of the area as an example. Most disturbingly, these species of trees are well known for randomly shedding limbs; their height and sprawling branches exacerbate the danger. With 4 deaths attributed to gum trees in Victoria in 2019 (one not far away on Kings Way), it's certain a limb will be lost amongst all of the proposed trees once they mature and one of these could easily injure or kill a pedestrian below. These species have evolved for the harsh bush environment and are not suitable for urban areas and especially high pedestrian zones. Should a tragedy occur, there could be possible legal consequences with the Council dismissing the known risks.

I have attached a picture of a fallen branch from the native area beside the Esso building (taken on 10/02/2020), 100m or so west of the proposed changes. This fell onto an area of the promenade where people sit and is a common sight within that cluster of trees. The Council would not approve a building if it was known the ceiling panels would fall but it's an acceptable liability for particular trees?

What is needed is for the area to be turned into a lush green corridor. Deciduous trees to allow sun in winter and a dense, green, garden below with areas of seating. It would cool the

environment and also provide a space where people would want to stop and enjoy. Something to be regarded as an example of good urban design.

I encourage the Council to be more ambitious with the area's development and to consider all options with the landscaping. The current proposal appears to disregard the most appropriate trees and plants for the location simply because they are not native and in turn is letting down the city by not using the opportunity to create a more interesting, comfortable and safe environment. It's negligent placing the public in danger from notoriously hazardous trees.



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

Name: * Tony Penna

Email address: * president@southbankresidents.org.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 18 February 2020

Agenda item title: * 6.1 Planning Application TP-2019-703 Southbank Promenade

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 find attached.
I would like to speak to this.

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



[submission_fmc_meeting_no.71_18_feb_20_agenda_item_6.1_planning_permit_application_tp2019703](#)

70.48 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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info@southbankresidents.com.au

www.southbankresidents.com.au

Future Melbourne Committee Meeting No. 71, 18 February 2020
Council Meeting Room, Level 2, Town Hall Administration Building
Agenda Item 6.1 Planning Permit Application TP-2019-703, Southbank Promenade, 2 Southgate Ave,
Southbank

Submission to Future Melbourne Committee

Southbank Residents' Association (SRA) are pleased to support the proposed upgrade of Southbank Promenade with a few concerns which might need some further consideration.

We are delighted the plan addresses the problems with the cyclists on the promenade. While we are aware an alternative bike route is in the process of being established along Southbank Boulevard and Kavanagh Street, we are skeptical whether the proposed changes will have a remarkable impact. We are trusting the experience of the officers that the proposal will be effective and that they are not just being hopeful.

A significant concern to the residents of Southbank, and also our committee, is the removal of the trees. While we acknowledge the health of a number of the trees is unfortunate and will need their removal, and that all trees will be replaced, we are concerned that it will take quite some time for the replacement trees to mature to be able to provide the same canopy cover. Shade is critical for this space to be truly enjoyed and appreciated. We would like to request that the tree removal happens gradually over many years so that our promenade is not left barren while waiting for the new trees to mature. We also question the wisdom of planting palm trees and their benefit to the heat footprint. Is it necessary to plant palm tree?

In fact, the SRA committee would like to request a more detailed explanation from the City arborist or project team regarding the tree replacement logic and timeline so we have a better understanding of the desired outcome.

This will be a great project to the benefit of residents through the enhancement and increase in public open space. Council is acutely aware of the shortage of open space in Southbank as we are well short of the City's own target.

Tony Penna
President
Southbank Residents Association



13 February 2020

Mills Oakley
ABN: 51 493 069 734

Your ref:
Our ref: DXPM/DXPM/5715066

All correspondence to:
PO Box 453
Collins Street West
MELBOURNE VIC 8007
DX 558 Melbourne

City of Melbourne
Manager Governance and Legal

Contact
David Passarella +61 3 8568 9527
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Fax: +61 3 9605 0933

By online submission

Partner
David Passarella +61 3 8568 9527
Email: dpassarella@millsOakley.com.au

Dear Sir / Madam

Melbourne Planning Scheme Amendment C258 – Heritage Policies Review and West Melbourne Heritage Review

We act for Real IS Australia Pty Ltd.

Our client owns 655-667 Bourke Street, Melbourne (**Site**) and is known as Submitter 94 to the Melbourne Planning Scheme Amendment C258 (**C258**) Planning Panel (**Panel**).

We refer to your email dated 10 February 2020 extending an invitation for our client to make submissions to the meeting of Council's Future Melbourne (Planning) Committee (**Committee**) on 18 February 2020 to consider C258 (**Meeting**).

Our client's written submissions to the Meeting are below.

Background

Our client made a written submission in respect of C258 on 25 January 2018 (**Initial Submission**).

The Initial Submission explained that the Site contains two buildings, being:

- (a) 655-659 Bourke Street, Melbourne, being the former Hudson Stores building, which has heritage value; and
- (b) 661-667 Bourke Street, Melbourne, being a ten-storey office building constructed in the 1980s, which does not have heritage value, as confirmed by the heritage report prepared by GJM Heritage which was appended to the submission.

On this basis, our client opposed the listing of the entire Site as 'significant' in the C258 Heritage Inventory.

Following a meeting with the City of Melbourne (**Council**), our client received a letter from Council dated 20 August 2018 (**Council Letter**) which recommended that the Site's listing in the C258 Heritage Inventory be updated so that only 655 Bourke Street is listed as 'significant' in the Heritage Inventory, and 661-667 Bourke Street is not.

Our office then wrote to the Panel on 28 August 2018 (**Panel Letter**) to confirm that our client and Council had reached an agreement as to the heritage listing of the Site in the C258 Heritage Inventory, being that only 655 Bourke Street was to be listed as 'significant'.

We enclose copies of the Initial Submission, the Council Letter and the Panel Letter.

Written submission to Meeting

We have reviewed the Meeting documents made available on Council's website.

We note that Council's Report to the Committee recommends that the Panel's recommendation #35 is adopted so that the Heritage Inventory in Amendment C258 is amended to read as follows:

Bourke Street	655-667, includes:		
	<ul style="list-style-type: none"> • 655 Bourke Street 	Significant	-

The above reflects the position agreed between our client and Council that only 655 Bourke Street is listed 'significant' in the Heritage Inventory and 661-667 Bourke Street is not.

We are instructed that our client supports this recommendation and requests that the Committee endorse the position in the Council's Report to the Committee, in relation to the Site, at the Meeting.

Our client does not otherwise intend to attend the Meeting.

We take this opportunity to thank the Council for its approach in this matter.

If you have any questions or require further information, please do not hesitate to contact David Passarella on +61 3 8568 9527 or dpassarella@millsoakley.com.au.

Yours faithfully 

28 August 2018

Mills Oakley
ABN: 51 493 069 734Your ref:
Our ref: DXPM/DXPM/5715066All correspondence to:
PO Box 453
Collins Street West
MELBOURNE VIC 8007
DX 558 MelbourneThe Panel Co-ordinator
Melbourne Planning Scheme Amendment C258
Planning Panels Victoria
1 Spring Street
MELBOURNE VIC 3000**Contact**
David Passarella +61 3 8568 9527
Email: dpassarella@millsOakley.com.au
Fax: +61 3 9605 0933**Partner**
David Passarella +61 3 8568 9527
Email: dpassarella@millsOakley.com.au

Email: joseph.morrow@delwp.vic.gov.au

Attention: Joseph Morrow

Dear Mr Morrow

Melbourne Planning Scheme Amendment C258 - 655-667 Bourke Street Melbourne

We act for Real IS Australia Pty Ltd regarding 655-667 Bourke Street, Melbourne (**Site**), also known as Submitter 94 to Melbourne Planning Scheme Amendment C258 (**C258**).

Our client is presently scheduled to be heard by the C258 Panel on 5 September 2018 at 10am.

Melbourne City Council and our client have reached agreement on the matters in dispute within C258. We seek the Panel's guidance on whether it continues to require our client to appear at the Panel Hearing on 5 September 2018.

1 Council's recommendation in response to our client's submission

As outlined in our client's submission (attached as Appendix A), the Site contains two buildings, being:

- (a) 655-659 Bourke Street, Melbourne, being the former Hudson Stores building, which has heritage value; and
- (b) 661-667 Bourke Street, Melbourne, being a ten storey office building constructed in the 1980s, which does not have heritage value, as confirmed by the heritage report prepared by GJM Heritage appended to our client's submission.

On this basis, our client opposes the listing of the entire Site in the C258 Heritage Inventory 2017 as 'significant'. It instead contends that only the building located at 655-659 Bourke Street, Melbourne should be listed as 'significant' within the C258 Heritage Inventory.

Following a meeting with Melbourne City Council, Maree Fewster of Melbourne City Council confirmed by letter dated 20 August 2018 (attached as Appendix B) that it

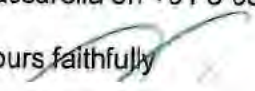
recommends that the Site's listing in the C258 Heritage Inventory is updated to read as follows:

Street	Number	Building Grading	Significant Streetscape
Bourke Street	661, 'Defence Plaza' includes: 655 (former Hudson's Store) 661-667	Significant -	- -

Our client is content with Council's recommendation as outlined above.

In the circumstances, we no longer consider it necessary to attend the Panel Hearing on our client's behalf, however we would be pleased to do so if the Panel considers this would be of assistance.

If you have any questions or require further information, please do not hesitate to contact David Passarella on +61 3 8568 9527 or dpassarella@millsoakley.com.au.

Yours faithfully 

Appendix A – Submission dated 25 January 2018 by Real IS Australia Pty Ltd

Team Leader – Planning Policy
City of Melbourne
GPO Box 1603
MELBOURNE VIC 3000

By email: planningpolicy@melbourne.vic.gov.au

Our reference: DPM2018.01

25th January 2018

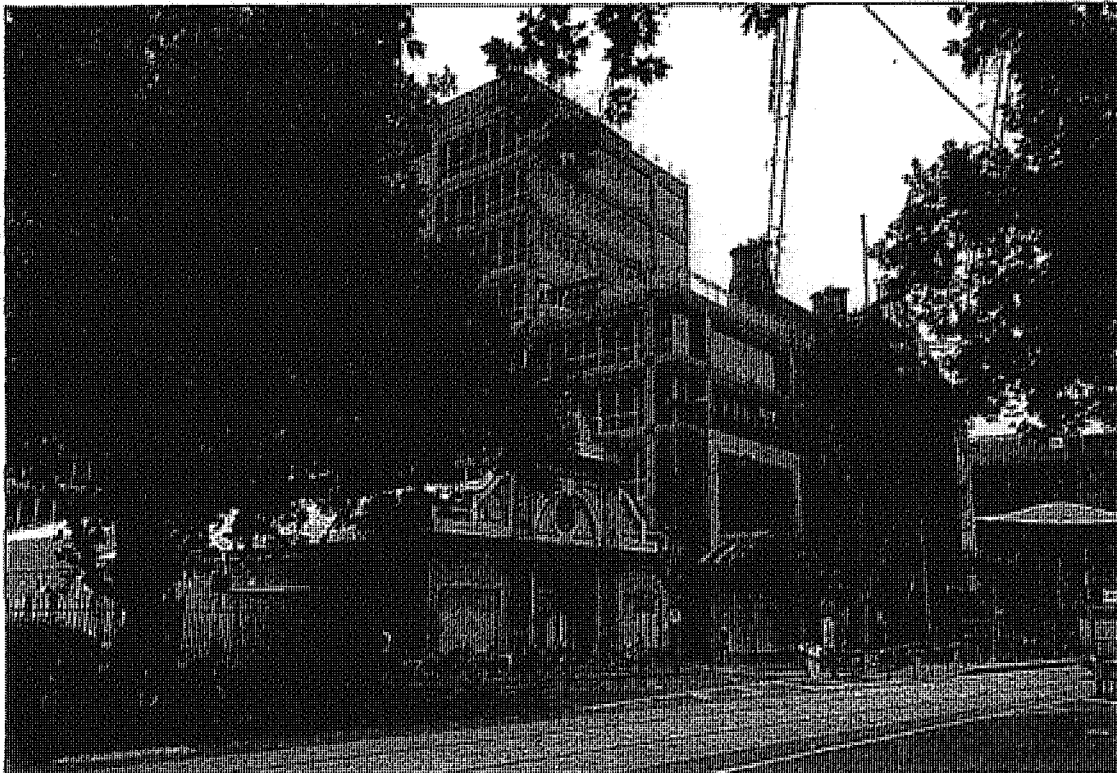
To whom it may concern

Submission: Melbourne Planning Scheme Amendment C258 – 655 & 661-667 Bourke Street, Melbourne

We write on behalf of the owners of the above land in respect of Amendment C258 to the Melbourne Planning Scheme. The land is hereafter referred to as the 'subject site'.

This submission has been informed by advice obtained from GJM Heritage.

Two buildings occupy the subject site, as shown in the image below. To the east is the single-storey former Hudson's Store (addressed as 655 Bourke Street) with a 10-storey office building to the west and south of the store (addressed as 661 Bourke Street). These buildings and their significance are described in more detail at Attachment 1.



Subject site looking west on Bourke Street, Melbourne

The subject site is included within the Heritage Overlay of the Melbourne Planning Scheme as part of HO501 - Bourke Street West Precinct.

The former Hudson's Store building was identified in the 1985 Graeme Butler 'Central Activities District' heritage study and graded 'B'. While the City of Melbourne's i-Heritage database identifies the property as

655-667 Bourke Road, it is clearly only the former Hudson's Store building that is identified in the database as being of heritage significance.

Conversely, Amendment C258 proposes to include the whole of the subject site in the *City of Melbourne Heritage Places Inventory 2017* as a 'significant' heritage place, without qualification. The effect of this is to identify both the former Hudson's Store and the non-significant 1980s office tower as 'significant' buildings within the heritage precinct.

We submit that the office building at 661-667 Bourke Street does not contribute to the heritage values of HO501 – Bourke Street West Precinct and therefore the *City of Melbourne Heritage Places Inventory 2017* should be amended to identify only 655 Bourke Street (being the street address of the former Hudson's Store) as being 'significant' within HO501.

We trust that the exhibited version of the *City of Melbourne Heritage Places Inventory 2017* will be amended in response to this submission, and please do not hesitate to contact me if you require any further information in relation to this matter.

Yours sincerely

Volker Gladis

Attachment 1 – description and assessment of the subject site

(prepared by GJM Heritage)

A.1 HO501 – Bourke Street West Precinct

The subject site is located within the extent of HO501 – Bourke Street West Precinct (Figure A.1). External paint controls are selected in the Schedule to the Heritage Overlay but not internal alteration controls.

The Statement of Significance for HO501 is included within Clause 22.04 of the Melbourne Planning Scheme and reads:

Architecturally diverse but coherent in scale and picturesque setting, this precinct contains highly expressive elements of the late 19th and early 20th century city. Apart from containing a rare and interesting mix of diverse functions and building types, this precinct includes a range of government services located in the western quarter of the City. Some buildings such as Unity Hall (1916), Hudsons's Stores (1876-77) and the Old Tramways Building (1891) have important historical associations with transport and the Spencer Street railway yards. The comparatively low levels of even the tallest buildings contrast well with the single-storey structures on the southern side of Bourke Street, enabling the taller structures to be seen from their original perspective.

The 'Key Attributes' of HO501 are identified as:

- A group of architecturally diverse 19th and early 20th century buildings that are consistent in scale and associated with public services and warehousing.
- The dominance of the Tramways Building on the south side of Bourke Street and the Mail Exchange building on the north side.
- The amenity of the garden around St Augustine's Church.

As part of amendment C258, it is proposed that updated statements of significance for a number of precincts be introduced. However, no changes are proposed to the statement for the Bourke Street West Precinct.

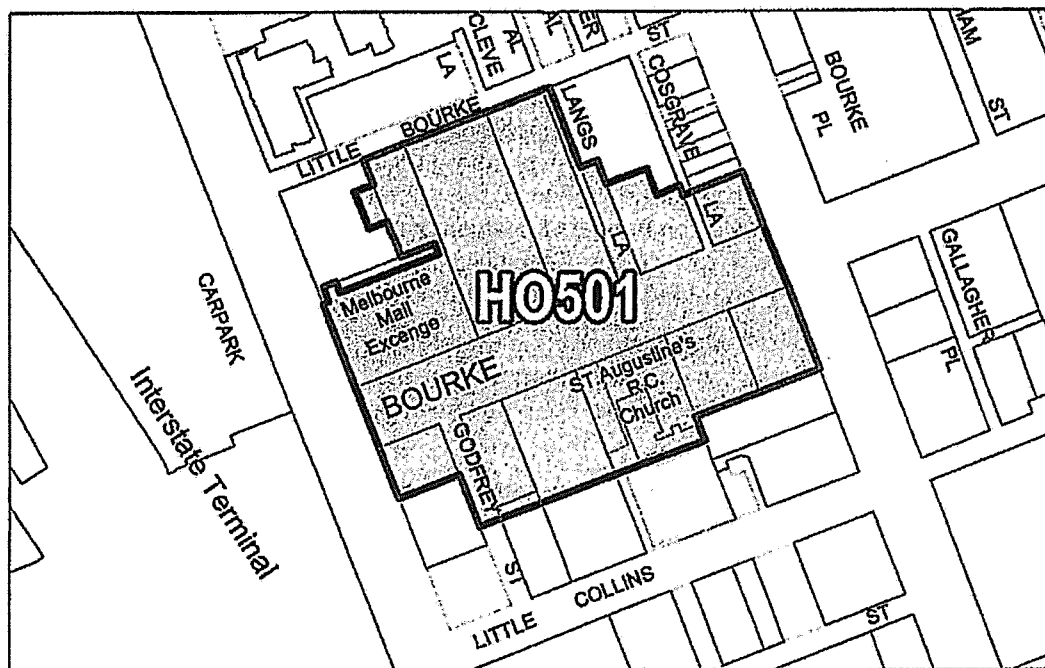


Figure A.1. Extent of HO501 from Planning Schemes Online (accessed 12 February 2018).

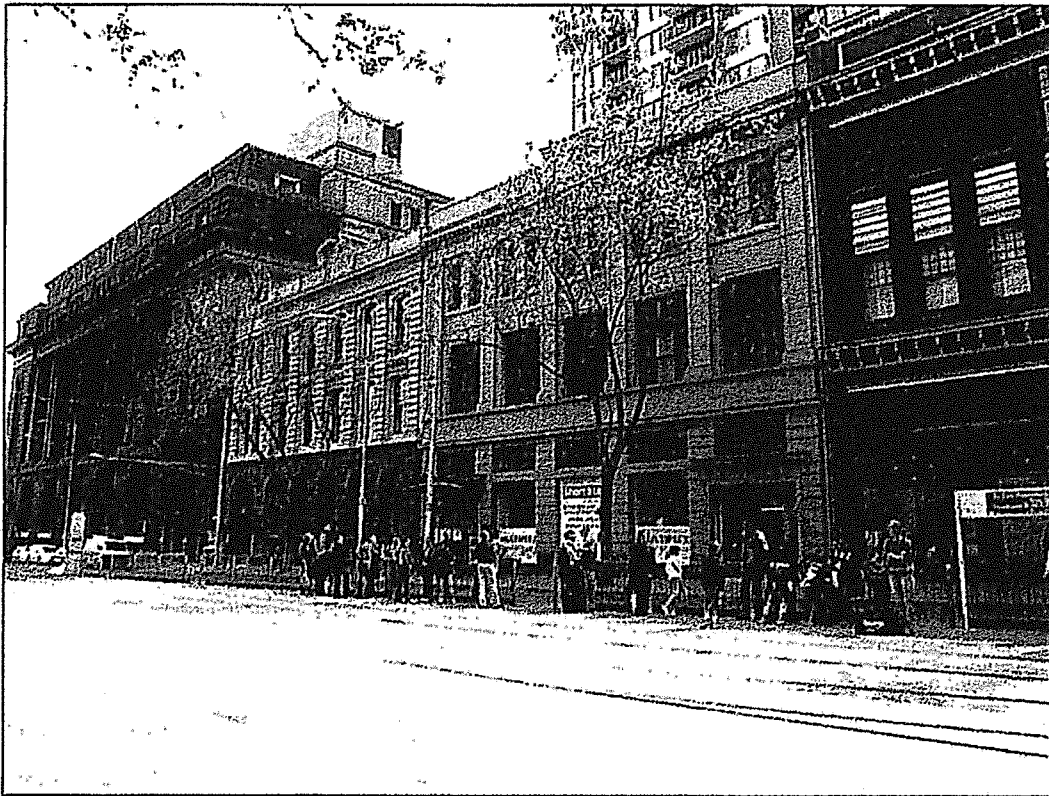


Figure A.2. north side of Bourke Street – within HO501 (©City of Melbourne – i-Heritage database)

A.2 Former Hudson's Store, 655 Bourke Street

A.2.1 Description

The former Hudson's Store at 655 Bourke Street is constructed of brick with a cement rendered façade to Bourke Street in what is described in Apperly et al¹ as 'Federation Anglo-Dutch' in character. Typical of this style the building features an elaborate shaped gable and Mannerist classical detailing. The façade is broken into three bays by rusticated pilasters with plain capitals supporting a cornice. The centre bay contains the main entrance, which is glazed with modern shopfront joinery. Above the door is a semicircular tympanum with an oculus window. The flanking bays have single large showcase windows in plain openings. The date of the construction of the first buildings by McLean Brothers & Rigg on the site (1876) is in raised lettering at the top of the centre two pilasters. The street number of the building (655) is provided in raised lettering centred above the door, indicating that this is the street address associated with the former Hudson's Store.

The east elevation is an undecorated wall of common bricks in English bond. The windows are a mixture of trabeated and segmental arches with brick voussoirs. At the southern end of this wall is a brick cable with three round-headed windows at high level. The 1980s office is built to its southern and western walls of the former Hudson's Store.

The main roof form of the building is a simple pitch running north-south that is clad in long run corrugated steel. A transverse glazed pitched roof is located behind the gable end on the east wall.

¹ Apperly, R., Irving, R. & Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture*, Angus & Robertson, 1989

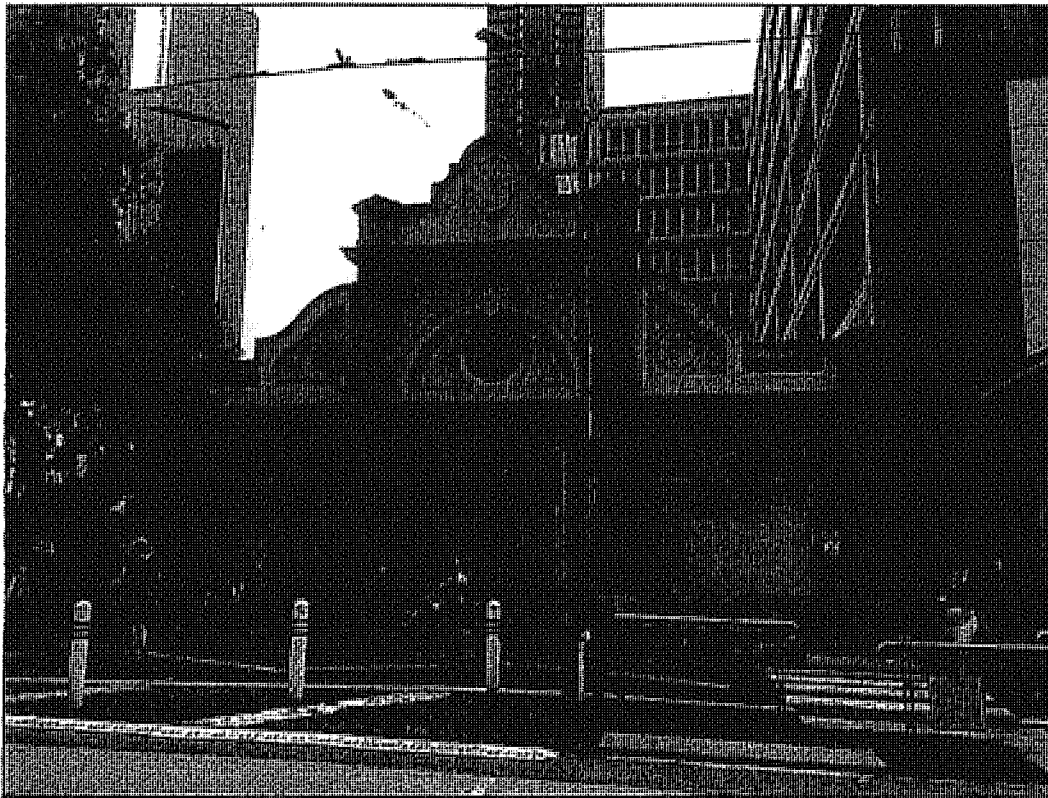


Figure A.3. Bourke Street façade of the Hudson's Stores building.

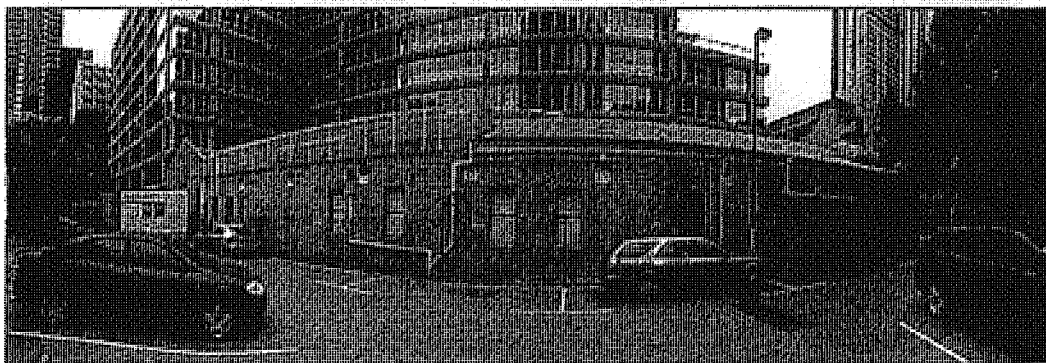


Figure A.4. Eastern side of Hudson's Stores building, looking west with contemporary office building to rear.

A.2.2 Heritage Significance

The former Hudson's Stores building was identified in the 1985 Graeme Butler 'Central Activities District' heritage study and graded 'B'. Clause 22.05 of the Melbourne Planning Scheme defines 'B' graded buildings as:

'B' buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on, or recommended for inclusion on the Register of the National Estate.

The whole of the subject site has recently been identified as 'significant' in the City of Melbourne Heritage Places Inventory proposed to be introduced by Amendment C258 to the Melbourne Planning Scheme. The amended Heritage Places Inventory does not identify the subject site as forming part of a 'significant streetscape'.

The amended Clause 22.05 proposed to be introduced through Amendment C258 defines 'significant' places as:

A 'significant' heritage place is individually important at state or local level, and a heritage place in its own right. It is of historic, aesthetic, scientific, social or spiritual significance to the municipality. A 'significant' heritage place may be highly valued by the community; is typically externally intact; and/or has notable features associated with the place type, use, period, method of construction, siting or setting. When located in a heritage precinct a 'significant' heritage place can make an important contribution to the precinct.

The former Hudson's Stores building is a well-designed and historically important building. Despite changes to the façade its 'B' grading (from the 1985 Butler study) and the proposed 'significant' grading within the Heritage Inventory proposed to be introduced via Amendment C258 are appropriate. The building (Hudson's Stores) and the 'warehousing' function are both specifically identified in the existing and proposed Statement of Significance for the Bourke Street West Precinct. The building also displays the 'highly expressive' architectural form identified in the statement of significance – in this case expressed most obviously through the elaborate parapet and shaped pediment.

This former Hudson's Stores building contributes to and is significant within the context of HO501.

A.3 Office Building, 661-667 Bourke Street

A.3.1 Description

To the west and south of the former Hudson's Store at 661-667 Bourke Street is a 10 storey office building dated from the mid-1980s. This building has a five-storey podium facing Bourke Street with a nine-storey tower set back 10m from the Bourke Street frontage. At the rear of the site a 10 storey tower occupies the full width of the subject site and addresses Little Collins Street.

The building is constructed of exposed aggregate concrete with expressed columns and spandrel panels and deep-set aluminium framed windows. Red granite panels and a white frame signal the double height Bourke Street entrance and a curved steel and glass canopy projects from the centre bays. The building is typical of mid-rise office buildings of this period and can be described as late twentieth century International Modernism with Post-Modern features at the entrances.



Figure A.5. 661 Bourke Street – Bourke Street elevation



Figure A.6. 661 Bourke Street – Little Collins Street elevation

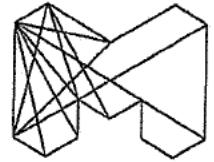
A.3.2 Heritage Significance

The 1980s office building at 661-667 Bourke Street has not been identified in any heritage studies. No significant historical associations have been identified in relation to this building and architecturally it is not an especially accomplished mid-rise office building of the mid-1980s.

The office tower makes no contribution to the heritage significance or character of HO501. Its age, scale and form are all inconsistent with the characteristics and key attributes identified in the statement of significance for the Bourke Street West Precinct.

The building at 661-667 Bourke Street does not meet any of the criteria established by Planning Practice Note 1: *Applying the Heritage Overlay* (July 2015) and therefore does not warrant identification within *City of Melbourne Heritage Places Inventory* as a 'contributory' or 'significant' building.

Appendix B – Council's letter dated 20 August 2018



CITY OF MELBOURNE

20 August 2018

Janelle Cramer
Senior Associate, Mills Oakley Lawyers

GPO Box 1603
Melbourne VIC 3001
Telephone (03) 9658 9658
Facsimile (03) 9654 4854
DX210487

ABN 55 370 219 287

Dear Sir/Madam,

MELBOURNE PLANNING SCHEME AMENDMENT C258

I refer to your email dated 14 August 2018, and to our meeting on 17 August 2018 here at the City of Melbourne, regarding the buildings at 661 Bourke Street, Melbourne ('the site') and advise as follows:

- The C258 Panel Hearing is currently sitting until 7th September. Council circulated its Part B Submission to all parties on 15 August 2018.
- As set out (from paragraph 252 of the Part B Submission), Council is recommending a particular approach for listing in the C258 Heritage Inventory, sites which contain a number of buildings of varying heritage gradings.
- Accordingly, Council recommends that the listing for the site in the C258 Heritage Inventory is updated to:

Street	Number	Building Grading	Significant Streetscape
Bourke Street	661, 'Defence Plaza', includes: - 655 (former Hudson's Store) - 661-667	Significant -	- -

Should you have any further questions, please do not hesitate to contact me.

Yours sincerely

Maree Fewster

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

Name: * Michelle Smith

Email address: * litchy78@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: * Monday 17 February 2020

Agenda item title: * 6.2 planning scheme amendment c258 heritage policies review

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 commend the heritage reviews policy reflecting the general public's expectations and hope facadism stops. The inside of a building is as important as the outside in our city. I hope we and future generations can be impressed by the councils decision making by preserving our heritage in that we can walk past and in to a building to wowed by the architecture of its time. Let us all appreciate the integral significance of restoration and respect for heritage buildings

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: * Paul Beekman

Email address: * paulbeekman@hotmail.com

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

Date of meeting: * Tuesday 18 February 2020

Agenda item title: Agenda item 6.2 Planning Scheme Amendment C258 Heritage Policies review

*

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 strongly commend Council for taking this initiative and making the Heritage Guidelines match community expectations. Melbourne's remaining streetscapes and individual historic buildings are a significant part of its appeal for citizens, residents and tourists alike, and our heritage is essential to our unique culture. Keeping just a front wall with a tower right behind or even directly on top is not heritage preservation, and has no support from any respected heritage authority, including ICOMOS, the National Trust the Burra Charter or Heritage Victoria. I fully support the new Heritage Guidelines as they relate to the avoidance of facadism, appropriate setbacks for historic buildings and more, as described in the proposed amendment C258.

Please indicate whether you would like to No

**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: *

Jake Bragg

Email address: *

jakebragg1@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 18 February 2020

Agenda item title: *

Agenda item 6.2 Planning Scheme Amendment C258 Heritage Policies review

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 absolutely commend Council for taking this initiative and making the Heritage Guidelines match community expectations. Melbourne is such a great and diverse city, filled with a rich architectural history. Keeping just a front wall with a tower right behind or even directly on top is not heritage preservation, its the worst kind of compromise. I fully support the new Heritage Guidelines!

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: *

Martin Johnson

Email address: *

MartinJoKing@Live.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 18 February 2020

Agenda item title: *

Agenda item 6.2 Planning Scheme Amendment C258 Heritage Policies review

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.

Council is to be congratulated for taking the initiative to bring the Heritage Guidelines closer to community expectations. So much of Melbourne's great history of valuable buildings has already been wilfully destroyed.

Facadism is to heritage what wallpaper is to architecture.

I fully support the new Heritage Guidelines.

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: *

Rebecca Jepson

Email address: *

rebeccajepson01@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 18 February 2020

Agenda item title: *

Agenda item 6.2 Planning Scheme Amendment C258 Heritage Policies review

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 commend Council for taking this initiative and making the Heritage Guidelines match community expectations. Melbourne is a great city, with a great legacy of historic buildings. Keeping just a front wall with a tower right behind, or even directly on top, is not heritage preservation, its the worst kind of compromise. I believe the new guidelines don't even go far enough and the entirety of all buildings built before 1940 should be preserved.
Stop the rampant destruction of Melbourne's heritage.

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: * Sandra Willers

Email address: * willerss@optusnet.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 18 February 2020

Agenda item title: * Heritage review

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 encourage the committee to agree to changes to the current policy to ensure that more than just the facade of heritage buildings are retained. Having entered into what I thought were amazing historical buildings to find that everything behind the facade has been lost, I strongly encourage the committee to change the Policy. Melbourne has some truly wonderful buildings that help give Melbourne its character. Lets not become a vanilla modern city .. lets continue to be one of character and beauty.

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: *

James Levi Hoyling

Email address: *

jhoyling@icloud.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: *

Monday 17 February 2020

Agenda item title: *

Item 6.2 Planning Scheme Amendment C258 Heritage Policies review

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.

YOU CAN HELP TO BRING AN END TO FACADISM !

Keeping just the front wall of a building is clearly the worst type of conservation.

"I commend Council for taking this initiative and making the Heritage Guidelines match community expectations. Melbourne is a great city, with a great legacy of historic buildings. Keeping just a front wall with a tower right behind or even directly on top is not heritage preservation, its the worst kind of compromise. I fully support the new Heritage Guidelines."

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: *

Pamela Smith

Email address: *

pamelajsmith1@optusnet.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 18 February 2020

Agenda item title: *

Agenda item 6.2

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 love heritage buildings but facadism makes me sad. I commend the council on an amendment C258 heritage policies review. Melbourne has not many remaining heritage buildings and to facade them is a very old fashioned way to preserve them. When I was in Hobart in 2017 they said we no longer facade heritage buildings. Please preserve as much of Melbourne's heritage that we can.
Regards,
Pamela Smith

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: *

Lance Smart

Email address: *

lancesmart@westnet.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 18 February 2020

Agenda item title: *

6.2 Planning Scheme Amendment C258 Heritage Policies review

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 commend Council for taking this initiative and making the Heritage Guidelines match community expectations. Melbourne is a great city, with a great legacy of historic buildings. Keeping just a front wall with a tower right behind or even directly on top is not heritage preservation, its the worst kind of compromise. I fully support the new Heritage Guidelines.

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: *

Gail Creatorex

Email address: *

gail.greatorex@iinet.net.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 18 February 2020

Agenda item title: *

Agenda item 6.2 Planning Scheme Amendment C258 Heritage Policies review

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.

Melbourne has a great legacy of historic buildings. Keeping just a facade with a tower right behind or even directly on top is a false approach to heritage. I fully support the new Heritage Guidelines. Well done to the Council for this initiative. Thank you.

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: * Veronica Mansueto

Email address: * veronica_mansueto@hotmail.co.uk

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 18 February 2020

Agenda item title: * 10am

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 commented the council for taking this initiative. I often hear of my mother speak of the great buildings of Melbourne when she worked here in the 70s. But not many of them Remain. What I and the community would love is for more to remain to show our children. I believe our beautiful old buildings are windows into Melbourne's history and should be celebrated.

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: *

Cat Jardine

Email address: *

orangecatty@hotmail.com

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

Council meeting

Date of meeting: *

Tuesday 18 February 2020

Agenda item title: *

Agenda item 6.2 Planning Scheme Amendment C258 Heritage Policies review

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 commend Council for taking this initiative and making the Heritage Guidelines match community expectations. Melbourne is a great city, with a great legacy of historic buildings. Keeping just a front wall with a tower right behind or even directly on top is not heritage preservation, its the worst kind of compromise. I fully support the new Heritage Guidelines.

Privacy acknowledgement: *

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

Name: *

David Beaconsfield

Email address: *

dora.kg@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 18 February 2020

Agenda item title: *

Planning Scheme Amendment C258

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.

Refer to attached submission

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



[20200210_435_punt_road_fmc.docx](#) 23.88 KB • DOCX

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.) *

David Beaconsfield on behalf of Owners Corporation PS341218T

17 February 2020

Future Melbourne Committee

via web form: <https://comdigital.wufoo.com/forms/riy4bj60tdqsg/>

To the Future Melbourne Committee,

RE: Future Melbourne Committee 18 February – Proposed C258 Amendment

I write to you as a representative and committee member of Owners Corporation PS341218T in relation to 435 Punt Road South Yarra. The owners are extremely disappointed, dissatisfied and frustrated that they were:

- Not notified of the C258 proposal in March 2017
- Not notified of the updated heritage inventory in November 2017
- Not provided with any opportunity to consult with council on the amendment or attend the panel hearings

It is even more disappointing that once we discovered the amendment council refused to meaningfully engage or consult with us and ignored the expert evidence provided (despite numerous engagement attempts).

As a result, this amendment has not followed due process and lacked procedural fairness. Specifically, there has been a failure of the 'hearing rule' as:

- We were not afforded an opportunity to present our case.
- Our response has not been taken into consideration.

We are seeking:

1. *Council consider the Green Heritage expert report (first provided to council in September 2019) which recommends 435 Punt Road be graded as 'Contributory'*
2. *Modify the grading of 435 Punt Rd to 'Contributory' in the Heritage Inventory*
3. *Remove the duplicated entries in the heritage inventory.*
4. *Update the address listed in the heritage inventory to '435 Punt Road' to match the current street address.*

Alternatively, we request that 435 Punt Rd maintain its existing grading whilst appropriate investigations are undertaken.

A detailed list of our issues follows in *Appendix A*. The expert report from 'Green Heritage' could not be submitted due to the 2MB file size limit. However, this has been provided to council on numerous occasions and also provided to councillors via email on 11/2/2020.

Kind Regards,

David Beaconsfield

Appendix A

Issue 1 – Grading of 435 Punt Road

435 Punt Road was heavily altered in the mid 1990s when converted to 6 residential townhouses. Whilst a cursory assessment from the footpath might imply the building is intact, a detailed analysis shows that this is not the case. The building has been heavily altered with the internals entirely removed, the organ removed, the rear wall cut out and extensions added and all windows (except façade) replaced and in many cases enlarged with windows sashes and surrounds replaced. Furthermore, many elements on the façade were removed or altered (such as the removal of the spires).

As shown in the Green Heritage report, the building should be graded as 'contributory'. There is no justification of evidence to upgrade the building to 'significant' status.

Issue 2 – C258 re-grading

The stated purpose of C258 was to standardise heritage listings (not re-grade them). It seems unusual and odd that the building was re-graded from C Grade to significant (from one of the lowest grades to the highest grade). This appears to be re-grading (not standardisation).

Issue 3 – Not notified of C258 amendment (re-grading to 431-439 Punt Road, South Yarra)

None of the 6 owners nor the Owners Corporation was notified of the C258 amendment in March 2017. We have contacted council who were unable to provide any evidence that notifications were sent nor a copy of the notice addressed to any of the owners. The only thing council could confirm is the address on file for the Owners Corporation was incorrect and as such, they would never have received the notification.

Issue 4 – Not notified of November 2017 Heritage Inventory update (re-grading of 441-459 Punt Road)

None of the 6 owners nor the Owners Corporation was notified of the amended Heritage Inventory in November 2017. This updated inventory introduced a new line item for 441-459 Punt Road, South Yarra. This is an alternate street address for subject property (435 Punt Road). As such, the owners and Owners Corporation should have been notified. It appears this was an oversight by council.

Issue 5 – Council did not provide a consultation opportunity and ignored expert advice

None of the owners nor the Owners Corporation was notified of the C258 amendment. As such, owners and the Owners Corporation were not included in the consultation periods nor the panel hearing.

We provided council with an expert heritage report from Green Heritage in September 2019. However, this has not been considered by council.

We continued to contact with council seeking a fair and reasonable review of our evidence – but made no progress.

Whilst we understand the consultation period has closed, we feel the late submission of our evidence was reasonable and justified given we were not notified of the amendment and were excluded from the consultation period and planning panel.

Issue 6 - Duplicate Entries in Register for the subject property

435 Punt Road has two (duplicate) entries in the heritage inventory (neither of which match the street address). These entries refer to the same property. Duplicate entries cause confusion. They are:

1. 431-439 Punt Road, South Yarra

2. 441-459 Punt Road, South Yarra

We believe this is a duplicate entry because:

- As shown in the in the Green Heritage report, 441-459 Punt Rd likely refers to 435 Punt Rd using one of its former street addresses.
- There are no other nearby properties that 441-459 Punt Rd could be referring to as:
 - The property to the immediate north is 1-19 Park Lane then (a group of townhouses built in the mid 90s) of no heritage grading.
 - The next address to the north that uses an address on Punt Road is 473-475 Punt Road.



Green Heritage

Compliance & Research Pty Ltd

ABN 36 402 507 401

Amendment C258

Heritage Submission

Former Wesleyan Church

435 Punt Road, Melbourne

Date: 20th August 2019

Executive Summary

Green Heritage was commissioned by the Owners Corporation of 435 Punt Road to prepare a submission in response to the proposed upgrade in significance of the Former Wesleyan Church at 435 Punt Road, from C Grade on a Level 3 Streetscape to Significant, within amendment C258, in the South Yarra Precinct HO6. The proposed upgrade is presented in the supporting documentation for the amendment, titled *Council Evidence Anita Brady – Lovell Chen (Attachment 4)* and in the withdrawn 2017 Heritage Inventory listing.

Having reviewed the building and the amendment, it is obvious that the building is contributory within HO6, however it is not clear that it is individually significant. The basis for this understanding is as follows:

- This building is the first permanent Wesleyan church for the South Yarra/ Prahran parish, constructed in 1864. It is one of eighteen extant T. J. Crouch designed churches in metropolitan Melbourne and while the architectural style is uncommon, it is likely more reflective of affordability rather than design excellence.
- The building ceased to function as a place of worship in the late-1980s and was substantially remodelled in the mid-1990s and converted into six apartments. The change of use and nature of the remodelling would challenge the threshold required for achieving individual significance.
- It is noted in the review of the property in C258 that the remodelling is sympathetic, however the full nature of the alteration works is not immediately obvious from public view. The remodelling work was substantial, including alterations that are not reversible, or practically reversible. The remodelling does not contribute to the significance of the place as it did not occur during the historical period of use. While facilitating the adaptive re-use of the building, the degree to which these works have impacted the fabric and appearance of the church strongly position the building in a contributory context within a precinct, rather than as individually significant.
- Four churches were reviewed within the South Yarra Precinct HO6 as part of C258. Three of the four churches maintained their existing significance level (St Thomas Aquinas Church, South Yarra Presbyterian Church and Christ Church), all of which continue to function as places of worship and none have been subject to substantial remodelling which impacts the significance of the building. Only the former Wesleyan Church has been upgraded to individual significance. It is surprising that St Thomas Aquinas Church was not upgraded considering its continued use and unique 1950s Spanish Gothic/ Baroque remodelling. A further issue is the lack of a Statement of Significance providing a rationale for the significance upgrade.
- The current March 2018 Heritage Inventory lists the former Wesleyan Church as C Grade in a Level 3 streetscape, which reflects the June 2016 Heritage Inventory listing. The November 2017 listing for the property is – Significant. The property address is 435 Punt Road however the 2016 and 2018 listings identify the property as 437 Punt Road, while the 2017 listing has it as 431-439 Punt Road. Confounding the issue is a listing for 451 Punt Road in 2016 and 2018 as an A Grade building on a Level 2 Streetscape. This address does not exist, however it is the address Miles Lewis gives the property in his book on Victorian Churches (1991). In 1991 the church retained its original form during its period of use and its streetscape setting was dramatically different from the present. In 1991 the church should have been graded as significant, however that streetscape context is lost, and the church has undergone a substantial adaptive re-use program. As such, there is understandable confusion on behalf of the owners, particularly in light of the lack of written consultation by Council.
- It is understood that the purpose of C258 was to standardise the Heritage Inventory listings and not re-assess the merits of individual listings. It is clear that the upgrade of the church is not a standardisation of an existing listing, but rather a reassessment without a supporting Statement of Significance.
- Without a clear reason to upgrade the status of significance, the existing listing status should be maintained ie - Contributory.



The Property

The property is 435 Punt Road (otherwise 431-439 Punt Road)

Lot and Plan Number	PS341218
Standard Parcel Identifier (SPI)	PS341218
Local Government Area (Council)	MELBOURNE
Council Property Number	526492
Heritage Overlay Number	HO6 – South Yarra Precinct



Figure 1: Google Earth Pro 2019 showing the subject site



Figure 2: VicPlan 2019 map showing the subject site within HO6



Figure 3: City of Melbourne 2019 map showing HO6 highlighted in green and the location of the subject site outlined in red

Existing Heritage Controls

The subject site is within the South Yarra Precinct Heritage Overlay HO6.

According to the Melbourne Heritage Places Inventory March 2018, the Church is not listed specifically but it is assumed that the property listed as 437 Punt Road in the South Yarra precinct is one and the same as the subject site.

437 Punt Road is listed as a C Grade building on a Level 3 streetscape.

The Melbourne building Grades are defined below:

'A' Graded Buildings

These buildings are of national or state importance, and are irreplaceable parts of Australia's built form heritage. Many will be either already included on or recommended for the Victorian Heritage Register or the Register of the National Estate.

'B' Graded Buildings

These buildings are of regional or metropolitan significance, and stand as important milestones in the architectural development of the metropolis. Many will be either already included on or recommended for inclusion on the Register of the National Estate.

'C' Graded Buildings

These buildings demonstrate the historical or social development of the local area and/ or make an important aesthetic or scientific contribution. These buildings comprise a variety of styles and buildings types. Architecturally they are substantially intact, but where altered, it is reversible. In some instances, buildings of high individual historic, scientific or social significance may have a greater degree of alteration.

'D' Graded Buildings

These buildings are representative of the historical, scientific, architectural or social development of the local area. They are often reasonably intact representatives of particular periods, styles or building types. In many instances alterations will be reversible. They may also be altered examples which stand within a group of similar period, style or type or a street which retains much of its original character. Where they stand in a row or street, the collective group will provide a setting which reinforces the value of the individual buildings.

'E' Graded Buildings

These buildings have generally been substantially altered and stand in relative isolation from other buildings of similar periods. Because of this they are not considered to make an essential contribution to the character of the area, although retention and restoration may still be beneficial.

The streetscape Levels are defined below:

Level 1 Streetscape

These streetscapes are collections of buildings outstanding either because they are a particularly well-preserved group from a similar period or style, or because they are highly significant buildings in their own right.

Level 2 Streetscape

These streetscapes are of significance either because they still retain the predominant character and scale of a similar period or style, or because they contain individually significant buildings.

Level 3 Streetscape

These streetscapes may contain significant buildings, but they will be from diverse periods or styles, and of low individual significance or integrity.

HO6

Description

The extent of the South Yarra Precinct is identified as HO6 in the planning scheme maps.

The Royal Botanic Gardens and National Herbarium, Government House and Government House Reserve, Melbourne Observatory, La Trobe's Cottage, Shrine of Remembrance, Sidney Myer Music Bowl, Kings Domain, Queen Victoria Gardens, Alexandra Gardens and Fawkner Park are largely within or immediately adjoin the precinct.

Significant and contributory development in the precinct dates from the 1850s to the mid-twentieth century, including the post-World War II period.

Residential development includes modest nineteenth century cottages; two-storey terraces in pairs and rows; Victorian and Edwardian free-standing villas and large houses; and interwar and mid-twentieth century development including flat blocks. The precinct is noted for its high-quality buildings, many of which were designed by prominent architects. While nineteenth century development is well represented, the twentieth century is also an important period in the evolution of the precinct.

Houses are single or double storey, although there is some variety in historic two-storey heights; and also flat blocks of two-three storeys, with some taller examples. Two-storey dwellings typically have lower scale rear wings. Some very fine large historic houses are located in the precinct, on generous allotments and in garden settings.

Most buildings are of masonry construction, including face brick and rendered exteriors; weatherboard is uncommon; and the early institutions to St Kilda Road include stone buildings. Of the Victorian and early twentieth century development, decorative and often ornate cast iron work is a feature, with the smaller cottages more simply detailed. Parapets are prominent, and often detailed and ornamented, including with urns and finials; and side or party walls extend from the fronts of terraces, as per the nineteenth century fire regulations. Slate roofing is common, and chimneys are prominent. Roofs can be hipped and gabled and can vary in their visibility, being prominent elements of building design, or less visible and concealed by parapets. A high number of original iron palisade fences with stone plinths survive.

Pockets of more modest Victorian development, including cottages are typically found away from the main streets and thoroughfares, including on Mason, Hope, Leopold and Little Park streets, and St Martin's Lane. Larger and grander residences front the principal streets and roads in the precinct, including Domain Road, Toorak Road West, Park Street, Anderson Street and also Pasley Street on the east side of Fawkner Park. A consistent pattern is one of larger residences facing the parks, including Fawkner Park and the Royal Botanic Gardens. Park Street is a particularly wide street, carrying the tramline, with a collection of imposing Victorian and early twentieth century residences, with elevated entrances; and interwar flat blocks. Interwar development, including flat blocks, display many features of the period. These include face brickwork which is often patterned and finely executed, or rendered surfaces, or combinations of face brick and render; curved window and corner bays; slim and simply detailed awnings or canopies; externally expressed stair bays; art deco detailing to iron work; large windows, often steel-framed; balconies with brick or iron balustrades; and hipped or flat roofs, with plain but sometimes prominent parapets. The earlier blocks have Tudor Revival detailing, including half-timbered gable ends. The later blocks, of the 1940s and post-World War II period are stripped of ornamentation, with plain walls and strongly expressed forms. Many of the flat blocks are built close to the street, with limited setbacks. Marne Street, St Leonards Court, Fairlie Court and Alexandra Avenue are noted for early twentieth century and interwar development, and incorporate a variety of architectural styles in houses and flat blocks. Domain Park Towers, on Domain Road, is a noted early high rise

apartment development, designed by Robin Boyd and completed in 1962.

The precinct generally has limited commercial development, albeit with a small concentration on Domain Road turning into Park Street, where the junction is marked by a double-storey commercial corner building on a curved plan. On Domain Road, the commercial buildings are of mixed character, between one and three storeys, with typically modified ground floor shopfronts and mostly intact upper level facades, including prominent parapets. They include buildings of early twentieth century origin. A small group of former commercial buildings are also located on Millswyn Street, mostly adapted to residential use, including several shops, Morton's Family Hotel and the Wimmera Bakery. 141 Historically, there was limited industrial or manufacturing development in the precinct.

Institutional development is a strong feature, as outlined in the historical overview, with notable institutions in and adjoining the precinct boundary, including to St Kilda Road. Melbourne Girls Grammar School is also prominent in the elevated area of Anderson Street; and Christ Church dominates the intersection of Toorak and Punt roads.

Other significant public and institutional development is associated with the various parks and gardens within or immediately adjoining the precinct, including Government House, the Melbourne Observatory, National Herbarium, Shrine of Remembrance, Sidney Myer Music Bowl and La Trobe's Cottage.

Statement of Significance

South Yarra Precinct (HO6) is of state significance. It satisfies the following criteria:

- Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).
- Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic/architectural significance).
- Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons (social significance).

What is significant?

South Yarra Precinct is predominantly residential, where significant and contributory development dates from the 1850s through to the mid-twentieth century, including the post-World War II period. While nineteenth century development is well represented, the twentieth century is also an important period. The precinct is renowned for its high quality historic dwellings, and proximity to some of Melbourne's most significant public parks and gardens, and public institutions, including the Royal Botanic Gardens and National Herbarium; Government House and Government House Reserve; Melbourne Observatory; Shrine of Remembrance and Sidney Myer Music Bowl. Kings Domain, Queen Victoria Gardens, Alexandra Gardens and Fawkner Park are also largely within or immediately adjoining the precinct. The precinct is generally bounded by Alexandra Avenue to the north; Punt Road to the east; Commercial Road to the south; and St Kilda Road to the west. A separate precinct area is located to the south of Commercial Road.

The following are the identified 'key attributes' of the precinct, which support the assessed significance:

- Typical nineteenth and early twentieth century building characteristics including:
 - Use of face brick, rendered masonry and bluestone building materials, the latter typical of the early institutional buildings.
 - Hipped and gable ended roof forms with often visible and prominent chimneys, slate or tile cladding; prominent parapets, with urns and finials; side or party walls extending from the fronts of terraces; verandahs with decorative and often ornate cast iron work and tiled verandah floors, and timber verandahs and friezes in the Edwardian dwellings; iron palisade fences on stone plinths.
- Typical interwar building characteristics including for flat blocks:
 - Use of face brickwork, often patterned, or rendered surfaces, or combinations of face brick and render building materials.
 - Hipped or flat roof forms, with plain but sometimes prominent parapets, and plainly detailed chimneys; curved window and corner bays; externally expressed stair bays; art deco iron work; large windows,

including steel-framed; and balconies with brick or iron balustrades.

- Later development, of the 1940s and after, is generally stripped of ornamentation, with plain walls and limited detailing.
- Substantial villas and large houses are typically located on principal streets and roads, or address the parks and gardens.
- High proportion of buildings designed by prominent architects.
- Typically low scale character, of one and two-storeys, with some variety in historic two-storey heights; and flat blocks of two-three storeys, with some taller examples.
- Significant nineteenth century institutional development on St Kilda Road.
- Significant nineteenth century scientific and vice-regal development associated with the Royal Botanic Gardens and Government House Reserve.
- Public places of social significance in the Kings Domain including the Shrine of Remembrance and Sidney Myer Music Bowl.
- Nineteenth and early twentieth century planning and subdivision as evidenced in:
 - Hierarchy of principal streets and secondary streets and lanes.
 - Layout and planning of some streets in the centre and east of the precinct reflects the boundaries of the large 1840s estates.
 - Later and ongoing reduction of the early landholdings seen in varied subdivision patterns and allotment sizes.
 - General pattern of large allotments in the east and west of the precinct, and more finely grained allotments in the centre.
- Importance of major roads and thoroughfares which border or traverse the precinct, with their historical status demonstrated in surviving significant development, including St Kilda, Toorak, Domain and Punt roads; Alexandra Avenue; and Park and Anderson streets.
- Historic parks and gardens which distinguish the precinct and have historically enhanced its prestigious status.
- Views into and out from the parks and gardens to the bordering residential areas.
- Importance of gardens and front setbacks to dwellings, particularly the larger residences; and street tree plantings to streets.
- Historic street materials including bluestone kerbs and channels, and lanes with original or relayed bluestone pitchers and central drains.

How is it significant?

South Yarra Precinct is of historical, social and aesthetic/architectural significance to the State of Victoria.

Why is it significant?

South Yarra Precinct is of **historical significance**. Development commenced in the precinct in the 1840s, when large 'cultivation' allotments were sold north of the future Toorak Road, and substantial estates were established. The elevated land, including the high point of Punt Hill, attracted wealthy graziers and city merchants and professionals, including members of the legal profession. The subsequent re-subdivision and ongoing reduction in the size of the early estates is a precinct characteristic, with diverse subdivision patterns and small and large allotments resulting. In the later nineteenth century, modest dwellings were generally constructed on the small allotments; while in the interwar and later periods, flat blocks were built on the large allotments, in some instances on the sites of demolished early mansions. South Yarra also became a focus for this new form of residential development in Melbourne, the popularity of which continued into the post-war period. Significant public and institutional development is located within or abutting the precinct, and includes schools, churches and public welfare institutions. The Melbourne Observatory and National Herbarium are significant nineteenth century scientific developments; while Government House reflects the status of the viceregal presence in nineteenth century Melbourne. The Shrine of Remembrance and Sidney Myer Music Bowl are significant twentieth century

developments. The establishment of public parks and gardens in and adjoining the precinct was also highly influential in the precinct's development. These include the Royal Botanic Gardens, Government House Reserve, Kings Domain, Queen Victoria Gardens, Alexandra Gardens and Fawkner Park. Several of these were included in the ring of parks reserved in the 1840s by the Superintendent of the Port Phillip District, Charles La Trobe, in a visionary action which resulted in a series of much valued open spaces surrounding inner Melbourne. Important historic roads in the precinct include St Kilda and Punt roads. St Kilda Road was envisioned by Robert Hoddle as a major route out of Melbourne, its status confirmed in the Roads Act of 1853. In a relatively brief period in the 1850s and 1860s, several significant public institutions were also established along the road.

South Yarra Precinct is of **social significance**. It is highly regarded for its extensive parks and gardens and significant public buildings and institutions. The Royal Botanic Gardens are the premier public gardens in the state, and much valued by the Victorian community. The Shrine of Remembrance is also a significant public memorial, and the pre-eminent war memorial in the State. Since 1934, it has been a focus for public commemoration and events, including annually on Anzac Day and Remembrance Day; and also a place for private reflection. The Sidney Myer Music Bowl has been a popular venue for concerts and performances since it opened in 1958.

- The **aesthetic/architectural significance** of the South Yarra Precinct derives from Victorian development through to development of the mid-twentieth century and post-World War II period. Residential development includes modest nineteenth century cottages, two-storey terraces in pairs and rows, substantial free-standing villas and large houses, and interwar and later flat blocks of which the precinct has many distinguished examples. The larger houses typically front principal streets and roads, or address the various parks. The precinct is also noted for high quality and architect designed buildings. The large estates of the 1840s, which were subsequently re-subdivided, influenced the planning of later streets including the regular arrangement of north-south streets in the centre and east of the precinct. Generally, allotment sizes tend to be larger in the east and west of the precinct, and more finely grained in the centre. An abundance of public parks and gardens, including the Royal Botanic Gardens and Fawkner Park, further enhance the aesthetic significance. These variously retain their original or early landscape design, internal road layout, individually significant plants, perimeter and garden bed borders, mature tree plantings including specimen trees, and mature tree rows and avenues. Some remnant indigenous vegetation also remains. The Shrine of Remembrance has its own highly formal axial landscape; and the extensive grounds of Melbourne Grammar School and Wesley College also contribute to the landscape character of the precinct. There are views into and out from the parks and gardens to the bordering residential areas. Gardens are also a characteristic of larger residences. The precinct additionally has street tree plantings, with St Kilda Road standing out in this context, where mature plantings and wide grassed medians emphasise its historic grand boulevard status

Heritage Planning Scheme Amendment C258

The City of Melbourne prepared and exhibited Amendment C258 to the Melbourne Planning Scheme to modernise and update heritage practice in the City. Amendment C258 proposes to:

- revise the local heritage planning policies Clauses 22.04 (Heritage Places within the Capital City Zone) and 22.05 (Heritage Places Outside the Capital City Zone) in the Melbourne Planning Scheme,
- introduce a new incorporated document 'Melbourne Planning Scheme Amendment C258: Heritage Precinct Statements of Significance 2017' which comprises the statements of significance currently included within clause 22.04 (Heritage Places within the Capital City Zone) and introduces new statements of significance for the six existing large heritage precincts outside the Capital City Zone of Carlton, East Melbourne and Jolimont, North Melbourne and West Melbourne, Parkville, South Yarra and Kensington,
- replace the 'A to D' letter grading system with the 'Significant/Contributory/Non-Contributory' grading system,
- replace the existing incorporated document: 'Heritage Places Inventory June 2016' which grades heritage places using the A to D heritage grading system with a new incorporated document 'Melbourne Planning Scheme, Heritage Places Inventory 2017' which grades all heritage places within a heritage overlay using the Significant/Contributory/Non Contributory grading system,
- apply the Heritage Overlay, and incorporate statements of significance, to new places in West Melbourne assessed to be of heritage significance in the West Melbourne Heritage Review 2016.

The land affected by Amendment C258 is all land within the Melbourne municipal area affected by a Heritage Overlay and land in West Melbourne.

Table 1: Council Evidence comments for churches within HO6

Property Name	Address	GRADE	Status	Recommended listing
St Thomas Aquinas Church	39-45 Bromby Street South Yarra VIC 3141	D	Unchanged	Contributory
South Yarra Presbyterian Church	603-627 Punt Road South Yarra VIC 3141	B	Unchanged	Significant
Christ Church	683-701 Punt Road South Yarra VIC 3141	A	Unchanged	Significant
	431-439 Punt Road South Yarra VIC 3141	Not Graded	Upgraded	Significant

Council Evidence 'Anita Brady – Lovell Chen (Attachment 4)'

"Substantially externally intact bluestone former Wesleyan Church, constructed in 1864-65, to a design by architects Crouch & Wilson. Has been sympathetically adapted to residential use but retains its original presentation to Punt Road. Includes open-work parapet, large window to central bay (nave) with tracery incorporating quatrefoils and pointed arches, and side bays with narrow windows, defined by flanking towers/turrets with spires removed. Has a simple gothic character."

Former Wesleyan Church

Victorian Heritage Database Listing: National Trust

Significance Level: File only

Statement of Significance

A church which is a rare example of the Perpendicular style, designed by Crouch & Wilson and built in 1864 of bluestone with cement dressing. The main facade includes twin turrets, the spires of which have been removed, a four-light window and open-work parapet.

Background History

Brief History of Gothic Architecture

The Gothic architecture style began to emerge in Europe in the late 12th century, replacing Romanesque also known as Norman style architecture (Lang, 1966 p.244). Gothic architecture, with its origins from France, evolved for around 400 years with it gradually declining in the early 16th century. The various phases of Gothic architecture were divided into categories: the Norman, Early English, Decorated, and Perpendicular styles (Rickman, 1817). The final phase of Gothic architecture from the mid-14th century, brought the arrival of the "Perpendicular Gothic" style. This period is characterised by strong vertical lines, ribbed vaulting, hammerbeam roofs and large pointed arches. Windows also become a lot larger with elaborate tracery made up of combinations of straight lines, circles, and the arcs of circles (Cram, Hastings & Bragdon 1915, p. 161). The mid-18th century brought about a movement known as the 'Gothic Revival' which flourished throughout the 19th century. Gothic revival often including elements including soaring spires, intricate stained-glass windows or fine stone or wood carvings, became the chosen style in church architecture in the 19th century up until the Second World War when modernism began to takeover (Anson 1960 p. 356).

Miles Lewis Commentary on Later Gothic Architecture (Lewis 1991)

The later periods of gothic are, in English terms, the *Decorated* of the fourteenth century, and the *Perpendicular* of the fifteenth. The decorated gothic is richer than the Early English. The vaulting is more elaborate, which is scarcely a matter of consequence in Victoria, as so few churches have masonry vaulting. The planning is broader, the clerestory tends to be larger at the expense of the triforium below, the windows openings tend to be wider, for the display of stained glass, and the broach spire begins to give way to the type with a parapet at the base, and pinnacles at each corner of the square. The spire may have lucarne windows or vents let into the sloping face. Ornamentally carved knobs, or *crockets*, may be placed at strategic points, or distributed in rows along main lines in the structure. But the most distinctive feature is the window tracery...

In the Perpendicular period rectangular forms begin to assert themselves. The pointed arch is very much flattened, and often finds itself framed by a rectangular panel, or (on the exterior) beneath a rectangular label-mould or hood mould. The windows become extremely large, and are often divided up in a rectilinear fashion, with horizontal transoms and vertical mullions. Walls are often decorated with panelling, which may be treated in the same manner as window tracery.

Perpendicular Gothic

The most basic version of Perpendicular architecture is that in which only the shape of the openings is indicative. Not only is the pointed arch flattened down in this style, as has been indicated, but often it is four-centred. That is, where the earlier gothic arch was formed by the intersection of segments of two circles equal in radius, the four-centred arch begins at the edge with a segment of very small radius, then merges tangentially into one of much larger radius running to the apex. These two are then of course matched symmetrically on the opposite side.

Miles Lewis History of Methodism in Victoria (Lewis 1991)

Methodism was introduced in Port Phillip District by the Wesleyan Methodists in 1838, but like Presbyterianism it was soon represented by several divisions. The first division of Methodism emerge in England soon after John Wesley's death in 1791 in opposition to the domination of the Wesleyan Methodist Society by the preachers who belonged to the 'Legal Hundred' constituted by Wesley's Deed of Settlement in 1784. Alexander Kilham, a radical Methodist preacher who wanted Methodism to accept a denominational status separate from the Church of England, organised on democratic lines, formed the Methodist New Connexion in 1797. This body established a mission in Victoria in the 1860's but it failed to expand in the colony. Its few churches were absorbed by the Wesleyan Methodist Church in 1882.

Other divisions of Methodism came to Victoria in the mid-nineteenth century. The first of these was the Primitive Methodist Connexion formed in Staffordshire in 1811 by Hugh Bourne and William Clowes. Bourne believed that Wesleyan Methodism had departed from Wesley's style of evangelism. He promoted the Camp Meeting, introduced from American revivalism, and was expelled by the Wesleyan Conference in 1808 for his irregular evangelistic activity. William Clowes was expelled by the Conference for similar reasons. These two and their followers united in 1811 to form their own connexion and the following year they adopted the name of 'Primitive Methodists'. They were the most numerous in the midlands and north of England, especially among miners. Primitive Methodists immigrants to Victoria formed a class in January 1849 and began holding open-air services on Flagstaff Hill. They sent to England for a minister, who arrived in January 1850; the previous month they had laid the foundation stone for a church in La Trobe Street. More prosperous in Victoria and Tasmania than in other colonies, the Primitive Methodists grew to be in the second largest group of Methodists in Victoria in the later nineteenth century, having 125 church buildings in 1901.

Almost as large were the Bible Christians. This group was founded by William O'Bryan, a farmer who organised evangelistic work and built chapels privately in Cornwall. He was expelled by the Wesleyan Conference, then readmitted, but he began his irregular missionary work in 1815 and in October that year he formed a society of Methodists who called themselves 'Bible Christians'. The movement, which allowed women preachers, grew over the next few years and in June 1819 the first conference of the Bible Christian Connexion was held. The Bible Christians' strength was in Cornwall and Devon, and this division of Methodism was brought to South Australia by Cornish miners. From there it was introduced to Victoria, where it expanded to become separate district by 1860. The first Victorian conference of the Bible Christians was held in the Gore Street Church in 1887. By 1901 there were 107 Bible Christian Churches in Victoria.

Another division of Methodism was the Wesleyan Methodists Association introduced to Victoria in 1850 by Joseph Townsend. This body was formed by Methodist secessionists in the large industrial cities of northern England in 1836, in protest against the clericalism of Wesleyan Methodism under Jabez Bunting. It maintained lay rights against ministerial authority. The association joined with the Armenian Methodists in 1857 to form the United Methodist Free Church, whose polity was closer to Congregationalism than Wesleyan Methodism. This division of Methodism was strongest in Victoria of all the Australian colonies, but it was much weaker than the other Methodists bodies, having 44 churches in 1901.

These divisions of Methodism united to form the Methodist Church of Australasia in 1902. The four divisions in Victoria had 1,000 churches between them in 1901, but a number of these were evidently closed or disposed of, as Methodist Churches numbered 829 in 1902. Some of these, such as Wesley Church, Lonsdale Street, and churches in some suburbs and larger towns, were substantial and impressive structures, but many were small and unpretentious buildings. Methodism, like Presbyterianism, had no great architectural tradition when it was introduced to Australia. John Wesley laid it down that 'preaching-houses' should be 'plain and decent' and no more expensive than necessary. Preaching was as central to Methodism as to Presbyterianism but Methodism had a richer tradition of worship. Wesley encouraged the use of an abridged form of the Anglican service of Morning Prayer and the singing of hymns. The Wesley brothers enriched Protestant hymnody with many of their own compositions. But Wesley disapproved of organs and other musical instruments in worship. Even so, in 1842 the Wesleyans introduced one of the first pipe organs in Melbourne. While changes were taking place in England colonial conditions facilitated the process.

The other Methodist groups began with very humble chapels but around the mid-century they began to replace these with more substantial buildings and their chapels were more ambitious architecturally. Internally they were reminiscent of the Dissenting meeting house with a high central pulpit and galleries around three sides. Eventually they

succumbed to the trends that were obliterating the differences between the denominations in worship and in architectural styles.

Building History

Miles Lewis 451 Punt Road, South Yarra (Lewis 1991)

Wesleyan

1864

Crouch and Wilson

Later Gothic Perpendicular

A church which is a rare example of the Perpendicular style, designed by Couch and Wilson and built in 1864 of bluestone and cement dressings. The main façade includes twin turrets, spires which have been removed, a four-light window and an openwork parapet.

New Wesleyan Church Prahran

The Herald Wednesday 17 August 1864, p. 2

NEW WESLEYAN CHURCH, PRAHRAN.

Yesterday, the foundation stone of the Wesleyan Church, recently commenced on the site of the old iron building in this road, Prahran, was laid by his Excellency Charles Darling. The accommodation provided by the building at present used for purposes of public worship has for a long time been quite inadequate; but it is expected the new church, which will seat something like 600 persons, will fully meet the requirements of the congregation. Its dimensions will be 75 by 45 feet in the clear, and the walls will be 25 feet high. Bluestone will be the material principally used in its construction, the windows and buttresses will be relieved with brick dressings. The style is that known as the "perpendicular," a place appearance which otherwise assumes two turrets, 55 feet high, &c. The windows will be of leaded glass, this part being supplied by Messrs. Urlic. The weatherings were made, specially for the occasion.

Glew, of Brunswick. Messrs. Crouch and Wilson are the architects, and the cost is estimated at £1,200. At the time the Governor arrived at the ground a considerable number of persons, including a large portion of the congregation, were assembled. Amongst the clergy present were Rev. D. J. Draper, chairman of the Melbourne district; the Rev. F. Neale, one of the trustees; and the Rev. J. Harcourt, of Melbourne. After the usual religious observances Mr. Crouch read a scroll, describing the building, and naming the various trustees and officials connected with it, which were afterwards placed under the stone. He then presented to His Excellency, on behalf of the trustees, a silver trowel, bearing the inscription:—"Presented to His Excellency Sir Charles Darling, K.C.B., Governor and Commander-in-Chief of Victoria, on the occasion of his laying the foundation stone of the Wesleyan Church, in the Punt Road, Prahran, Victoria, 17th August, 1864."

The stone having been lowered to its place was declared well and truly laid by his Excellency, who proceeded to utter the gratification which it had afforded him in complying with the wishes of the trustees in laying the foundation stone of another of the structures with which the Wesleyan Church adorned the city and other large towns of the colony. He traced the progress of the Wesleyan mission in Victoria from 1841, when it numbered only 850 members, to the present time when it included in its ranks upwards of 45,000, and possessed 342 places of worship. He also alluded to the fact that whilst the great denominations, as shown by the returns, could furnish accommodations for 16, 27, and 35 per cent of their own members respectively, the Wesleyan Church, under several other circumstances, was under similar circumstances, he concluded he must by every means hope that the day would come when upon the building and upon the people which were conducted to it. The Rev. Charles Darling thanked His Excellency for his presence.

which were conducted in it. The Rev. Draper thanked His Excellency for his presence, and spoke at considerable length on Wesleyan matters generally, explaining the circumstances under which the building had been commenced. It had been remarked, that a fresh building was necessary, but to this he could not assent, as the church at present employed was so small to accommodate the rapidly increasing congregation, while from the large number which were constantly being made up of the population of the neighbourhood, it was reasonable to expect that a still greater extension would be made to its numbers. The ceremony was then concluded with prayer, and three cheers being given, the assembly dispersed. In the evening a highly successful tea meeting was held in the town hall, at which numerous addresses were delivered by the clergy and others.

Extract from Victorian Wesleyan Methodist Grammar School

The Leader Saturday 7 January 1865, p. 11

A tea meeting, to celebrate the opening of the new Wesleyan church, Punt road, Prahran, the foundation stone of which was laid by his Excellency the Governor on the 16th August last, was held, last night, in the building adjoining. The first services were held on Sunday last, when sermons were preached by the Revs. D. J. Draper, James Taylor, and Joseph Dare. The church has been handsomely fitted up, under the direction of Messrs Crouch and Wilson, the architects, and several handsome stained glass windows, supplied by Messrs Ferguson and Urie, add to the pleasing aspect of the interior. Although holding 600 persons comfortably, the building on Sunday, was well filled, and the attendance at the soiree last night was also very large. The addresses given on the occasion were delivered by the Revs. D. J. Draper, Neale, Dare, and others, the two former being the officiating ministers.

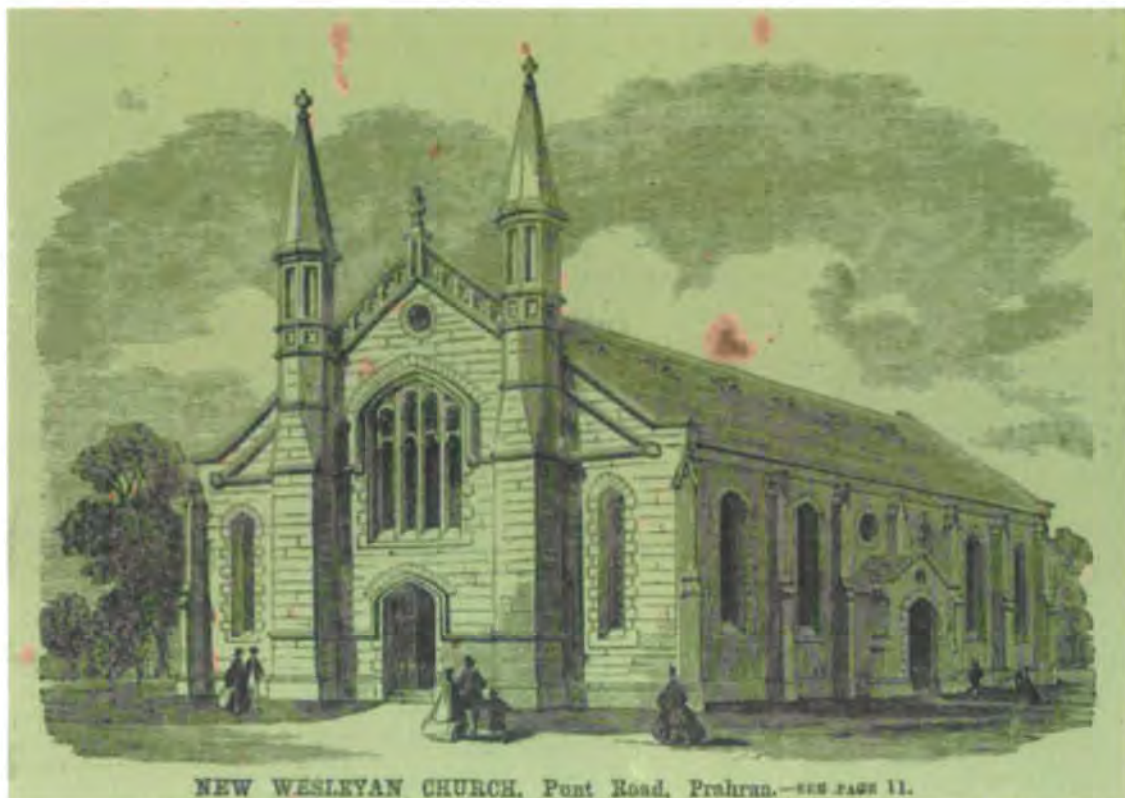


Figure 4: Wood engraving of the Wesleyan Methodist Church in Punt Road, corner Commercial Road, soon after construction, c.1864. Source: Stonington Library



Figure 5: Cornell F., Wesleyan Church, Prahran, c. 1870. Source: Stonnington Library



Figure 6: Wesleyan Church, South Yarra, c. 1890. Source: Stonnington Library

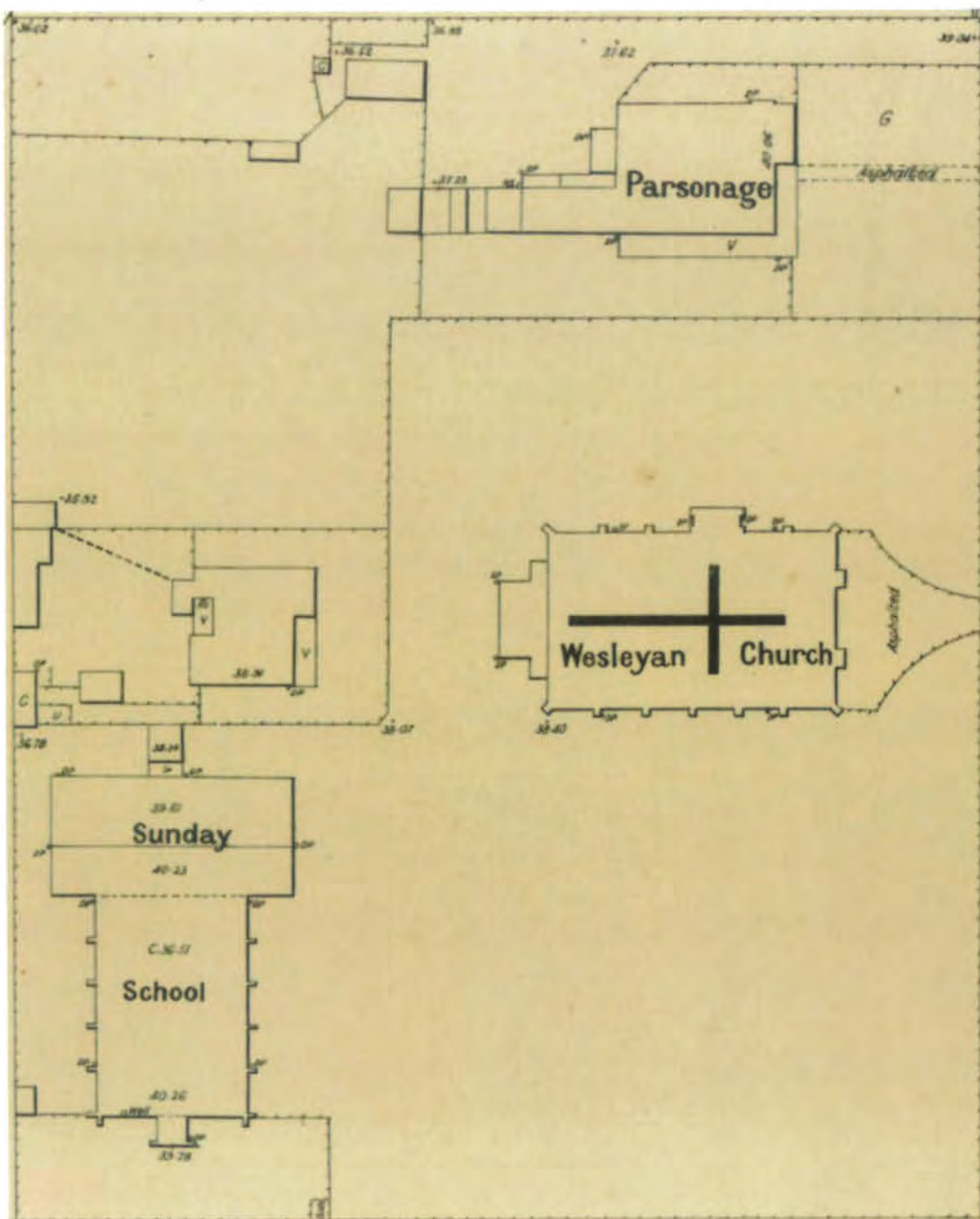


Figure 7: MMBW Plans No. 904 & 905, City of Melbourne, 1895. Source: SLV

Record of Alterations

Historic Alterations

The church underwent interior alterations in the late nineteenth century. A vestry was added to the rear of the church.

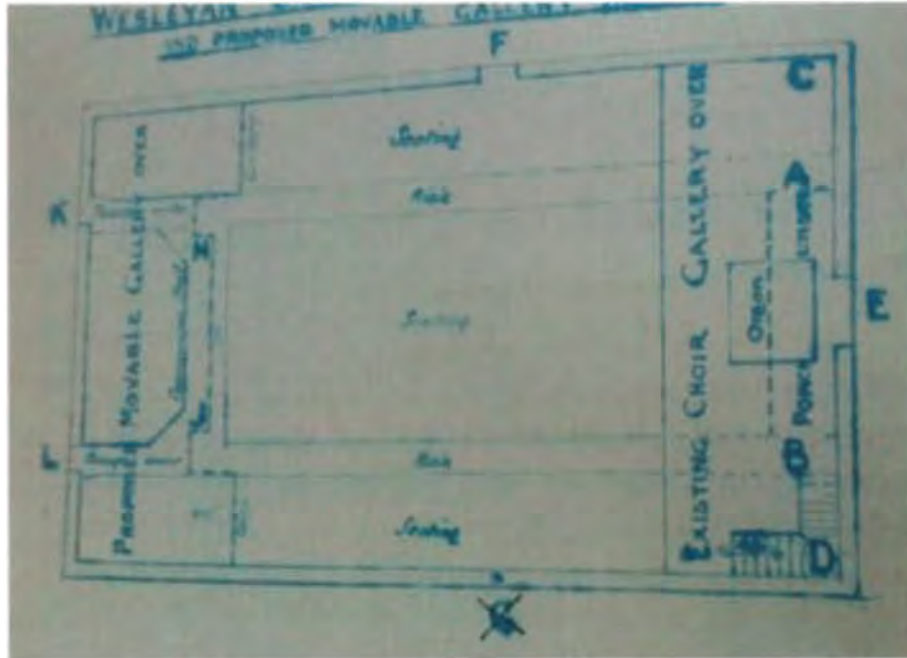


Figure 8: 1899 Plan showing interior renovation

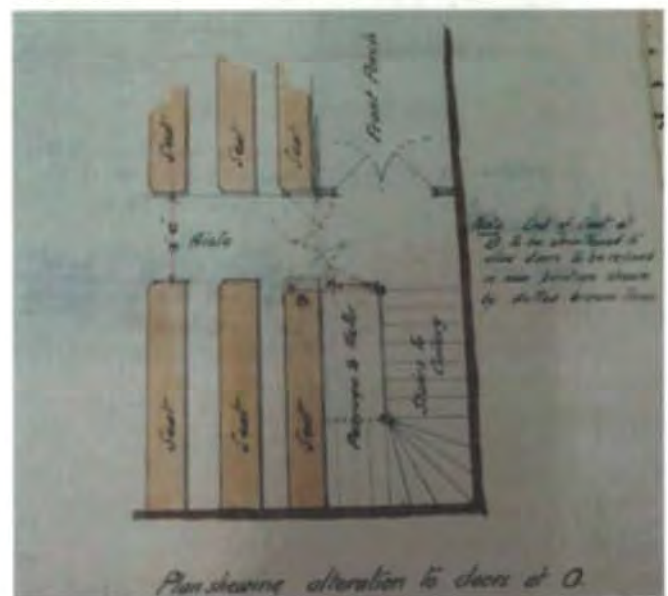


Figure 9: 1900 plan showing interior of church and vestry extension

The vestry was renovated and extended in 1953.

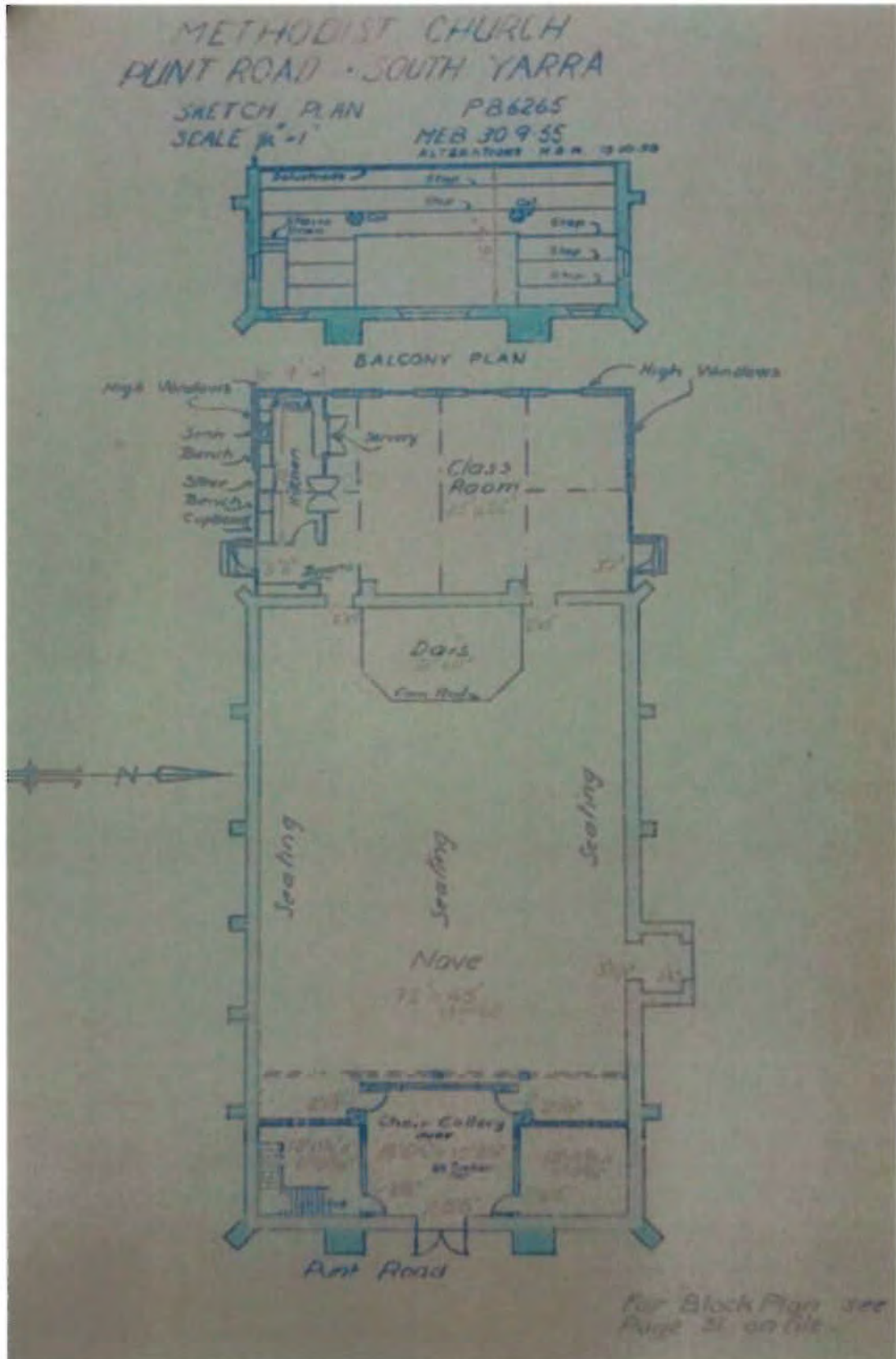


Figure 10: 1953 plan showing interior of Methodist Church and vestry extension

Building amenities and interior were upgraded in 1979.

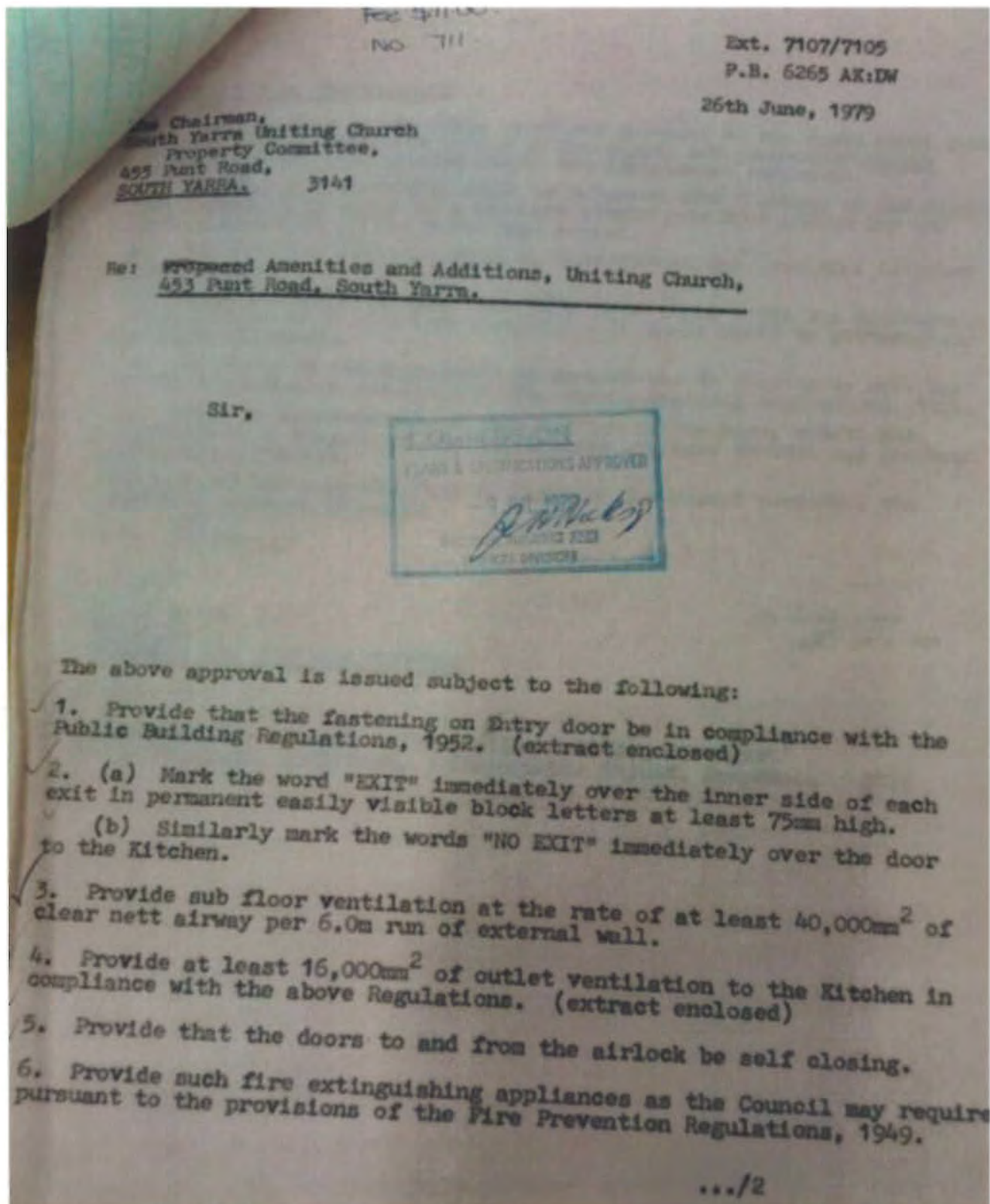


Figure 11: 1979 Letter documenting planned alteration for the church

Exterior Alternations

The following drawings are from the supporting documentation for a planning application for a proposed change of use from place of worship to six residential apartments in 1995.

East Elevation

There were minor changes to the east elevation. The existing entryway was modified to incorporate glass panels and windows were reinforced.

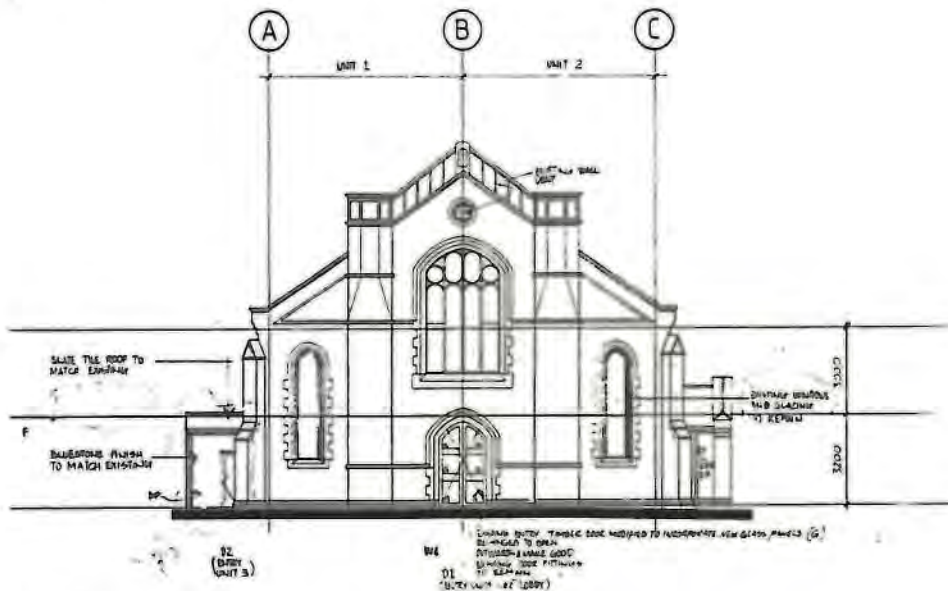


Figure 12: 1994 plan showing east elevation

North Elevation

Three windows were removed and extended on the north elevation. The remaining two windows were refurbished. All original window material was replaced. Vents and sky-lights were added to the roof. The existing entryway was retained and reinforced.

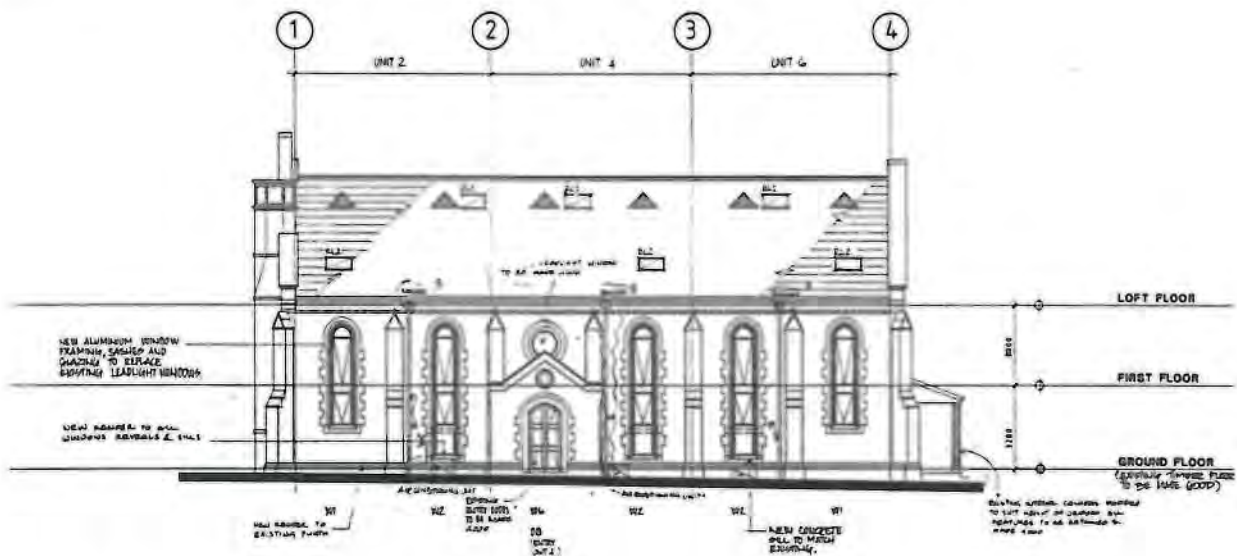


Figure 13: 1994 plan showing north elevation

South Elevation

Three windows were removed and extended on the south elevation. Two windows were refurbished. One window was replaced and an additional window was added. Vents and sky-lights were added into the roof. Portico constructed from bluestone with slate roof to match existing materials.

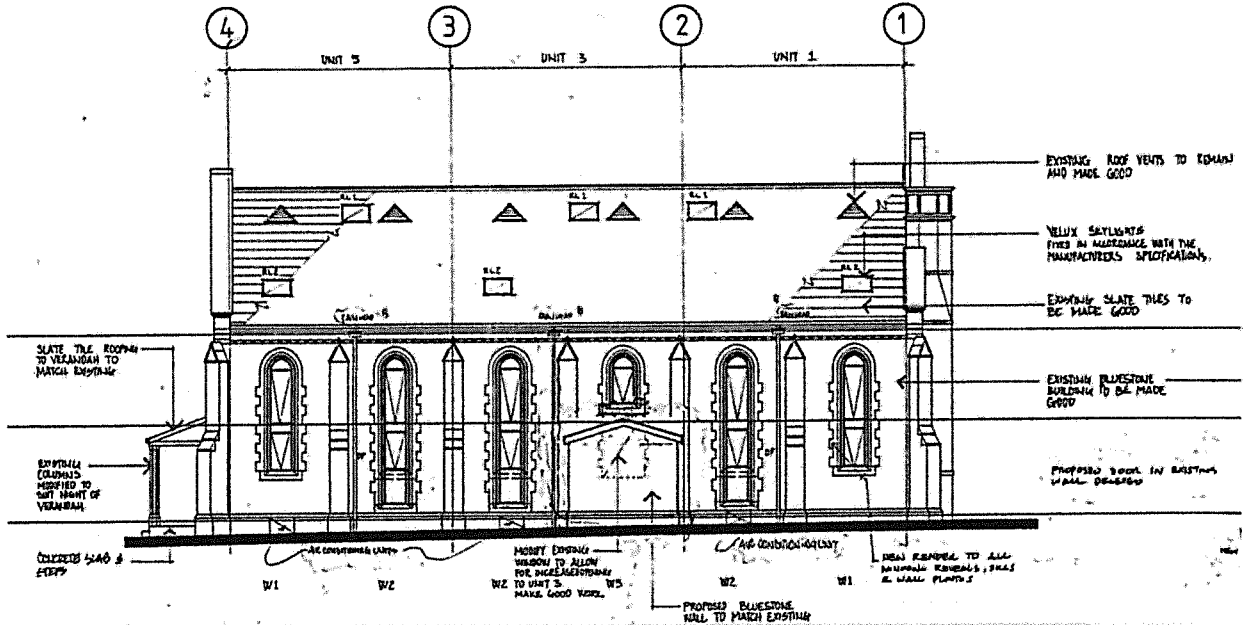


Figure 14: 1994 Plan showing south elevation with annotated changes

West Elevation

Conservatory extensions were added to the west elevation. The extensions adjoin to the external bluestone wall. They comprise of a slate roof, timber frame, concrete floor, coated aluminium windows and a concrete plinth. The original windows and bluestone walling was removed to create an opening to the conservatory.

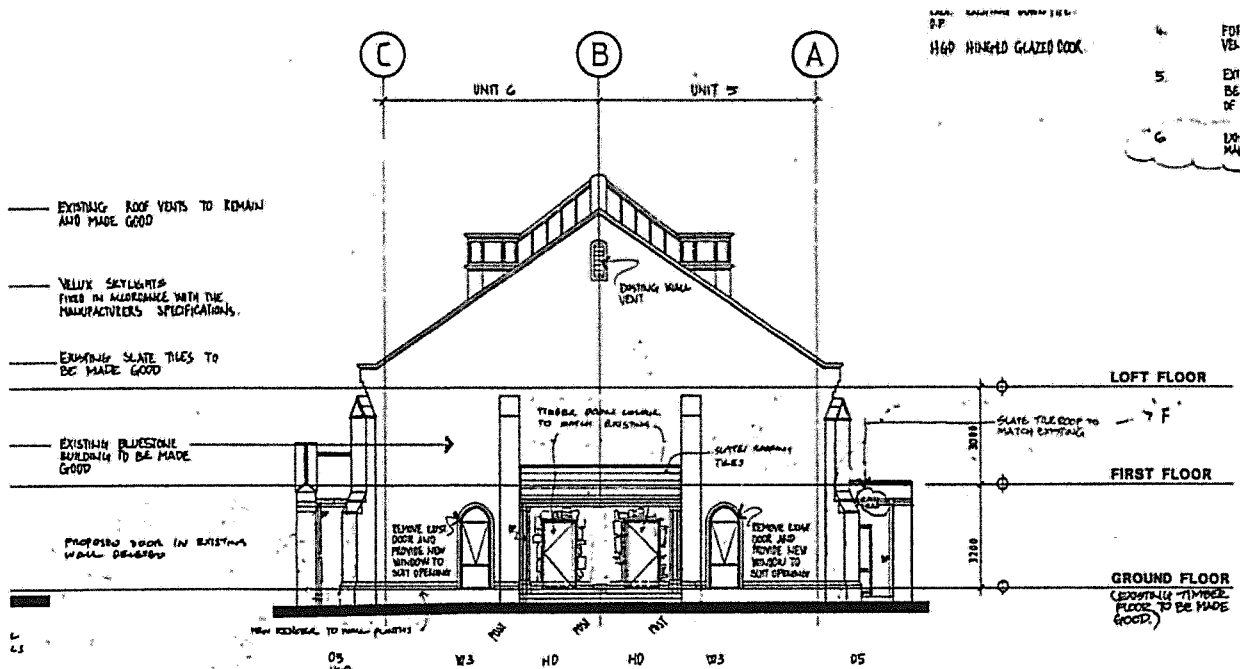


Figure 15: 1994 plan showing west elevation with annotations

Major Exterior Alterations

Windows

The windows on the west elevation were removed completely and the original pale brick window surrounds were removed on the north and south elevations. All remaining windows were refurbished. Original brick sills were replaced with concrete and framing was replaced with aluminium. Original window glass and frames were retained on the east elevation.

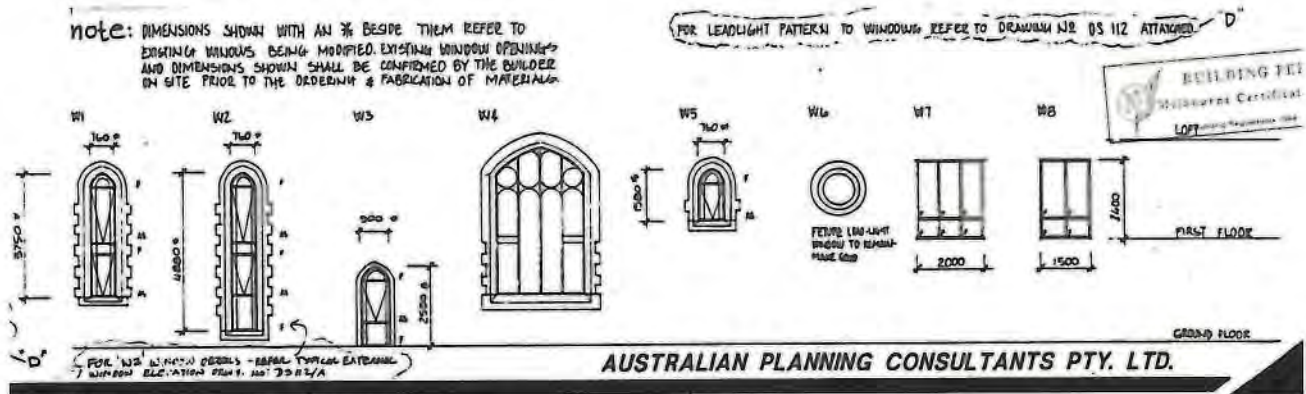


Figure 16: 1994 plan showing window schedule

WN.	REMARKS
W1	EXISTING WINDOW ; NEW ALUMINIUM WINDOW FRAMING SASHES AND GLAZING TO REPLACE EXISTING WINDOW + FRAME.
W2	EXISTING WINDOW ; REMOVE EXISTING WINDOW & FRAME AND CONCRETE SILL. REMOVE BLUESTONE BELOW TO INCREASE HEIGHT AS SHOWN AND MAKE GOOD.
W3	REMOVE EXISTING DOOR + FRAME AND PROVIDE NEW ALUMINIUM WINDOW/FRAMING SASHES + GLAZING TO SUIT OPENING + MAKE GOOD.
W4	EXISTING FEATURE LEADLIGHT WINDOW MAKE GOOD WHERE REQUIRED.
W5	EXISTING WINDOW ; REMOVE EXISTING WINDOW & FRAME AND PROVIDE NEW WINDOW FRAME. SASHES + GLAZING - CONCRETE SILL TO MATCH EXISTING.
W6	EXISTING FEATURE LEADLIGHT WINDOW MAKE GOOD WHERE REQUIRED.
W7	FRAME WINDOW WITHIN OPERABLE SYSTEM OUTSIDE FACE OF GLASS TO BE MIRRORED TO ALLOW FOR PRIVACY TO UNITS. (ONE WAY GLASS).
W8	SAME AS FOR W7.

Figure 17: 1994 window schedule table

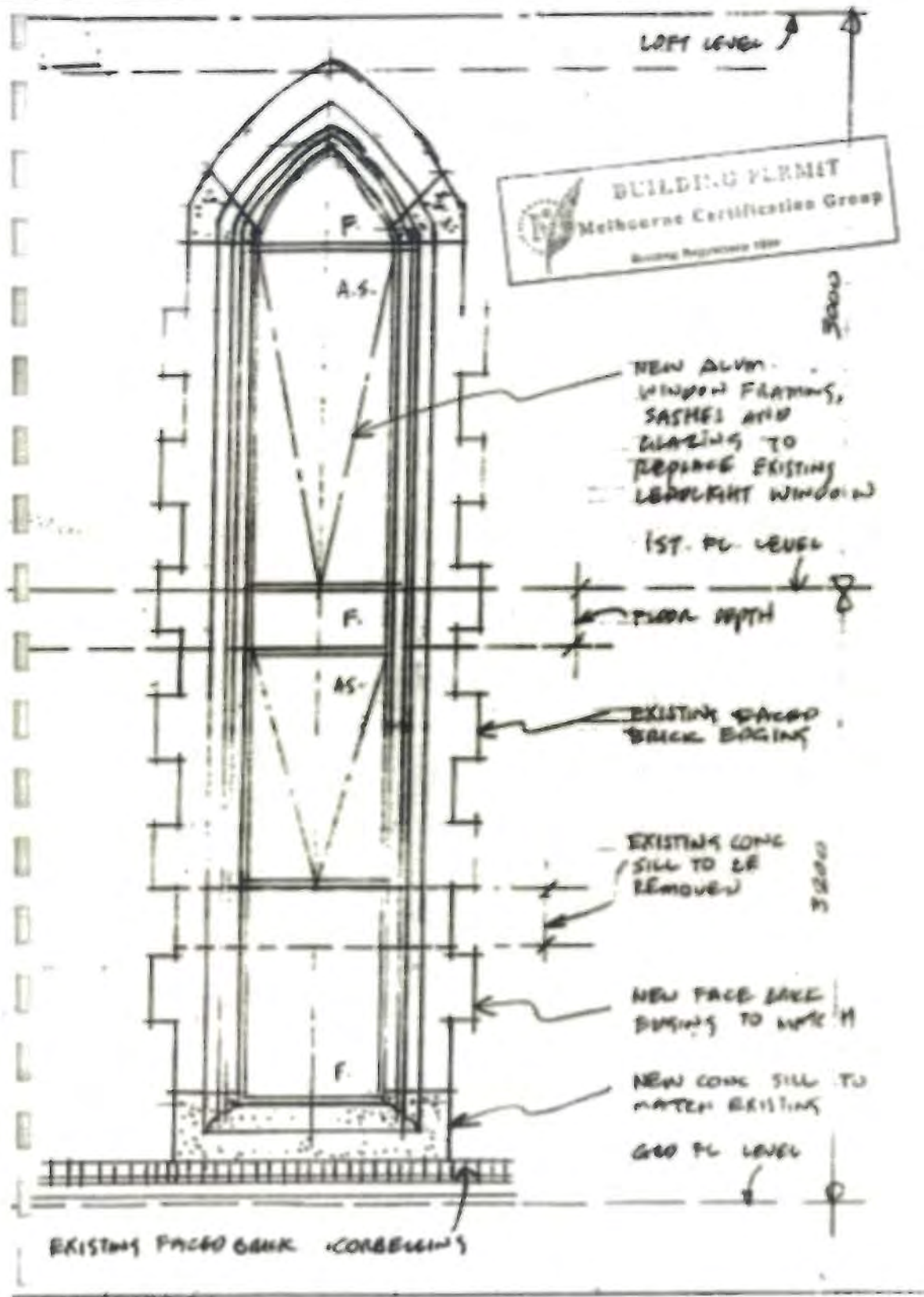


Figure 18: 1994 plan showing window alterations (W2)

Additions

Conservatory extensions were added to units five and six. The extensions adjoin to the external bluestone wall. They comprise of a slate roof, timber frame, concrete floor, coated aluminium windows and a concrete plinth.

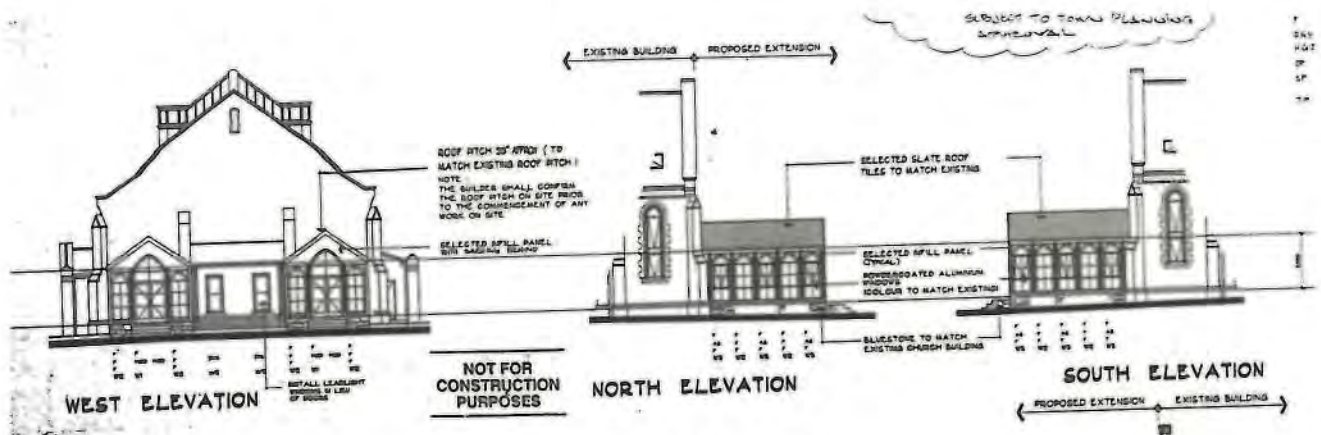


Figure 19: 1994 plan showing conservatory addition to the rear of the church

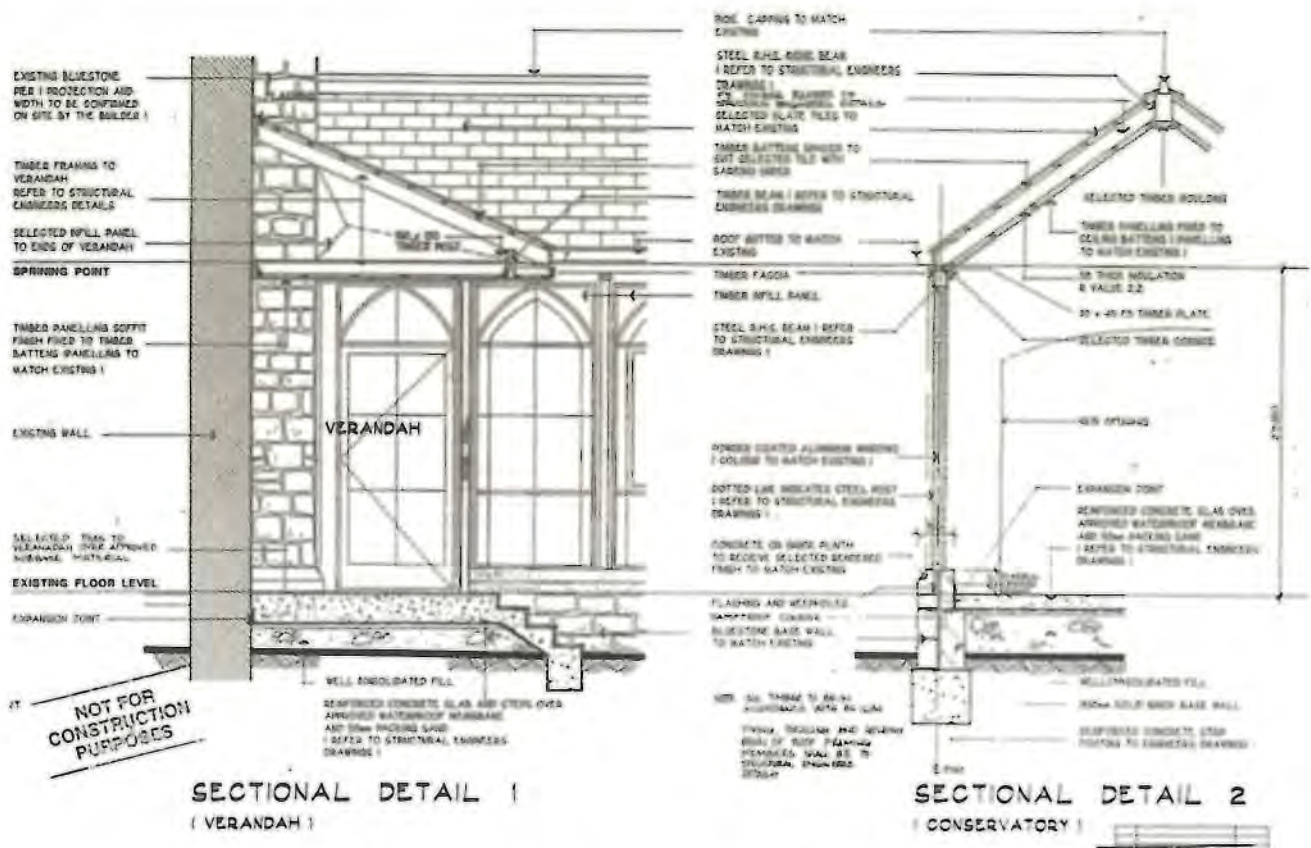


Figure 20: 1994 plan showing details of conservatory addition to the rear of the church

Interior Alterations

The interior of the building was altered to accommodate six three-story apartments.

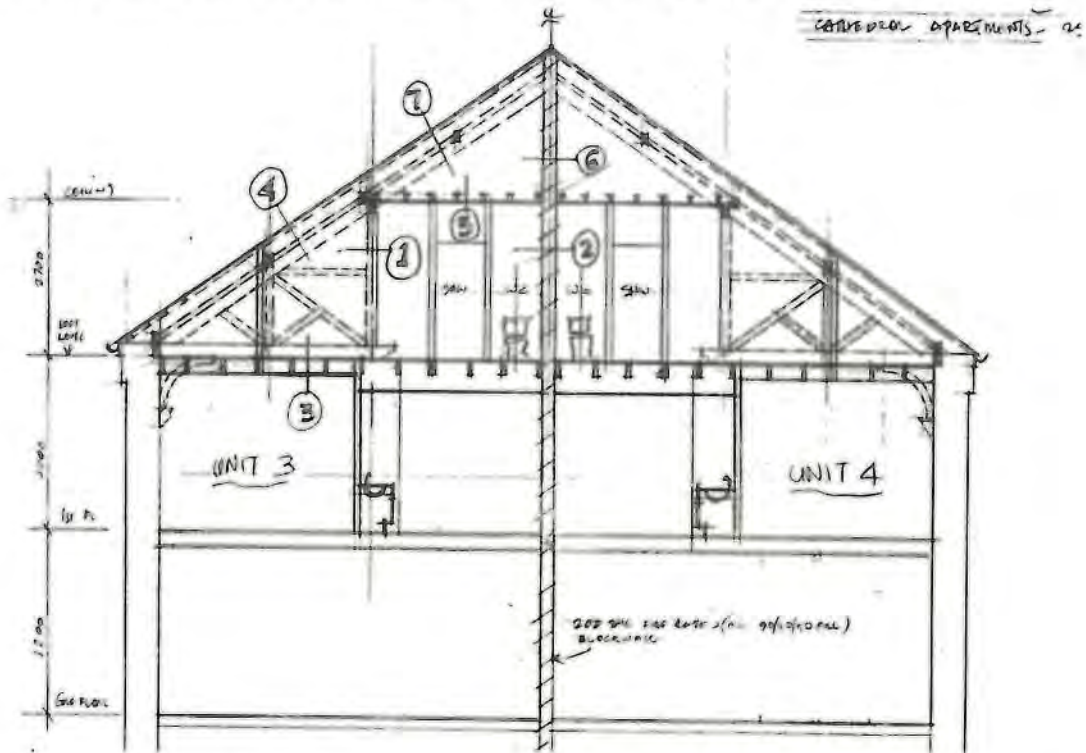


Figure 21: 1994 plan showing interior alterations to building

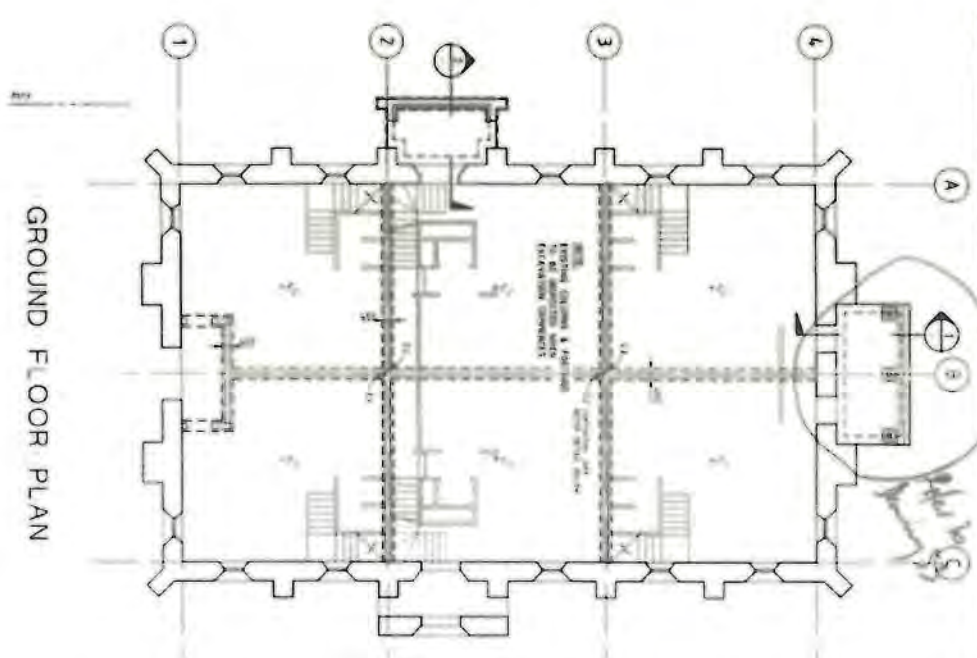


Figure 22: 1994 plan ground floor plan showing interior alterations for six apartments

References

National Library of Australia, Public Record Office of Victoria and State Library of Victoria

Date	Author	Title
1864	S. Calvert	New Wesleyan Church, Punt Road, Prahran. Available at: IMP25/08/64/13
c. 1870	F. Cornell	Wesleyan Church, Prahran. Available at: https://stonnington.spydus.com/cgi-bin/spydus.exe/ENQ/WPAC/ARCENQ?RNI=958135
c. 1853 - 1991	Crown Reserves Correspondence	Prahran Wesleyan Methodist Churchs Application To Dispose Of Land Acquired Under The Act To Provide For The Abolition Of State Aid To Religion Act 391 1873 Schedule Two Wesleyan Church. Available at: VPRS 242/P0000/71
1895	Melbourne and Metropolitan Board of Works	Melbourne and Metropolitan Board of Works detail plan, 904 & 905, City of Melbourne. Available at: http://handle.slv.vlc.gov.au/10381/121269
c. 1900		Wesleyan Church, South Yarra. Available at: https://stonnington.spydus.com/cgi-bin/spydus.exe/ENQ/WPAC/ARCENQ?RNI=991182

National Library of Australia (Trove) References

Date	Author	Title	Page
1864, Wednesday August 17	The Herald	New Wesleyan Church Prahran	2
1865, Saturday 7 January	The Leader	Extract from Victorian Wesleyan Methodist Gramma School	

Books and PDFs

Date	Author	Title
1960	Anson P. F	Fashions in Church Furnishings 1840-1940
1915	Cram R. A., Hastings T. & Bragdon C	'Six Lectures on Architecture', The University of Chicago Press, Chicago, Illinois
1917	Rickman T.,	An Attempt to discriminate the Styles of English Architecture from the Conquest to the Reformation
1960	Anson P. F	Fashions in Church Furnishings 1840-1940
1966	Lang S	The Principles of the Gothic Revival in England
1991	Lewis M	Victorian Churches: their origins, their story & their architecture, National Trust.
1995	Melbourne Certification Group	Building Permit: 451 Punt Road, South Yarra.
2017	City of Melbourne	Melbourne Planning Scheme Incorporated Document, Amendment C258: Heritage Precincts Statements of Significance
2018	DELWP	Melbourne Planning Scheme
2018	Lovell Chen	Statement of Evidence and Report to Planning Panel, City of Melbourne Heritage Review. Council Evidence (Attachment 4) Available at:
2018	Anita Brady	https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.comparticipate.files/1015/3301/4817/Attachment_4_to_Council_Evidence_Anita_Brady_-_Lovell_Chen.pdf

Websites

Website	Year Accessed	Link
Heritage Victoria	2019	http://www.heritage.vic.gov.au/
Melbourne 1945	2019	https://1945.melbourne/
Planning Schemes Online	2019	http://planningschemes.dpcd.vic.gov.au/
Victorian Collections—Museum Victoria	2019	https://victoriancollections.net.au/items/516be9c92162ef0b7825d364
Victorian Heritage Database	2019	http://vhd.heritagecouncil.vic.gov.au/
VicPlan	2019	https://mapshare.maps.vic.gov.au/vicplan/
City of Melbourne Amendment C258: Heritage Planning Scheme	2019	https://participate.melbourne.vic.gov.au/amendmentc258/amendment-overview

Privacy acknowledgement: *

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

Name: *

Julie Taylor

Email address: *

julie_tb@optusnet.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 18 February 2020

Agenda item title: *

6.2 Planning Scheme Amendment C258 Heritage Policies review

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 fully support the new Heritage Guidelines. Facadism is disrespectful to the heritage of this city and needs to be urgently addressed. Heritage precincts especially need to be retained in their original built form.

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.) **

THE MOTORCYCLE RIDERS ASSOCIATION SUBMISSION

The Motorcycle Riders' Association strongly opposes further reductions of and/or restrictions on motorcycle & scooter footpath parking without real consultation. New terms of reference mean the MRA has no official representation on the Motorcycles In Melbourne Committee after 30 years. What is planned by City of Melbourne (COM) against powered two-wheelers parking on central business district (CBD) footpaths? The plan for Exhibition Street is an indication of the trend to ban motorbikes. In spite of a serious lack of rider education on and enforcement of riding-on-footpath and pedestrian obstruction rules, the system has worked very well for 30 years.

The current anti-motorcycle culture in the COM has angered many of 440,000 Victorians (VicRoads 2019 figures) who hold, and pay for, licences or learner permits to ride road motorcycles & scooters. Not all are active but many commute on two wheels and many vote in council elections. The number of bikes visiting CBD must increase. A recent report of motorbike riders hitting pedestrians (3aw?) has no basis in fact. Claims that motorbikes blocking disabled car bays are a major problem, are vilification. Rubbish bins not bikes are at fault in the vast majority of cases. The COM's failure to educate people on, and enforce bin rules, is at fault.

Melbourne has a big education industry. Students ride motorcycles & scooters. In recent years RMIT spent \$800,000 on secure bicycle parking with lockers and showers. The COM provides minimal, if any, facilities for commuter motorcycle & scooter riders. The MCC removed off-street and on-street motorcycle parking in recent years with little on-street and no off-street replacement. Examples: The off-street secure parking under the City Square has not been replaced. Plans for Exhibition and Elizabeth Street upgrades published in newspapers left out motorcycle & scooter parking entirely. Certainly, MRA calls for secure off-street parking with lockers for protective clothing akin to facilities provided for bicycle riders, have been ignored.

The COM's failure to provide adequate on-street and off-street parking and its' failure to educate new/visiting riders and courier/fast food companies on footpath rules puts pressure on our footpaths. This pressure is not the fault of riders who commute and/or visit our CBD, it is the fault of city planners. With the number of students, residents and visitors increasing and car parking space decreasing Melbourne has failed its' current rate payers. Failure to plan for population increase, which means many more motorcycles in and around Melbourne means major CBD problems for both riders and pedestrians in the city. CoM policy says on-street motorbike parking will increase by 300, which is inadequate. The current proposal is for 151 spaces which is totally inadequate.

- Attachments:
1. MRA Advisor John Nelson talks footpath parking with COM officials.
 2. BINS not bikes block disabled parking bays.
 3. A media release from days when the MCC was motorcycle friendly.
 4. Secure off-street motorcycle & scooter parking under the City Square. No lockers but much safer for female riders. No replacement in spite of promises.

Damien Codognotto OAM
The Motorcycle Riders Association
Melbourne
0419 846 855
14 February, 2020

www.facebook.com/motorcycleridersassociation



Attachment 1: MRA Advisor John Nelson talks footpath parking with COM officials.



Attachment 2: BINS not bikes block disabled parking bays.



Media Notification

1 November 2000

INNOVATIVE PLAN FOR SECURE MOTORCYCLE PARKING

Motorcyclists traveling to the centre of Melbourne now have a secure, convenient and affordable alternative to on-street parking.

In what is believed to be the first installation of its kind in Australia, the City of Melbourne has worked with Wilson Parking and the Motorcycle Riders' Association to establish a secure motorcycle area in the new City Square Carpark. To encourage its use, motorcycles will be charged only \$1 per entry.

A total of 35 motorcycle bays have been established in the City Square Carpark, with a solid bar to enable secure attachment of bikes.

Chair of the City of Melbourne Planning, Development and Services Committee, Councillor Kevin Chamberlin, said it was hoped other city car parks would take up the initiative and also establish dedicated motorcycle parking bays.

"There are many areas in carparks which are too small to fit cars, but could be used for motorcycle parking. With many extremely valuable motorcycles now on our roads, \$1 is a very small price to pay for peace of mind. Establishing special bays in under-utilised areas also makes good business sense for car park operators," Cr Chamberlin said.

"We have been working for a long time with the Victorian Motorcycle Advisory Council, peak motoring bodies and the Motorcycle Riders' Association to improve motorcycle parking in the city. This is the latest in a series of initiatives taken by the City of Melbourne and is a major step forward in the development of appropriate parking."

Cr Chamberlin and officials of the Motorcycle Riders' Association, together with a group of motorbike riders, will be available for interview and photographs tomorrow at the City Square Car Park.

WHAT: UNVEILING OF CHEAP, SECURE MOTORCYCLE PARKING

WHO: CR KEVIN CHAMBERLIN AND MEMBERS OF THE MOTORCYCLE RIDERS' ASSOCIATION

WHEN: THURSDAY 2 NOVEMBER - 12.00 NOON

WHERE: LEVEL 2, CITY SQUARE CAR PARK (ENTER FROM FLINDERS LANE, PEDESTRIAN ENTRY FROM CITY SQUARE)

Media enquiries: Andrew Hall
Telephone 03 9652 2113 or 0471 243 484
Email andrew@melbourne.vic.gov.au

Attachment 3: A media release from days when the MCC was motorcycle friendly.



Attachment 4: Secure off-street motorcycle & scooter parking under the City Square. No lockers but much safer for female riders. No replacement in spite of promises.

Privacy acknowledgement: *

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

Name: *

Ewan Ogilvy

Email address: *

ewanogilvy@bigpond.com

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

Future Melbourne Committee meeting

Date of meeting: *

Tuesday 18 February 2020

Agenda item title: *

AmC258 Heritage Policies Review & W. Melb. Heritage Review

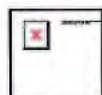
Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Dear Lord Mayor and Councillors

As the principal author of most of the submissions prepared on behalf of the CRA, the attached letter draws heavily on those submissions.

In my view, the State Government MUST be urged to provide more meaningful guidance in relation to the development of new heritage policy and the control provisions necessary to implement those policies. The prospect of different Councils developing their own interpretations of what constitutes "best heritage practice" cannot be allowed to continue.

Ewan Ogilvy [Carlton]



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

[feb20_fmc2_item_6.2_amc258_heritage_review_e.ogilvy_submission.pdf](#)

609.87 KB • PDF

Please indicate whether you would like to address the Future Melbourne Committee or

No

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

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

17 February 2020

The Right Honourable Lord Mayor Sally Capp and Councillors, City of Melbourne
[By email] lordmayor@melbourne.vic.gov.au
GPO Box 1603 Melbourne
Victoria, 3001

SUBJECT: Melbourne Planning Scheme Amendment C258 – Heritage Policies Review and West Melbourne Heritage Review Agenda Item 6.2 Future Melbourne [Planning] Meeting 18 February 2020

Dear Mayor and Councillors

As the principal author of submissions to both the Council and Planning Panels Victoria on behalf of the Carlton Residents Association [CRA], the observations which follow draw heavily on those submissions. This letter conveys my views on the state of Heritage Policy and Administration in Melbourne. Because of time constraints, it has not been possible to obtain the Association's endorsement.

The processing of this most recent city wide planning scheme amendment has exposed serious challenges in the administration of heritage planning in the State of Victoria. Key problems include the lack of state wide consistent definitions of key heritage terms in the Planning Scheme, and the difficulty in navigating this Scheme when there is NO contents page or index, and when important policy papers are included in SEPARATE Incorporated and Reference Documents. See attachment for an elaboration of these issues. Sadly, these complications have been magnified further during the processing of the Amendment. Some examples:

The Adoption of the Significant/Contributory Grading System. From the very early stages of the Amendment process, the Council has asserted that the replacement of the A to D heritage grading system with the Significant/Contributory grading system was "required by [the] State Government" and that this new system aligned with "current best practice." [Brochure released by the Council circa March 2016]. The CRA has two major problems with these assertions:

- The State Government Practice Note 1: **Applying the Heritage Overlay** [August 2018] provides NO guidance at all as to how this system should be applied nor how these new grading categories relate to the significance thresholds specified in the Practice Note: 'State Significance' and 'Local Significance'
- While this new system is claimed to be current best practice, it is clear from the lead consultant's analysis, that there has been little consistency across the different municipalities. The CRA provided examples of the inconsistent approaches adopted by local government authorities in our submission to the Council in May 2017 and to the recent Panel Hearings.

The application of this new system in the City of Melbourne is further complicated by the inconsistent approaches taken by the lead consultant and the West Melbourne Consultant to the conversion/translation task. It is known that the conversion/translation from the old letter grades to the new Significant/Contributory system has been applied INCONSISTENTLY, because the consultants have explained how the conversion task was approached. It is also obvious, from an analysis of the grading outcomes, that DIFFERENT conversion methodologies have been applied. [See Attachment for an elaboration of the INCONSISTENT approaches taken by the two consultants.]

Another major complication concerning the processing of the city-wide heritage review has arisen because the Council never exhibited key components of the Planning Scheme that include significant heritage

provisions. I am referring here to the Schedule to Clause 43.01 of the Planning Scheme and the accompanying Heritage Overlay Maps. These maps are intended to accurately describe the boundaries of both the Heritage Overlay Precincts and those Heritage Places that have "individual" Heritage Overlays [both within and outside the Precinct Overlays]. [See Attachment for elaboration of this problem].

The Bottom Line

Until there is more clarity over the preferred heritage administrative arrangements in Victoria, there will NEVER be a consensus between the competing stakeholders.

How is it possible that the State Government can keep approving Planning Scheme Amendments that are based upon the Significant/Contributory Grading System when:

- Their own Practice Note [Applying the Heritage Overlay] provides NO guidance at all as to HOW this system should be applied, and when
- The key Heritage Terms "Significant Heritage Place" and "Contributory Heritage Place" are NOT subject to consistent State-wide definitions ANYWHERE in the Planning Scheme.

Further, how does it make any sense to persist with these Grading Categories when the State Government has signalled, through the introduction of Amendment [VC148] to Clause 43.01 of the Planning Scheme, that it is **Statements of Significance** that will be the PRIMARY decision tool in assessing Planning Applications that concern Heritage Places? [See the Decision Guidelines at Clause 43.01-8 of the Planning Scheme].

The Council argues that the Panel's proposal to replace the Significant Grading Category with an Individual Heritage Place category would "remove the policy requirements that afford a greater level of protection to significant buildings than contributory buildings." But, this assertion fails to acknowledge that the key assessment tool is the **Statement of Significance for a Heritage Place**, and that this Statement is required to include a sentence to indicate the threshold for which a Heritage Place is considered important, that is **State Significance or Local Significance**. [Practice Note 1, page 2]

In this context, this same Practice Note states that Local Significance includes those places that are **important to the local community**. There is NO suggestion here that lowly graded buildings under the old Letter Grade system should cease to have significance "in their own right".

Finally, it must be emphasised that the heritage status of the Contributory Grade under the proposed new System is incredibly weak. The Council is proposing that Heritage Places with this grade, which will include most of the former C and D graded Heritage Places in Carlton, will no longer have significance in "their own right". It will be the Precinct in which they are located that is the Significant Place. How the Council can maintain that this outcome would be "Policy Neutral" is a complete mystery.

Under the old letter graded system, many D graded Heritage Places occupied individual Heritage Overlays, so we know that they had significance "in their own right" under the old system. Further, I am aware of two C Graded Places within the Carlton Precinct that are CURRENTLY included on the Victorian Heritage Database; that is they have Statewide Significance.

We can only hope that the State Government heritage officials take a much more pro-active approach to the administration of heritage practice in the State of Victoria; it is currently a shambles.

Yours sincerely

Ewan Ogilvy [Carlton]

Attachment

Key problems in the administration of planning in the State of Victoria.

- The current Melbourne Planning Scheme [MPS] includes no state wide consistent definitions of KEY heritage terms: heritage place; state significance; local significance; significant heritage place; contributory heritage place etc
- Clause 43.01 of the MPS places great weight on considering any Statement of Significance before responsible authorities decide upon [planning] applications, but this clause includes no definition of what this Statement should include. For this, users of the Planning Scheme need to refer to a State Government Practice Note: Applying the Heritage Overlay [August 2018] Practice Note No 1.
- Navigating the key heritage provisions of the MPS is a nightmare; the online document has NO contents page OR index. Heritage provisions are located within the State Planning Policy Framework, the Municipal Strategic Statement, the Local Planning Policies and the Heritage Overlays. To complicate matters further key heritage provisions are also included in separate Incorporated Documents and Reference Documents. In one recently approved Planning Scheme Amendment new Heritage Grading categories were introduced, WITHOUT these Grading categories being defined ANYWHERE within the Planning Scheme.

The Grading conversion methodology has NOT been applied consistently by the different consultants retained by the municipality.

The following elaboration of this serious problem is taken from the CRA's Supplementary Submission to the Panel Hearing dated 17 February 2019. While I have not been able to confirm whether the Inventories proposed for Adoption in the latest package of papers, departs in any significant way from the Inventories presented to the Panel Hearing, sampling of particular streets in West Melbourne and Parkville would suggest that no substantial grading changes have been introduced over the intervening months.

As indicated in the CRA's primary submission [to the Planning Panel], Appendix 6: Assessment criteria used in the West Melbourne Heritage Review [2015], Graeme Butler & Associates included the following details:

City of Melbourne Gradings

Buildings graded A, B, or C under the City of Melbourne definitions are proposed as locally significant with at least one of the above values being assessed as significant within the local context. Buildings graded A are significant at State level, with B graded places have potential, but not confirmed, State significance. [These values include Scientific; Aesthetic; Architectural; or Historical interest; or other special value (includes social or spiritual interest)].

When examining this consultant's **Recommendation Summary All Surveyed Places** [FMC2 May 2016], it is clear that almost all of those Heritage Places Graded "C" [both within and outside the suburban wide precinct Overlay] were designated as Significant.

In contrast, it is clear from an examination of the Lovell Chen spreadsheets that this firm has adopted a different default translation principle: "C" Graded Heritage Places within Precinct Overlays should translate to the NEW Contributory Grade. This conclusion is reinforced in the Lovell Chen Statement of Evidence "... some of the lower gradings were regarded as potentially out of date and warranting review, to determine whether to keep these gradings at contributory or to upgrade to significant, although the great majority were likely to remain contributory." [Emphasis added] [Lovell Chen Statement of Evidence [2018] p28.]

In our view, the consultant has incorrectly conflated the two meanings of the word contributory. Contributory, as used in the current Heritage Policy is a group label, not a Grading Level [as used in the proposed new Policy.] It is a fact that the current policy does not have a grading level of Contributory; the current policy has separate Grading definitions for all the letter graded buildings.

Although the approach adopted by the lead consultant has been vigorously supported by the City of Melbourne since 5 July 2016 [FMC Meeting Papers: Common themes raised in submissions] the conflation of the two meanings of "Contributory" was NOT supported by the Council's legal team during the Panel Hearings. Indeed, the legal advice was that: *It is important in this regard not to confuse the new definition of "contributory" which is qualitatively different from the current definition of "contributory"*. [Council's Part B Statement at page 38]

The existing term "contributory" in clause 22.05 is defined exclusively by reference to C, D1 and D2 graded buildings and is not limited to places within precincts. This term only operates in the existing policy in relation to renovation and façade height, but is not otherwise employed to guide demolition, concealment or building height. It is important in this regard not to confuse the new definition of "contributory" which is qualitatively different from the current definition of "contributory".

The implications of the Lovell Chen grading approach are dramatic. This is clearly demonstrated when comparing the outcomes for "C" graded Heritage Places within Heritage Precincts in those two suburbs that were NOT subject to review: West Melbourne and Parkville. In South Parkville, **not one "C" Graded Heritage Place within the HO4 Precinct translated to the new Significant Grade**, whereas, in the West Melbourne HO3 Precinct, **almost ALL the "C" Graded Heritage Places translated to the new Significant Grade**. In the South Parkville Precinct these "C" Graded Heritage Places translated to Lovell Chen's default grading of **Contributory** without exception. Given that South Parkville has been recognised as one of the most significant and intact Heritage Precincts in Melbourne, this is NOT a credible outcome.

Problems resulting from the introduction of Amendment [VC148] to Clause 43.01 of the Planning Scheme

Council's Part B Statement includes an informative extract from the Explanatory Report for VC148:

A statement of significance will now be required to be incorporated into the planning scheme for each heritage place included in the schedule to the Heritage Overlay (a three-month transition period applies). The statement of significance for a heritage place is an important document because it justifies the significance of the place as a basis for its inclusion in the Heritage Overlay and is required to be considered when deciding an application.

Council's Part B Statement concludes by noting that no reliance on the transitional provisions will be required since the "Heritage Overlays proposed by the WMHR are accompanied by statements of significance." That is the situation for the West Melbourne area, because the relevant inventory includes detailed Statements of Significance for all those Heritage Places that have transferred to the new Significant Grade from the previous "A", "B" and "C" letter Grades.

However, in other suburbs that have not been the subject of Comprehensive Reviews [including Carlton and North Melbourne (ex City North area), Parkville, East Melbourne and Melbourne South Yarra] there are very few site specific Statements of Significance. While these suburbs will have suburban wide Statements of Significance, these "global" Statements will provide very little guidance in relation to the Assessed Significance of particular Heritage Places.

It is clear that the Assessed Significance of a Heritage Place is now a key consideration when assessing demolition, alteration and other matters [see Cl 43.01-8 Decision Guidelines, and the *Demolition* and *Alterations* Clauses of the proposed new Local Heritage Policy]. Given this situation, those Heritage Places without a site specific Statement of Significance will be particularly vulnerable in any Review Proceeding.

Quite simply, for most Heritage Places graded Significant [in the suburbs noted above] it will be impossible to ascertain [by reference to the Suburban wide Statements] **How the Heritage Place is Significant and Why it is Significant**. That is, there will be no easy way of knowing which heritage criteria [articulated in Planning Practice Note 1] were satisfied.

The situation for those Places graded Contributory will be even worse, as there will be NO Statements of Significance for Contributory Places anywhere in the municipality. These Places have no heritage significance in their own right, since the relevant heritage consultant has concluded that they do not satisfy any of the recognised heritage criteria recorded in the Planning Practice Note 1. If they did, they should be accorded a [capital "S"] Significant Grade. Indeed, if it wasn't for their location in a Precinct Overlay, these Places would have no heritage status at all.

Problems arising because key provisions of the Planning Scheme [the Heritage Schedules and Overlay Maps] were not exhibited concurrently, along with the revised Inventories and Policies.

The Association's analysis of these components revealed that there were at least thirty errors in the Schedule and maps. These errors were summarised in Exhibit 16 of the CRA's primary submission to the Panel Hearing. While any parallel errors in the Council's Exhibited Inventories can be corrected, errors in the MPS Schedules and Maps will have to be corrected in a subsequent Amendment, because these documents were not exhibited. The implications of this problem are serious; some of the Heritage Places recorded in the Inventories will have no protection because of mapping errors.

In my view the Panel and Council's resolution of this problem is a disaster [see p14 of 6.2 Attachment 3: Management Response to panel recommendations]. It is proposed to "Update the inventory to remove properties which are not in a Heritage Overlay." Why should the community accept this outcome, when many of the mapping errors have existed [and not been addressed] for YEARS. Interim protection should be afforded to any Heritage Places that currently fall outside a Heritage Overlay. Similar interim protection should also be afforded to other highly graded places that currently have NO protection, including those located in the University of Melbourne College Precincts.

Other Heritage Issues that have not been addressed adequately

When should a Heritage Place, that may include a "site, area, building, group of buildings etc" [Practice Note 1 p3], be designated as a Precinct Overlay instead of an Individual Heritage Overlay. The Carlton area includes at least one significant "individual" Heritage Overlay [HO 81, the site of the former Children's Hospital] that could justify a Precinct designation.

Problems with the recording of the Precinct Statements of Significance.

Those Statements which were relocated from the existing Local Policy 22.04 to the new Incorporated Document, for the most part, do not follow the format specified in Practice Note 1; given that the Council has had months to attend to this problem, this shortcoming cannot be justified.

For the Carlton area, the Council has not followed the recommendation of the lead consultant that all the Precinct Statements of Significance should be included in the new Incorporated Document, and not just those newly developed suburban wide Statements. [Lovell Chen (September 2015) Local Heritage Policies and Precinct Statements of Significance – Methodology Report p16]. Under the proposed arrangements the relevant Statements for the Carlton area are located in THREE separate Documents: the newly Exhibited Incorporated Document, the City North Incorporated Document and the Reference Document: Department of Planning and Community Development [2009] *World Heritage Environs Area Strategy Plan: Royal Exhibition Building and Carlton Gardens*. This Reference Document, at Page 34 [and following], includes the Statement of Significance for the World Heritage Environs Area Precinct.

Heritage Policy and the concealment of additions to Heritage Places and the concealment of higher rear parts of a new building: should these provisions apply in the City North Capital City Zone or not?

When the Amendment was first exhibited in April/May 2017, the concealment provisions APPLIED to Heritage Places within the City North CCZ. The Association found the late reversal of this position, in the context of the Panel Hearing, most unsatisfactory. In addition to the points raised in the CRA's

Supplementary Submission to the Panel Hearings [see below], I believe that any application [or not] of these concealment provisions must relate to the provisions of the relevant Design and Development Overlay and NOT the Zoning provisions. It is a fact that the DDO61 boundaries do not coincide with the boundaries of the City North Capital City Zone. This has resulted in an absurd outcome where the Concealment Provisions STILL apply to a small Heritage Overlay [west of the Haymarket Roundabout] which is within DDO61-A5 but OUTSIDE the City North Capital City Zone.

The CRA argued in the Supplementary Panel Submission dated 17 February 2019 that the application of the Concealment provisions within Heritage Overlays located in the City North Capital City Zone could be justified. The following dot points have been extracted from this submission. The Shift in policy:

- Fails to acknowledge that a key design objective of DDO61 [that applies to the City North area] is to “establish a mid-rise scale of buildings (6 to 15 storeys) that is distinct from the tall built form of the Hoddle Grid area to the south ...” While it may be appropriate to relax concealment provisions for those precincts where **High Rise buildings** are to be encouraged, City North is NOT one of these precincts
- Fails to acknowledge that the exhibited policy would not apply to any of those City North development sites that are not covered by a Heritage Overlay. Further, it would have almost no application to some sites **within** a Heritage Overlay, including University Square and properties included on the Victorian Heritage Register
- Fails to acknowledge the performance based nature of the proposed heritage policies, where the proposed concealment provisions are **not** mandatory, and it
- Fails to acknowledge those heritage related objectives and built form guidelines included in DDO61 that would complement the application of any concealment provisions. Table 2 of DDO61 includes the following guidance “The design of new buildings should respect the character, height, scale, rhythm and proportions of the heritage buildings” and “New buildings should step down in height to adjoining lower scale heritage buildings.”

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

Name: * Felicity Watson

Email address: * felicity.watson@nattrust.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 18 February 2020

Agenda item title: * 6.2 (Early Release) Planning Scheme Amendment C258 Heritage Policies review and West Melbourne Heritage Review

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



[2020_02_18_ntav_submission_to_fmc_agenda_item_6.2.pdf](#)

506.91 KB • PDF

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



18 February 2020

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

6 Parliament Place
East Melbourne
VIC 3002

Email: conservation@nattrust.com.au
Web: www.nationaltrust.org.au

T 03 9656 9818

Re: Agenda Item 6.2—Planning Scheme Amendment C258—Heritage Policies Review and West Melbourne Heritage Review

Dear Councillors,

The National Trust of Australia (Victoria) is pleased to write in support of the recommendations relating to Planning Scheme Amendment C258—Heritage Policies Review and West Melbourne Heritage Review, outlined in the report for Agenda Item 6.2.

While we have not had the opportunity to review the entirety of the documentation, we offer broad support for the recommendations from management, and commend the detailed and thorough response to submissions and the Planning Panel recommendations.

Planning Scheme Amendment C258 has been an extremely complex, yet necessary process. We note that the City of Melbourne has been instructed by DELWP that no new heritage reviews will be accepted or received until a gradings review has been undertaken, to bring the City of Melbourne's heritage regime into line with Planning Practice Note 1: Applying the Heritage Overlay.

We acknowledge Planning Panels Victoria's recommendation that the classification of all Significant places both outside and within precincts be reviewed and the places allocated to either an Individual Heritage Place or Contributory Heritage Place.

However we agree with the view of City of Melbourne management, outlined on p5 of the Management Response to Panel Recommendations, that this methodology was not discussed at the Panel hearing, and that submitters have not had an opportunity to be heard in relation to this proposal.

We therefore prefer Council's approach, which we supported in our submissions to Planning Scheme Amendment C258, to adopt a significant, contributory, and non-contributory classification system. We note that this approach has also been adopted in numerous other planning schemes.

We acknowledge the Panel's recommendation that high value individual places be recognised through relevant statements of significance, instead of classifying places as 'significant'. While we agree that it would be ideal to identify significance through comprehensive statements of significance, we acknowledge that there are a large number of places in the City of Melbourne which do not have statements of significance, and that the cost of undertaking this work would be prohibitive in the short term. We therefore support the pragmatic

approach proposed by the City of Melbourne in the exhibited Amendment, while urging Council to continue to undertake precinct-wide heritage reviews to update significance assessments for precincts and individual places.

We note that a further review of property gradings has revealed a small number of properties which were omitted from exhibition under C258. We support the view of management that these properties should retain their existing gradings while a separate planning scheme amendment is prepared to apply the conversion methodology to these properties. We urge Council to undertake this work as soon as possible following the resolution of C258. We are also pleased to note that Council has committed to undertaking a Heritage Data Project, addressing concerns raised through the planning scheme amendment process, which will greatly improve the quality and availability of data relating to heritage places.

To further address the issues raised during this planning scheme amendment process, we urge the City of Melbourne to advocate to the Minister for Planning and the Department of Environment, Land, Water and Planning for a comprehensive review of Planning Practice Note 1 which considers the Panel's recommendations for Planning Scheme Amendment C258, as well as other relevant Panel recommendations, and includes a process of consultation with local government, industry, and the community.

In conclusion, we urge the Future Melbourne Committee to accept all Recommendations provided by Management as set out in Agenda Item 6.2. We commend Council for the continued investment in heritage reviews across the municipality.

If you would like to discuss any aspect of this submission, please don't hesitate to contact me on

Yours faithfully,

Felicity Watson

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

Name: * Ja-Dee Hall

Email address: * jadehall77@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 18 February 2020

Agenda item title: * Planning Scheme Amendment C258

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.

Key points are:

There is no evidence to grade 435 Punt Rd as 'significant'.

We have provided an expert report from Green Heritage showing that the building should be graded as 'contributory'

We were not notified of the amendment

We were excluded from consultation and the panel hearing.

We have tried to engage with council for the past 6 months – but they have not provided any meaningful response and have not agreed to consider the expert evidence we provided.

Council has not followed due process and is not being fair.

We are asking that council consider the Green Heritage expert report (attached) and provide 435 Punt Road, South Yarra with a 'Contributory' grading.

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

Name: * John Petersen

Email address: * johnmichaelp@live.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 18 February 2020

Agenda item title: Agenda Item 6.2

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.

Melbourne's existing heritage guidelines, if they exist, are remarkably unsophisticated and are below the standard for most Australian cities and noticeably developer friendly. They reflect 1970s approaches to heritage ie pre Australia ICOMOS Burra Charter, the national standard and guideline for heritage preservation. I welcome and fully support the proposed new heritage guidelines and commend Council staff on them. They would bring the City of Melbourne to the same level of heritage guidelines that the NSW Heritage Office in Sydney introduced in 1996 and ensure that public interest in preserving heritage buildings is upheld. I would also like to see future heritage guidelines that support the retention of significant shopfronts, significant gardens, trees and vegetation, significant interiors and fixed and non-fixed movable heritage items and collections including significant public art.

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

Name: * John Shinnick

Email address: * john@climatecontrol.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 18 February 2020

Agenda item title: * Agenda Item Title: Planning Scheme Amendment C258

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.

Key points are:

1. There is no evidence to grade 435 Punt Rd as 'significant'.
2. We have provided an expert report from Green Heritage showing that the building should be graded as 'contributory'
3. We were not notified of the amendment
4. We were excluded from consultation and the panel hearing.
5. We have tried to engage with council for the past 6 months – but they have not provided any meaningful response and have not agreed to consider the expert evidence we provided.
6. Council has not followed due process and is not being fair.
7. We are asking that council consider the Green Heritage expert report (attached) and provide 435 Punt Road, South

Yarra with a 'Contributory' grading.

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

Name: * Karl Hessian

Email address: * karl.hessian@keikosolutions.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 18 February 2020

Agenda item title: * 6.2 (Early Release) Planning Scheme Amendment C258 Heritage Policies review and West Melbourne Heritage Review

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 Council adoption of Planning Scheme Amendment C258 Heritage Policies review and West Melbourne Heritage Review as presented.

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: * Kevin O'Rafferty

Email address: * scarecrow@iprimus.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 18 February 2020

Agenda item title: * 6.2 Planning Scheme Amendment C258 Heritage Policies review

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 commend Council for taking this initiative and making the Heritage Guidelines match community expectations. Melbourne is a great city, with a great legacy of historic buildings. Keeping just a front wall with a tower right behind or even directly on top is not heritage preservation, its the worst kind of compromise. I fully support the new Heritage Guidelines.

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: *

MARY KEHOE

Email address: *

kehoemccallum@bigpond.com

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

Future Melbourne Committee meeting

Date of meeting: *

Tuesday 18 February 2020

Agenda item title: *

Melbourne Planning Scheme Amendment C258 - Heritage Policies Review and West Melbourne Heritage Review

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



[am_c258_fmc_meeting_18.02.20_m_kehoe_submission.pdf](#)

245.66 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:

No

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

Lord Mayor and Councillors,
City of Melbourne
(By email)

Subject: Melbourne Planning Scheme Amendment C258 – Heritage Policies Review and West Melbourne Heritage Review

Agenda Item 6.2 Future Melbourne (Planning) Meeting 18 February 2020

Dear Councillors,

The attached documents in the agenda for the Future Melbourne Committee Meeting pertaining to Amendment C258 are overwhelming. It is unrealistic to expect that anyone has the time to wade through all the documentation and prepare a coherent response within a week.

I have prepared several submissions regarding Amendment 258 on behalf of the Hotham History Project and it has become increasingly complicated the further it proceeds. Because I have had limited time to prepare a submission to the Future Melbourne Committee meeting and have not had time to consult with members of my committee, this submission is my personal response. I will confine my comments to the recommendations in the Panel Report regarding the Classification System and Management's response.

Removal of 'Significant' Classification

A controversial recommendation in the Panel Report was the proposal to abandon the 'Significant' classification in the translation exercise from the current A to D gradings system to the classifications 'Significant', 'Contributory' and 'Non Contributory'. The Panel suggested a new category 'Individual Heritage Place' instead for those properties:

outside a precinct or where it is a place of heritage value situated amongst precinct properties, but it does not share the values of the precinct;

The Panel further argued that:

the use of a neutral term such as 'Individual Heritage Place' does not carry with it the connotation of superiority as is commonly associated with the term 'Significant'.

The Panel seemed concerned with the hierarchical nature of the 'Significant' grading and the Streetscape gradings. Their proposal would mean that the majority of Melbourne's wonderful heritage would only be classified as 'Contributory' to the precinct it was situated in. The Hotham History Project and some other community groups have had issues with the translation exercise and also with the term 'Contributory' and its definition in this Amendment. We have been concerned that heritage places are not deemed 'Significant in their own right' but only important because of their contribution to a precinct. We have always preferred the term 'Local Significance'

The Council's B submission to the Panel responded to these concerns by arguing that some submitters did not appreciate that:

all properties the subject of the gradings review are either individually places of Local Significance or parts of precincts which are of Local Significance and that the categories Significant and Contributory have been used to further describe heritage values within the designation "Local Significance". (Panel's emphasis)

However if heritage places are not recognised as 'significant in their own right' in the actual definition of 'Contributory' in the Local Policy it may prove extremely difficult to defend individual 'Contributory' places at VCAT if they are only important for their contribution to the precinct.

If we were indeed confident that all 'Contributory' places were considered important 'in their own right', the proposal to make most heritage places 'Contributory' could work to North Melbourne's advantage as the majority of North Melbourne's large number of heritage places are graded 'D' in the current scheme and have translated to 'Contributory' in the Amendment. (According to consultants Lovell Chen's methodology report, 1280 places in North & West Melbourne were confirmed as 'Contributory'. N & W Melbourne have relatively few 'Significant' buildings compared to most other suburbs).

As a redefining of 'Contributory' is unlikely to occur, especially in the short term, I support Council Management's rejection of the Panel's recommendation to remove the 'Significant' category as it is a transformative change to the Amendment and will affect the policies and inventory that have already been exhibited. I also agree that some buildings need more protection than others with more rigorous policy requirements.

Streetscape classification

The Hotham History Project was concerned when the consultants to the Heritage Policies Review proposed removing Level 2 and 3 Streetscape Gradings as only 10% of North Melbourne's heritage is in a Significant streetscape. We supported calls for a review of Streetscape Gradings.

We appreciate Management's argument that Level 1 Streetscapes has resulted in streetscapes retaining high levels of integrity as they are subject to full concealment provisions in Clause 22.05 and should be retained to ensure the ongoing protection of such streetscapes. Removing the 'Significant Streetscape' Grading would place heavy reliance on the Statements of Significance as the primary tool for assessing significance for individual buildings and entail revision of the Statements of Significance.

I therefore support Management's rejection of the Panel's recommendation to abandon the two-level grading of streetscapes.

Yours sincerely

Mary Kehoe
North Melbourne

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

Name: * Sylvia Black

Email address: * info@emhs.org.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 18 February 2020

Agenda item title: * 6.2 Planning Scheme Amendment C258 Heritage Policies review and West Melbourne Heritage Review

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 see attached document

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



[20200217_submission_final.pdf](#) 151.25 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: No

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

SUBMISSION TO FUTURE MELBOURNE COMMITTEE – 12 February 2020
by EAST MELBOURNE HISTORICAL SOCIETY

SUBJECT: AMENDMENT C258

Amendment C258 (in part) proposes to replace the existing A to D heritage gradings with a new Significant/Contributory system. The Amendment was the subject of a large number of submissions. Many of the submissions, particularly those from local residential groups and historical societies, remarked on the inaccuracies and inconsistencies of the Inventory, giving specific examples. There has been no attempt to rectify these mistakes. Instead the Council is proposing to submit the Amendment to the Planning Minister as is, saying that:

It is proposed that the properties that were omitted from the exhibited Inventory, ... , should all retain their existing gradings while management undertakes a separate future amendment to apply the conversion methodology to these properties.

And

... a new amendment will be prepared to convert the remaining A to D graded properties to the Significant / Contributory classification system.

This is unsatisfactory on a number of grounds.

- What is the time line? When will the final version of the Inventory be completed? It might be years.
- In the meantime it will mean working with two versions of the Inventory. If a property does not appear in the new version the old version will need to be checked too. The new version will become irrelevant.
- The proposal to include the properties that were omitted, does nothing to address other mistakes such as inaccurate addresses as a result of subdivision, or addresses which are simply incorrect. It will still be a faulty Inventory.
- Will the new Inventory iron out the inconsistencies? Only one property in the whole of the East Melbourne-Jolimont precinct has been deliberately down-graded, from C to non-contributory. Coincidentally this building is currently the subject of a VCAT appeal where its heritage grading, or lack of it, will play a critical part.
- The Inventory, certainly as it applies to East Melbourne and Jolimont, needs a thorough review and creating another piecemeal version will only delay that further.

We ask that Council takes this opportunity to create a document that will in the future be reliable and useful to all those companies and individuals who depend on the information contained in it to shape their plans.

Sylvia Black
Secretary

Privacy acknowledgement: *

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

Name: *

Felicity Watson

Email address: *

felicity.watson@nattrust.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 18 February 2020

Agenda item title: *

6.3 (Early Release) Heritage Owners' Pack: Heritage Design Guide and Heritage Owners' Guide

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



[2020_02_18_ntav_submission_to_fmc_agenda_item_6.3.pdf](#)

503.34 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:

No

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

18 February 2020

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



6 Parliament Place
East Melbourne
VIC 3002

Email: conservation@nattrust.com.au
Web: www.nationaltrust.org.au

T 03 9656 9818

Re: Agenda Item 6.3—Planning Scheme Amendment C258—Draft Heritage Design Guide and Draft Heritage Owner's Guide

Dear Councillors,

The National Trust of Australia (Victoria) is pleased to write in strong support of the Draft Heritage Design Guide and draft Heritage Owner's Guide presented in the Report to the Future Melbourne Committee at Agenda Item 6.3.

The protection of heritage places through the planning scheme is vital, but it is also essential to ensure that property owners and the community understand the policies that are in place to protect those places.

These visual, plain English guides are therefore important tools to enable the City of Melbourne's planning policies to be understood, and practiced in the day to day management and redevelopment of heritage places.

The investment in the development of these documents, as well as the consultation which informed it, clearly positions the City of Melbourne as a leader in heritage protection and management, and these guides will no doubt become an example for other Councils to follow. We are grateful for the opportunity to contribute to the development of the guides, and look forward to supporting their finalisation once Planning Scheme Amendment C258 has been resolved.

If you would like to discuss any aspect of this submission, please don't hesitate to contact me on

Yours faithfully,

Felicity Watson

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

*

Name: * Marcus Wigan

Email address: * mwigan@mwigan.com

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

Date of meeting: * Tuesday 18 February 2020

Agenda item title: General Business: Consideration of changes to Motorcycle parking

*

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 Melbourne City Council has been reviewing the use of footpaths in the central Hoddle Grid. The pedestrian movement levels have been increasing, and barriers to pedestrian movement are under review.

These include the extension of cafes into the walking space, bicycle hoops, and road furniture. All of these constrain the volumes of pedestrian flow.

The current review is of motorcycles on the footpath, and some proposals are made.

The tradeoff of a number of car spaces for motorcycle parking spaces is proposed, a policy long carried out and endorsed by the Motorcycles In Melbourne Committee. It remains to be seen how many of the other types of pedestrian barriers will be dealt with.

The paper before the Transport Committee is at <https://www.melbourne.vic.gov.au/about-council/committees-meetings/meeting-archive/MeetingAgendaItemAttachments/886/15805/FEB20%20FMC2%20AGENDA%20ITEM%206.4.pdf>

A key point not fully covered in the paper before the committee is the rapid growth of commercial food delivery scooters (and some small motorcycles).

These take up a great deal of space in the areas that they congregate, and are in general less likely to respect the other users of the footpath due to inexperience and commercial time pressures. It is also likely that they are unaware of the footpath parking guidelines that have been so successful over the years.

It would be prudent to assess these commercial uses of the footpath in the same way that other commercial uses of the footpath are paid to the council, and would have the dual effect of enhanced regulation and far better briefing and management of the riders.

Consequently we would suggest that an examination of the effect of moderating these commercial uses of scarce footpath space might have an early and immediate effect. It should in principle at least form part of the Councillors briefing on this issue, and might possibly alter the areas to be signed 'no motorcycle footpath parking' shown in the paper.

Road space, kerb space and footpath space are all under pressure, and space allocation and usage are all increasingly important.

Background

Professor Emeritus Marcus Wigan was an independent on the Motorcycles in Melbourne Committee for nearly 20 years, the independent on the Victorian Motorcycle Advisory Council for many years, and on the State Bicycle Committee for as long before that, and developed Vicroads Motorcycle Parking Guidance for Vicroads. His published papers on walking, cycling, freight, and accessibility are widely quoted on a continuing basis.

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

Name: * DAMIEN CODOGNOTTO

Email address: * damiencodognotto@gmail.com

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

Date of meeting: * Tuesday 18 February 2020

Agenda item title: MOTORCYCLE PARKING *

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 Motorcycle Riders' Association strongly opposes further reductions/restrictions on motorcycle & scooter footpath parking with out real consultation. What is planned against powered two-wheelers parking on Melbourne footpaths. In spite of a serious lack of rider education on and enforcement of both riding on footpath and pedestrian obstruction rules the system has worked very well for 40 years. The current anti-motorcycle culture in the Melbourne City Council has angered many of 440,000 Victorians who hold, and pay for, licences or learner permits to ride road motorcycles & scooters. Not all are active but many commute on two wheels and many vote in council elections. Melbourne has a big education industry. Many students ride commuter motorcycles & scooters. The City of Melbourne provides minimal facilities for commuter motorcyclists and has removed off-street and on-street motorcycle parking in recent years with little replacement. Examples: The off-street secure parking under the City Square has not been replaced. Plans for Exhibition Street published in newspapers have left out motorcycle & scooter parking entirely. Certainly, MRA calls for

secure off-street parking with lockers for protective clothing akin to facilities provided for bicycle riders, have been ignored. Of course with the City of Melbourne's failure to provide adequate on-street and off-street parking and failure to educate new riders and companies to footpath rules pressure on footpath parking rises. This is not riders who commute and/or visit the CBD fault. With the number of residents and students increasing and car parking space decreasing Melbourne has failed its' rate payers now and fails to plan for population increase which means many more motorcycles in Melbourne.

Please indicate No
whether you
would like to
address the Future
Melbourne
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Committee in
support of your
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*(No opportunity is
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meetings.) **

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

*

Name: * stephen mayne

Email address: * stephen@maynereport.com

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

Date of meeting: * Tuesday 18 February 2020

Agenda item title: 6.4 Motorcycle parking

*

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.

An excellent move but could the councillors amend it on the night and go a little bit further, perhaps by requesting that officers identify an additional 14 car parking spots to be converted to motor-cycle parking, bringing the total to 50 as part of this program.

The December 2019 quarterly financial report, also to be considered on Tuesday night, shows that council remains in a very strong financial position with net cash exceeding \$120 million. There was also the additional unexpected \$15 million in compensation from the Metro Rail project for the loss of City Square which arrived late last year.

Rates revenue is budgeted to rise by \$15m or 5.3% to a record \$297.6 million in 2019-20 so council is not exactly short of funds.

Whilst the officer report identifies \$868,788 in lost parking revenue from the proposed 36 conversions, remember that the 2018-19 budget jacked up parking fees and this led to a \$7.8m jump in council's parking fees revenue to a record \$54.5 million in 2018-19.

Parking fees are budgeted to hit \$56 million in 2019-20, although they are tracking \$929,000 behind budget after 6 months.

Given that a substantial majority of parking fee revenue is tainted by the burning of fossil fuels, it would be good for council's environmental credentials to accelerate diversification to other less harmful revenue streams.

Go on, be more ambitious councillors and get rid of a few more parking spots so there are even less motorcycles cluttering up the footpaths going forward.

Town Hall can well afford to do this and it would send the right message to the community, improve your environmental credentials whilst better servicing the growing needs of the motor-cycle community.

Regards

Stephen Mayne

0412 106 241

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

Name: * Owen Bentley

Email address: * owenbentley@me.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 18 February 2020

Agenda item title: * Item 6.4

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 wholeheartedly support the relocation of motorcycles from the footpath to on road parking. This should apply throughout the whole of the CBD.

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: * Stephen Bardsley

Email address: * okeh1@bigpond.com

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

Date of meeting: * Tuesday 18 February 2020

Agenda item title: Managing Motorcycle Parking

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 the City of Melbourne really want to successfully address the issue of overcrowding in Melbourne they might be best to consider not taking away motorcycle pavement parking. The suggestion that the number of motorcycles in the City has increased significantly so parking has to be taken from the pavements won't help reduce the overcrowding, it will most likely increase it by discouraging people from riding into the City, they may bring a car instead. Surely the City of Melbourne should be rejoicing at the increase in motorcycle use in the City, imagine the increased traffic congestion and air pollution if all the additional motorcycles would have instead been cars! It beggars belief the Lord Mayor and Councilors fail to appreciate how motorcycles are part of the solution to traffic congestion and so should be encouraged rather than chased out of the City. Motorcycle pavement parking is not the problem, but part of the solution to reducing congestion, pollution and overcrowding in the City, so encourage motorcycle riders in Melbourne, you know it makes sense,

Regards

Steve Bardsley

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

Name: * Rodney Brown

Email address: * rod.brown72@gmail.com

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

Date of meeting: * Tuesday 18 February 2020

Agenda item title: Managing motorcycle parking on overcrowded footpaths

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, Deputy Lord Mayor, Councilors and all relevant parties.*

The Lord Mayor has said that 'a survey shows that motorcycles and scooters are a major obstruction to pedestrians (no mention of pushbikes).' She has not suggested that motorcycles should be banned from footpaths.

Pushbikes and their footpath hoops appear not to be deemed by the City of Melbourne as an obstruction to pedestrians, tradies and delivery people.

But, what about the thousands of permanent pushbike hoops that have been dumped in and around the City that take up a huge amount of footpath space and are often underutilized?

Recommendation – in addition to current motorcycle footpath legislation:

That motorcycle parking spaces are integrated into existing pushbike hoops – and no extra pedestrian footpath space would be taken up!

For example, put a motorcycle parking space either end of a line of pushbike hoops (taking out two bicycle spots) and every three or four pushbike hoops put in motorcycle parking spots. (Motorcycle spaces to be marked 'Motorcycles Only'). The number of pushbike spaces would be only slightly reduced overall, so there would still be a large number of pushbike parking spots available particularly considering that these are under-utilized to start with.

It would be much safer for pedestrians and safe and convenient for motorcyclists to make the spaces available on entering the footpath. This will prevent the need to take a motorcycle past a dozen or so pushbike hoops (like motorcyclists have been doing for years prior to pushbike hoops).

Furthermore, in high motorcycle use locations, It is recommended that semi-mountable gutters be constructed for an easier exit for motorcycle riders and safer for pedestrians. There are millions of motorcyclist dollars (Motorcycle Safety Levy) locked away in the bank vault to carry out all the work I have mentioned.

Motorcyclists need footpath parking for many reasons, such as convenience, safety, security, tourist attraction, taking up less road space and more, just like pushbike riders.

I have seen examples of this hoop sharing in Qld and Geelong Vic (I am able to supply evidence of this if needed).

Regards,

Rodney Brown Motorcycle advocate

20 Benson Road, South Gisborne 3437

M.0416 157 938

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



[city_of_melbourne_transport_strategy_2018.docx](#) 18.82 KB • DOCX

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.) **

Cr Sally Capp
The Lord Mayor
The City of Melbourne

9/3/2019

Dear Lord Mayor, Deputy Lord Mayor, and Councilors

Re Motorcycle Footpath and Kerbside Parking

I would like to make the following submission in response to the refresh of the City of Melbourne Transport Strategy.

With the large increase of motorbikes and scooters on our roads, I find the draft Transport Strategy Refresh paper falls far short of the likely increase in demand for this mode of transport. The Transport strategy paper does very little to encourage motorbike and scooter transport.

The Strategy mainly promotes three modes of transport - pushbikes, pedestrians, and public transport. Prohibiting parking of motorbikes on the footpath and kerbside to build more pushbike lanes, definitely does not make motorcyclists feel welcome and safe in the city.

Motorbikes and scooters have a legal right to park on footpaths and kerbsides in Victoria.

Footpath and kerbside parking for motorcycles has been drastically reduced in many city locations, for example:

No parking zones for motorcycles

- Shared pedestrian footpaths with pushbike riders
- Permanent cycle stations in Melbourne; one cycle station is equivalent to parking a bus permanently on the footpath.
- **Thousands of permanent pushbike hoops dumped all over the footpaths and more to be erected cluttering the footpath. Pushbikes need to be provided with allocated parking, freeing up footpath space for pedestrians and street improvements**
- Kerbside parking areas taken away and replaced by pushbike lanes
- Melbourne's trend to having footpath style cafes as in Europe.
- Street closures.

With increased numbers of local, interstate and international motorcycle riders traveling in and out of the city, additional safe, secure and convenient permanent parking space is needed. Parking areas need to be safe to enter and exit from and in close proximity to motorcycle precincts and cafes/stores/shops frequently visited by riders. Motorcyclists find footpath and dedicated motorcycle kerbside parking to be safe and convenient. It adds to the vibrant atmosphere of our city, especially for tourists.

I would like to conclude by stating that motorcycles are an important sustainable mode of transport. They alleviate ever-increasing traffic congestion and parking pressures. Footpath parking is very safe and convenient for riders and pillion passengers for the purpose of work, shop and to socialize

Concern about noise and air pollution mentioned in the report does not take into account that electric motorcycles are already here, and more are likely on the way in the future.

I sincerely hope the City of Melbourne fully supports motorbike parking on footpaths and kerbside in accordance to the Road Safety Rules, when finalizing the Transport Strategy.

Yours sincerely

Rodney Brown Motorcycle Advocate

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

*

Name: * Wes Lawton

Email address: * wesleylawton1@bigpond.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Submissions (Section 223) Committee

Date of meeting: * Tuesday 18 February 2020

Agenda item title: motorcycle footpath parking

*

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, not much use going into the fore's and against argument , all I would like to say is that you will be sorry in the future if you amend no parking on footpath's, because there will become a day when [like a lot of cities around the world that are banning cars from entering CBD's because of pollution and congestion] the current law will be needed, this is another law that has been brought up to be changed without any proper fore thought , mark my words. The current situation is working perfectly well and you only have to ask international visitors and they will tell you that they wished they had it as it relieves congestion and leaves more car spaces, why not add MORE motorcycle parks as well as leaving the current situation as is, because you will see that in the future that is what will be needed, LEAVE WELL ENOUGH ALONE and move on with more pressing issues, how trivial is this " no parking on the footpath" thing, isn't there better things to remedy ? Regards Wes

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: * Jodi Ingham

Email address: * jodi.ingham@deliveroo.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 18 February 2020

Agenda item title: 6.4 Managing motorcycle parking on overcrowded footpaths

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.

Melbourne's vibrant restaurant scene is the envy of the world. Unfortunately in recent weeks, Melbourne has seen the closure of several iconic venues – the reasons are varied but all point to the fact that the sector is under stress.

Deliveroo supports the continued efforts from the City of Melbourne to create a safer city for tourists, residents and businesses and hopes that this could be done without having a negative impact on local businesses. Has the City of Melbourne considered the impact these changes may have on restaurants, many of whom depend on online ordering, and by definition, delivery couriers for viability? Restrictions on motorcycle and scooter parking within Melbourne CBD can have a material impact on a restaurant's ability to successfully offer delivery to online consumers.

Deliveroo works closely with thousands of restaurants to allow them to tap into the online delivery part of the market

including over 750 restaurants in Melbourne's CBD. We have delivered millions of orders to hundreds of thousands of consumers across the greater Melbourne area. Over 90% of deliveries are completed by motorcycle or scooter couriers. Deliveroo partners with over 500 motorcycle or scooter couriers in Melbourne CBD alone to support the restaurant industry.

Deliveroo operates 24/7 in Melbourne CBD – 60% of orders are placed and delivered after 5pm in the evening with the busiest hours for food delivery between the hours of 6pm & 9pm.

We suggest that the City of Melbourne considers the following modifications to the proposed roll-out I to support the restaurant sector:

Making a significant number of the new parks 15 mins max to facilitate couriers

Locating the motorcycle bays in close proximity to restaurants who rely on motorcycle couriers

Applying restrictions only during hours of heavy foot traffic

We would welcome the opportunity to appear at the meeting to discuss.

Jodi Ingham

Head of Operations – Deliveroo

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 acknowledgement: *

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

Name: *

Rob Salvatore

Email address: *

victorianmotorcyclecouncil@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 18 February 2020

Agenda item title: *

6.4 Managing motorcycle parking on overcrowded footpaths

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 refer to attached VMC submitted document.

VMC is unable to attend the meeting due to competing organizational demands.

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



[2020_02_18_vmc_submission_fmc_footpath_parking.pdf](#) 198.27

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:

No

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



Re: February 18th 2020 CoM FMC Meeting Submission, Agenda item 6.4

Dear Councillors.

While the VMC is supportive of efforts to reduce footpath congestion and is supportive *in principle* of the intent of the motorcycle footpath parking proposal contained in agenda item 6.4 of the CoM FMC 18th February 2020 meeting, the proposal is fatally and critically flawed in its current form and must be withdrawn.

The proposal must be withdrawn for the following reasons:

- The current proposal is **not** the same proposal reviewed and endorsed at the November 2019 Motorcycles in the City of Melbourne Committee meeting.
- The proposal contains two critical and fatal errors – namely that the detail is not consistent with the headline proposal.
- In its current form, it is setting up a significant parking conflict in the King street precinct.

TWO CRITICAL / FATAL ERRORS:

The proposal reviewed and endorsed at the November 2019 Motorcycles in the City of Melbourne Committee consultation meeting was based on removal of 122 on footpath bike spots, replaced by 120 on street spots via the conversion of 34 car spaces - an approximate ratio of 1 car space to 3.5 bikes, but also importantly virtually a 1:1 replacement.

The first critical error is that the proposal in front of the FMC is said to be the removal of 174 on footpath parking spots, replaced by 151 on street spots via the conversion of 36 car spots. Not only are more bikes being restricted, this headline indicates 31 more on street parking spots are to be provided by converting only **two** more car spaces. This is **not physically possible**. This equates to a conversion ratio of one car space to 4.2 bikes which is for all practical intents and purposes, impossible. Please take note of the conversion ratio of 1:4.2, as it is not supported by the detail contained later in the proposal.

The second critical error is laid bare in the diagram shown on page 6 of the proposal. It identifies 174 restricted parking locations but critically, shows only 126 replacement on street parking spots in the 36 converted car spaces. The detail therefore does NOT support the proposal as 126 is significantly less than the proposed 151 places. It is also significantly less than the 1:1 replacement ratio endorsed by the November 2019 consultation meeting but interestingly, is a figure consistent with the 1:3.5 conversion ratio.

KING ST PRESSURE and MISALIGNMENT:

The detail on page 6 shows 92 bike spots being removed in the King St precinct and replaced by 55 on street places in the general wider area. Clearly this area sees a bias in bike traffic, so it will be a keenly felt parking restriction should it go ahead. Given that the 92 on path spots was determined by a survey in the winter off peak riding season, this disparity of nearly 2:1 will

almost certainly be much greater in the Spring and Summer riding seasons when bike traffic is considerably greater. The 55 on street spots will face significant pressure as it stands in the winter base case, let alone what can be anticipated in peak riding seasons. And the pressure will only increase as motorcycle trips into the CBD increase with the popularity of bikes over time.

The detail on page 6 also appears to show some misalignment between the proposed restrictions and proposed replacements indicating that the allocated parking may be in areas that are not restricted which needs a much closer review by stakeholders.

OTHER CONCERNS:

An email sent to Cr Gilley, Mr Gorelick and Ms Bailey, on this topic identifies several other issues, considerations and concerns, e.g., targeting footpath parking above more frequent footpath obstructions. They will not be tabled here, but will be shared with the CoM motorcycle committee through our member representative.

WILLING TO WORK TOWARDS AN ENDORSEABLE PROPOSAL:

As the proposal currently stands, it must be withdrawn.

As the peak Victorian representative rider group, the VMC stands ready to work with CoM on developing an endorsable proposal. At the very least, CoM should rework the proposal in detail with its own Motorcycle consultation committee, of which the VMC is a member, and ensure that the agreed to and endorsed proposal is the one submitted for FMC endorsement.

Yours sincerely,

Rob Salvatore B.Eng Mech(Hons), RoSPA(Dip)
VMC - Vice Chair
Ministerial Motorcycle Expert Advisory Panel Delegate

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

Name: * Wendy Taylor

Email address: * wendy.taylor@live.com.au

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

Date of meeting: * Tuesday 18 February 2020

Agenda item title: * Future Melbourne (Transport) Committee Agenda item 6.4 Managing motorcycle parking on overcrowded footpaths

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.

My name is Wendy Taylor. I am a motorcycle rider, a City of Melbourne ratepayer and long time resident. I have been involved in motorcycle safety as an advocate, a practitioner and an auditor for twenty years, and I am currently a higher degree research student undertaking research into motorcycle culture and safety. I am a member of the City of Melbourne Motorcycle Consultative Forum and its predecessor Motorcycles in the City of Melbourne committee. When the CoM invited me to attend consultation, workshops, meetings etc about the CoM transport strategy refresh I attended and participated.

During the two years of the transport strategy refresh consultation it became clear to me that Melbourne city needs space for people to thrive, and somehow get along despite sometimes many conflicting wants, needs and differences. The City environment needs degrees of "give and take" for it to be a vibrant, dynamic, and safe place people want to use to work, play and live, now and into the future.

With reference to the Report to the Future Melbourne (Transport) Committee Agenda item 6.4 Managing motorcycle parking on overcrowded footpaths, on page 2 of 6, item 5 Stakeholder consultation I reference specifically the sentence: "The forum agreed that other items such as bike hoops and signs obstructing pedestrian access should also be considered for removal".

We - the motorcyclists - stated in the motorcycle consultative forum with regards to the footpaths in question that other clutter/ hazards must be removed - bike hoops and options for bicycle parking, furniture, signs obstructing pedestrian access etc., to provide clear passage for pedestrians.

As long as the City of Melbourne removes other obstacles on these footpaths, I support the report recommendations.

Thank you.

Wendy Taylor

Please indicate Yes
whether you
would like to
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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: * Cate Hughes

Email address: * ToyRun4FrBob@iinet.net.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 18 February 2020

Agenda item title: * 6.4 Managing motorcycle parking on overcrowded footpaths

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.

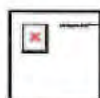
As attached.

I had intended, requesting an opportunity to address the Future Melbourne Committee, but unfortunately now unable to attend.

However, I would really appreciate Councillors having the opportunity to consider my submission, prior to the meeting, and hope that it can be made available in time for them to do so.

Apologies for missing Councils recommendation of submitting by 2pm yesterday.

Cate Hughes
Organiser/Co-ordinator
Toy Run For the Father Bob Maguire Foundation
0412049504



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

[submission_com_re_cbd_motorcycle_parking_18feb20_meeting.doc](#)

166.40 KB · DOC

Please indicate whether you would like to No
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.) **

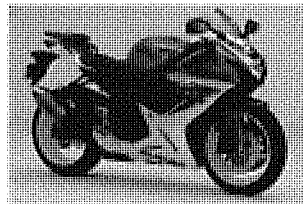
Submission highlighting rider concerns in relation to motorcycle parking in the City of Melbourne (CoM)

Motorcycles and scooters are not 'one size fits all' modes of transport, they require varying levels of skill to ride, and couldn't be more different to cars. CoM have 'lumped' them in with cars in long term plans.

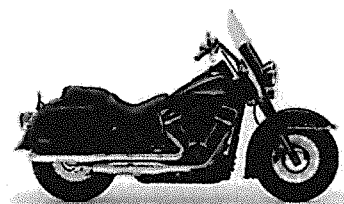
They vary in size, from little scooters to large touring motorcycles; at least 12-15 different basic types, ranging from small engines to similar cubic capacity of small cars, and thousands of different models. That is where any similarity with cars ends. *Examples below not to scale*; a detailed document of the full range of basic types, including descriptions and photo's, available if interested.



Small - Vespa Scooter



Medium - Suzuki Supersport



Large - Harley-Davidson Softail® Cruiser

However, as vulnerable road users, disregarded and/or disrespected by car drivers, with two/three wheels, and minimal impact on the environment, they have more in common with bi/tri-cycles; particularly as they continue their transition to electric powered.

OVERVIEW

Parking a motorcycle or scooter

Slopes – motorcycles and scooters can not park on a slope; they will fall over, or get blown over by wind. Motorcycles predominately have a left side stand, and scooters have either left side stands or centre stands.

Safe entry and exit – motorcycles and scooters do not have reverse gear*, and need to be able to safely enter and exit parking. This means the rider has to be able to safely push backwards with their feet ie when parking to a kerb, and/or be able to safely ride forwards to exit. These factors determine the number of motorcycles and scooters able to park safely, to one kerb or centre of road car parking bay, along with their variations in size.

*rare exceptions eg Honda Goldwing.

Surface – a non slippery hard surface is essential for rider safety and stability.

Charging stations for electric powered motorcycles and scooters – necessary to accommodate the increase in these machines now, and through the next decade.

- Both motorcycle and scooter riders, have been using footpath parking in the CoM cbd, sensibly and safely, for over three decades. They are adept at choosing otherwise unusable spaces, tucked in between trees, and permanent footpath 'furniture' ie poles, bins, utility junction boxes, post boxes, public phone booths, seating etc. The safety and stability of their machines, is as important to riders, as not obstructing pedestrians. Why risk having their motorcycle or scooter knocked over?
- The majority of motorcycle and scooter footpath parking, is used by commuter riders, working in offices, retail, hospitality, and construction, who have chosen to utilise a cost effective form of transport, which has minimal impact on road congestion, and parking.
- Motorcycles and scooters are currently transitioning to electric powered, and many riders will choose these environmentally friendly machines, particularly commuters.

Purpose and background

"3. The Strategy* calls for CoM to free up space for people walking by providing an initial 300 additional on-street motorcycle parking bays and refocusing motorcycle parking off the footpath in busy areas. This proposal is one initiative to reduce footpath congestion."

Have motorcycles become the CoM's main focus in reducing footpath congestion? There are many examples of inappropriate placement of trader sandwich boards & their wheelie bins; rows of unused/underutilised bicycle hoops; hire bicycle stations; hire bicycles dumped/dropped to trip over; billboard bicycles & unregistered scooters used for advertising, and placed intentionally to attract pedestrian attention; and skateboards & long handle push scooters, manual & small motor assisted, 'sharing' footpaths with pedestrians.

More recently, issues involving commercial, hire, and food premises delivery scooters, motorcycles, and bicycles behaviour on footpaths, jeopardise decades of sensible, safe footpath parking, by motorcycle and scooter commuter and leisure riders.

2. *Transport Strategy 2030 (the Strategy*) outlines the City of Melbourne's (CoM) policy directions for the next ten years with a vision for a city that is safe, liveable and prosperous for all.*

Key issues

6. In order to free up footpath space, it is proposed to restrict motorcycle parking and to provide on-street motorcycle spaces to accommodate displaced motorcycles. Thirty-six on-street paid parking bays will be converted to create 151 free on-street motorcycle parking bays; and 7.2. Convert 36 kerbside and centre of road paid parking bays to 151 free on-street motorcycle parking bays as shown in Attachment 4 of the report to management.

1. "... 151 free on-street motorcycle parking bays ..." **do not replace 174 removed.**

2. **Has the CoM sought any advice, from a range of directly affected motorcycle and scooter riders, as to the suitability, of the 36 kerbside and centre of road parking bays chosen?** ie have slopes, safe entry and exit, surfacing, and charging stations for electric powered motorcycles and scooters, been considered?

3. **Are riders guaranteed on-street motorcycle and scooter parking will remain free?**

Stakeholder consultation

6. An "inform" engagement strategy is planned before changes to motorcycle parking are implemented:

6.1. Traders in the vicinity of the parking changes will be notified three weeks prior.

6.2. Notify motorcycle riders via motorcycle groups.

6.3. Information signs advising of the parking changes will be placed on site at the impacted locations three weeks prior.

6.4. Media campaign.

"An "inform" engagement strategy ..." is NOT stakeholder consultation, and unacceptable, ie changes to be implemented, without adequate, and appropriate advice from riders, who will be expected to utilise them. Which 'motorcycle groups' will be 'notified'; does CoM have a comprehensive list of ALL motorcycle AND scooter groups, not just those who are selectively 'invited' to 'consult'?

7. Surveys will be undertaken post implementation to determine the impacts of the changes in the local area.

Will motorcycle and scooter riders, impacted by these changes, be included in the surveys? In any case, it is **too late after the fact** (post implementation), **for feedback on the practical aspects, that needed to be considered, prior to implementation,** ie slopes, safe entry & exit, surfacing, and charging stations for electric powered motorcycles and scooters.

Relation to Council policy

8.1.2 Action 4: Free up space for people walking by providing an initial 300 additional on-street motorcycle parking bays.

300 became 151; that is HALF, and totally inadequate, as 300 is also.

SUMMARY

- No mention of scooters in their own right; they *are* different to motorcycles, are a significant percentage of footpath parking users, and have been for decades, *alongside* motorcycles. The two, plus trikes and sidecars, are often referred to as 'powered two & three wheelers'.
- Inadequate *REAL* consultation with *BOTH* motorcycle and scooter riders.
- Blatant omission of consultation, with motorcycle and scooter riders, on the practical implications, and safety & suitability, of kerbside and centre of road car parking bay conversions.
- Need for awareness, of the diversity of riders using footpath parking, ie they are from all walks of life, ages, genders, cultures, abilities, and disabilities, and contribute in some way, to the overall economy and character, of the CoM cbd. Motorcycle and scooter riders experience and needs, are no less valid, than any other road or footpath user, vulnerable or not.
- Absence of consideration, for changes in motorcycle and scooters to electric powered, resulting in cost effective, and environmentally friendly, forms of transport, particularly for commuters.

How ironic that footpath motorcycle and scooter parking, unique to Victoria, was "... initiated by Lord Mayor Trevor Huggard, and won for the motorcycle and scooter community, by the Motorcycle Riders Association (MRA)..."; in the 1980's.

Now, when this minimal impact mode of transport, has increased dramatically over 30+ years, and is continuing to grow, CoM seem intent on discouraging, by reducing parking, instead of forward planning, to accommodate increased parking needs to date, and for the future.

This submission is based on the concerns raised, by many riders over the last few years, since motorcycle and scooter footpath parking, has become a focal point of CoM, to limit and/or remove.

Cate Hughes
Organiser/Co-ordinator
Toy Run For the Father Bob Maguire Foundation

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

Name: * Christopher Gray

Email address: * licmarilyn@gmail.com

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

Date of meeting: * Tuesday 18 February 2020

Agenda item title: Managing Motorcycle Parking On Overcrowded Footpaths *

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 demand for motorcycle parking is very much seasonal, with higher demand in the summer months and lesser demand in the winter months.

Could the Director Of Infrastructure and Assets please provide a few examples where the needs analysis for future assets, who's beneficial users follow such seasonal demand pattern (e.g. Bicyclists and provision of Bicycle paths) has been based on a sole survey taken in the low demand, winter period?

Would the Director Of Infrastructure and Assets agree to take another survey now, in the peak demand period, to gain a complete and full understanding of the current demand and geographical spread of motorcycle parking in the city and in doing so, revise the submission accordingly to satisfy peak demand for motorcycle parking?

Could the Director Of Infrastructure and Assets please clarify how future growth in motorcycle users has been factored in to the assessment and the proposed provision of only 151 replacement spaces?

And finally, what additional projects will be completed prior to the change taking effect, to provide the 300 additional on street motorcycle bays stated in 8.1.2 of the submission paper?

Please indicate Yes No
whether you
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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: * Ernie Sanchez

Email address: * ernie.c.sanchez@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 18 February 2020

Agenda item title: * Motorcycle parking

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. I have been made aware by the Victorian Motorcycle Council (VMC) that the current proposal has less motorcycle parking than what was publicly exhibited previously.

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

If so, then the process is not genuine consultation or fair. Please defer a decision on this matter until the amount of motorcycle parking is worked through and agreed with the VMC.

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: * Geeganage Weerasuriya

Email address: * dilesh.w@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 18 February 2020

Agenda item title: * Opposing the prohibition of street parking for motorcycles.

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 effort to allocate designated parking zones is certainly appreciated. But it is perceived as a systematic effort to hinder motorcyclists from parking in the city and to eventually escalate it to a revenue stream. First it would be to ban sidewalk parking on some streets because there is designate parking bays. The next step would be to expand the ban to all sidewalks. And later those parking bays would no longer be free.

If providing more parking spaces is the goal, yes increase designated parking bays. but there's no reason to ban parking on the sidewalks.

If public safety is the concern, current laws DO dictate that motorcycles should be parked in a way that they do not hinder pedestrian movement or cause hazards. The authorities can enforce these laws strictly to achieve the intended

purpose of public safety.

Please indicate No
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(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: *

Javier Suarez

Email address: *

javisuarez86@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 18 February 2020

Agenda item title: *

Victoria motorcycle council

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 support the idea of leave free the parking areas for motorbikes.

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: * John Eacott

Email address: * secretary@amc.asn.au

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

Date of meeting: * Sunday 16 February 2020

Agenda item title: 6.4 Managing motorcycle parking on overcrowded footpaths

*

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 Secretary of the Australian Motorcycle Council, our submission is in full support of that made by the Victorian Motorcycle Council.

We call on this Agenda Item to be withdrawn and only resubmitted when properly researched and referenced to the City of Melbourne Motorcycle Committee and all stakeholders.

It is obviously based on flawed assumptions, inaccurate data and fails to create motorcycle parking bays in accordance with Australian Standards. This exposes riders to both unsafe parking and to a high risk of accidents involving damage to their PTWs and possible injury to themselves.

Please indicate No
whether you
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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: Peter DeHaan

Email address: PDeHaan@sewells-msxi.com

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

Date of meeting: Tuesday 18 February 2020

Agenda item title: Motorcycle Footpath Parking

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 concerned at the current proposal to remove footpath parking from several city streets and replace it with on road parking. While I understand that the footpaths are an increasingly cluttered space, particularly around high density areas such as train stations, the current proposal does not adequately address the issue of relocating the motorcycle parking. It appears that the proposal is being put forward without adequate consultation to the wider riding community. While you may have consulted your own motorcycle committee and the VMC, there has been no publicity regarding this proposal from either of these committees or by the CoM to the wider motorcycling community. Thus, this proposal seems to be one of stealth.

Your report mentions "Motorcycles, café equipment and temporary signs account for 89 per cent of the temporary objects causing obstruction." However it does not identify that actual amount of motorcycles as a proportion of this

89%.

The proposal seeks to 'Convert 36 kerbside and centre of road paid parking bays to 151 free on-street motorcycle parking bays as shown in Attachment 4 of the report to management.' This will mean an average of 4.2 motorcycles per bay. I am not an engineer but I have no confidence that over four motorcycles can fit comfortably in one car space especially when some of those bikes may be large cruisers or adventure tourers. This does not appear to be a fair trade.

The report notes that "Converting 36 paid parking bays to 151 free motorcycle bays will result in the following costs: 2.1. An annual loss of parking meter revenue of \$868,788 and parking infringement revenue of \$34,000". However there is no mention of revenue gained from a likely increase to the number of infringement notices issued to motorcycles who are parking on the footpath in areas which will no longer be permitted.

The proposal provides no timeframes. It does not mention when the footpath parking will be removed and how long it will take to convert the on road parking to footpath parking.

The proposal does not acknowledge that removing footpath parking from some areas will lead to greater congestion in others leading to obvious problems.

The proposal does not address the increase in motorcycle traffic which is project to occur over the coming years - particularly low capacity scooter/moped commuters.

The proposal does not address the issue of delivery riders parking their motorcycles on the footpath either temporarily or for long periods of time. These riders are often non permanent residents or international students who do not understand or even know about road rules. It is also important to note that this group of riders is very different to your regular commuter who generally has a good understanding of the requirements of footpath parking and their responsibilities. This proposal will not reduce inappropriate footpath parking by delivery riders - it will in fact lead to more cluttered spaces elsewhere. Why hasn't the council contacted these groups to work with them to inform them and possibly change behaviour? Why aren't these groups parking in loading zones to deliver their goods (which they are entitled to under the road rules if they have an appropriate sign on their vehicle)? You aren't consulting with the right people because it appears that you've put that in the too hard basket. And I acknowledge that it's challenging but as long as we all continue to order food using UberEats or Deliveroo we are all part of the problem. It is unfair to penalise all riders for the actions of a few. You are attempting to create an infrastructure solution to a behavioural problem without even exploring alternatives.

Overall I would be very concerned if councillors were to vote on this proposal based on the report alone. It raises more

questions than it answers, and there needs to be much more background work carried out including more consultation with motorcycle riders and delivery riders.

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Committee or the
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Committee in
support of your
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*

Name: * Mark Stuart

Email address: * mstuart3450@outlook.com

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

Date of meeting: * Tuesday 18 February 2020

Agenda item title: Managing motorcycle parking on overcrowded footpaths.

*

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.

Motorcycles are obviously better for the environment than cars with much lower emissions and less fuel usage. It just makes sense to encourage more motorcycles into the city rather than cars.

I and many other taxpaying voting motorcyclists strongly oppose further reductions of and/or restrictions on motorcycle & scooter footpath parking without real consultation. New terms of reference mean the Motorcycle Riders Association (MRA) has no representation on the Motorcycles In Melbourne Committee after 30 years. What is planned by Melbourne City Council (MCC) against powered two-wheelers parking on central business district (CBD) footpaths? The plan for Exhibition Street is an indication of the trend to ban motorbikes. In spite of a serious lack of rider education on and enforcement of riding-on-footpath and pedestrian obstruction rules, the system has worked very well for 40 years.

The current anti-motorcycle culture in the MCC has angered many of the 440,000 Victorians (VicRoads 2019 figures) who hold, and pay for, licences or learner permits to ride road motorcycles & scooters. Not all are active but many commute on two wheels and many vote in council elections. The number of bikes visiting CBD must increase. Claims that motorbikes blocking disabled car bays are a major problem, are vilification. Rubbish bins not bikes are at fault in the vast majority of cases. The MCC's failure to educate people on, and enforce bin rules, is at fault.

Melbourne has a big education industry. Students ride motorcycles & scooters. In recent years RMIT spent \$800,000 on secure bicycle parking with lockers and showers. The MCC provides minimal, if any, facilities for commuter motorcycle & scooter riders. The MCC removed off-street and on-street motorcycle parking in recent years with little on-street and no off-street replacement. Examples: The off-street secure parking under the City Square has not been replaced. Plans for Exhibition and Elizabeth Street upgrades published in newspapers left out motorcycle & scooter parking entirely. Certainly, MRA calls for secure off-street parking with lockers for protective clothing akin to facilities provided for bicycle riders, have been ignored.

The MCC's failure to provide adequate on-street and off-street parking and its' failure to educate new/visiting riders and courier/fast food companies on footpath rules puts pressure on our footpaths. This pressure is not the fault of riders who commute and/or visit our CBD, it is the fault of city planners. With the number of students, residents and visitors increasing and car parking space decreasing Melbourne has failed its' current rate payers. Failure to plan for population increase, which means many more motorcycles in and around Melbourne means major CBD problems for both riders and pedestrians in the city.

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Committee in
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submission:

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heard at Council*

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Name: * Rupam Sharma

Email address: * rupam.sharma79@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 18 February 2020

Agenda item title: * Reduction of and/or restrictions on Motorcycle parking

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.

Main cause of crowded footpaths is because of Rubbish bins blocking the footpaths and parking spot exits. There is a lot of delivery services which also do not help by blocking the footpaths.

My suggestion is not to go backwards in time and put restrictions on 2 wheeler parking but to find a solution for the problem.

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.) *

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

Name: *

Ewan Ogilvy

Email address: *

ewanogilvy@bigpond.com

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

Future Melbourne Committee meeting

Date of meeting: *

Tuesday 18 February 2020

Agenda item title: *

Item 6.5 Responding to the Climate & Biodiversity Emergency

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.

See Attachment

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



[feb20_fmc2_item_6.5_climate_emergency_e.ogilvy_submission.pdf](#)

352.92 KB • PDF

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17 February 2020

The Right Honourable Lord Mayor Sally Capp and Councillors, City of Melbourne
 [By email] lordmayor@melbourne.vic.gov.au
 GPO Box 1603 Melbourne
 Victoria, 3001

**SUBJECT: Responding to the Climate and Biodiversity Emergency
 Agenda Item 6.5 FMC Meeting 18 February 2020**

Dear Mayor and Councillors

In my view this document, together with the original Declaration, is a really important initiative. When other levels of Government, particularly the Federal Government are taking a “no problem here” approach, it is really important for local government and our capital cities to take a lead. Good precedents can stimulate other levels of government and the community to take meaningful action.

In this context, the document before Council is a great first step. It was a little disappointing though, that the community wasn’t afforded an opportunity to contribute to the paper before its release. Given the importance of the subject matter, it was also quite surprising that the section “Melbourne’s current emissions” did not include more recent data. Given the Emergency Declaration, the Council must provide information more recent than 2017!

In order to track the Council’s progress against established targets, it will also be important for the Council to provide regular updates, at least on a six monthly cycle, and preferably quarterly. The Council should also provide a more detailed breakdown of the key emitters, especially the Commercial Buildings and the Manufacturing and construction sector. The city must make good use of both hard copy publications [eg the City of Melbourne Magazine] and online newsletters to report any progress.

Further suggestions in relation to the different priority areas.

1 Transition Council Operations from fossil fuels

While the focus here is upon the Council’s internal operations, Council should also insist that contractors and consultants providing services, consumables and equipment to the Council are similarly committed. And, not just committed, but can demonstrate this commitment through satisfying established performance benchmarks. For example, the Council should NOT retain the services of any firm which hasn’t signed up to the relevant professional Climate Emergency Declaration [eg Engineers Declare, Architects Declare etc].

4 Embed climate change and biodiversity action into Council processes, programs and design and construction of assets.

Taking measures to increase the number of carbon neutral major events is a welcome initiative. But, the Council must also consider reducing its exposure to energy INTENSIVE events like the White Night event. In a similar vein, any subsidies or grants to major sporting and entertainment venues MUST be conditional on these venues adopting AND implementing onsite renewable initiatives and/or significant investment in new off-site renewable energy projects. Recent satellite imagery of our major sporting complexes would suggest that many have minimal onsite energy generation capacity.

Similarly, the recipients of Council Grants and In-kind support must be able to demonstrate, in their applications, that they share the Council's commitment to zero carbon emissions.

5 Mandate greening and zero emissions buildings through the Planning Scheme.

It must be recognised that the current Planning Scheme provisions are incredibly weak. While many of the State and Local Planning Policies include laudable goals, there are almost no provisions that can require [mandate] desired outcomes. If the State Government, which has primary responsibility for the content of Planning Schemes, does not include permit triggers and controls which require defined outcomes, they are not serious in addressing the climate emergency challenge. The existing policies and tools within the Melbourne Scheme are hopeless; it is just too easy to satisfy the 5 Star Green Star benchmark, and deliver **nothing** meaningful with respect to onsite energy generation and rainwater harvesting [for example].

7 Incentivise good building environmental performance [including renewable energy use] through rates

Rate incentives to achieve useful outcomes in this space must be supplemented by the full range of incentive and dis-incentive tools available to the Council. For example:

- Developers committed to ambitious onsite renewable energy targets should have their Planning Applications fast tracked. In a similar vein, the Council should consider providing free [or subsidised] expert advice to Applicants wishing to "do the right thing". The reduction [or waiving] of development application fees should also be explored. If there is a legal impediment to any incentive measure, the State should be strenuously lobbied to make it possible.
- If current local government effort, directed to developing ESD controls with teeth, does not bear fruit quickly enough, the Council should explore the introduction of Development and/or Infrastructure contribution plans [CI 19.03-1S of the Melbourne Planning Scheme] to achieve the desired goals. The State Government needs to be strongly lobbied to expedite any Scheme Amendments.
- The Council should explore the use of Local Laws to achieve complementary ESD goals. For example, the Council **MUST** find a way of phasing out those energy guzzling pavement heaters installed by cafes and restaurants in our municipality.

These are just some of the suggestions that the City should be encouraged to explore. I feel sure that NGO's and other bodies working in the renewable energy, carbon emission "space" would be enthusiastic contributors of practical suggestions. Their enthusiasm should be tapped.

In hope

Ewan Ogilvy

Carlton

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

Name: * Artemis Pattichi

Email address: * southbanksustainability@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 18 February 2020

Agenda item title: * Agenda Item 6.5 City of Melbourne's response to the Climate and Biodiversity Emergency Declaration

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



[18feb2020_fmc_submission_item_6.5_climateandbiodiversityemergencydeclaration.docx](#)

30.62 KB · DOCX

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Submission to the Future Melbourne Committee - Agenda Item 6.5 City of Melbourne's response to the Climate and Biodiversity Emergency Declaration

We write in support of Agenda Item 6.5, for the Future Melbourne Committee to endorse the review and response to the Climate and Biodiversity Emergency, and the acceleration of the ten priority actions outlined in this agenda item.

That day in July that our council firmly declared that we are in a climate and biodiversity emergency, made us feel very proud to call ourselves Melburnians and to see our council taking this existential threat as seriously as it needs to be taken. We were surprised not to see any particular external communication or publication of this declaration in the 7 months since, by extension raising awareness in businesses and the community of this great, important step taken, inspiring and preparing us for the action to follow the declaration. So we are very excited to see this item on the FMC's agenda, with clearly set principles, priorities, and detailed actions and hope to see these publicised more and more in the following months, helping as many people and businesses as possible to engage and be inspired to do more as a result.

It is great to see Council's commitment to environmental sustainability and we commend this proposal and council for accelerating the zero net emissions goal by 2040 instead of 2050. As well as for committing the City of Melbourne to accelerated action in ten priority areas to make the most impact on climate change and biodiversity loss.

We would also like to commend the authors of this proposal and City of Melbourne for calling upon the Victorian and Australian Governments to declare a climate and biodiversity emergency and to commit to a 1.5°C science-based target in line with the Paris Climate Agreement, as well as for the proposed advocacy actions.

In regards to point 5 (Page 1): The 3 principles that the proposed response was formed, are well identified. It would also be good to see a fourth principle and actions focusing on the removal of greenhouse gas emissions (drawdown of legacy CO₂), in addition to the reduction of current emissions (existing output), which point 5.2 rightly focuses on. Drawdown being an action identified by the IPCC as vital to be undertaken in *addition* to emissions reduction if we are to stay under the 1.5C temperature increase threshold.

In regards to point 6 (Page 1 and subsequent pages detailing): We very much so agree and commend this proposal on the 10 priority areas for accelerated action.

Priority 4: We think it's important to see a detailed action point added in this plan about council engaging with, including, and collaborating with our country's foremost experts in biodiversity, adaptation, and land management, our Aboriginal communities. It's well established how our traditional owners hold generations of advanced expertise in our area's biodiversity and in how to best manage this land to adapt to the new oncoming conditions, as they have done so successfully for thousands of years. It would be a shame not to draw on that amazing knowledge and expertise, showing an intention of genuine, shoulder-to-shoulder collaboration with the traditional owners in the process.

Priority 5: If the council's decision-making power allows it to do so, we want to see the "planning scheme amendment to achieve environmentally sustainable design and greening outcomes in all developments", extend to the construction phase of all developments, where standards and requirements are set to reduce/improve environmental impact and waste output produced during construction. Especially since the



construction and development industry has been identified as sending an overwhelming amount of waste to landfill, as per the Waste and Resource Recovery Strategy 2030 document.

As a general further expansion of priority 5, we would like to see the Declaration reflected in every decision council takes on all categories' proposals that come before you, where environmental impact, accountability, and commitment are always reflected and prioritised, setting certain standards for all stakeholders to uphold.

Priority 10: Representing the Southbank community, we fully agree with and support the actions proposed under this priority. As this agenda item's documentation rightly states, "Without urgent policy changes by the Victorian and Australian Governments, the municipality's emissions reduction targets cannot be met." To ensure this important, ongoing work isn't delayed or deprioritised due to other immediate tasks, which can happen naturally if this responsibility is added to staff members' existing job roles & responsibilities, will CoM dedicate resources to lobbying for such urgently necessary changes? What will these resources be?

Lastly, as part of the detailed actions, we'd like to suggest adding a minimum of recycled or repurposed materials included in CoM undertaken infrastructure, and using recycled and repurposed materials as much as possible. For example in paving or repaving local roads, CoM could potentially use specialised paving material that is largely consisted of recycled plastic, as done in the UK, which comes with lots of added benefits apart from repurposing large amounts of plastic.

We hope to see the Future of Melbourne Committee support this agenda item, and we are very much looking forward to see all priorities and actions come to fruition in the coming months and years. This is a very urgent matter and it's great to see our council committed to taking the bold and urgent action it demands before we run out of time, showing us how the Declaration wasn't a symbolic gesture, but instead you are showing how seriously you are taking this through accountable action, leading the way for lots of other councils to follow in the process.

Sincerely

Artemis Pattichi
In representation of the Southbank Sustainability Group

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

Name: * Chris Thrum

Email address: * mineralsands@hotmail.com

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

Date of meeting: * Tuesday 18 February 2020

Agenda item title: 6.5 City of Melbourne's response to the Climate and Biodiversity Emergency Declaration.

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 response in regards to Agenda Item 6.5 City of Melbourne's response to the Climate and Biodiversity Emergency Declaration.

I support the recommendations from the management on such an important issue as this. There are a couple of things that could help mitigate climate change in the City of Melbourne.

On the main Yarra trail, across the river opposite Loys Paddock is a wetlands project that is worth looking at. There is a pedestrian path around the perimeter of the wetlands that enables people to enjoy the wetlands.

Having a boutique wetlands project with an underground water storage facility incorporating stormwater harvesting at the MCG would raise awareness amongst the general public of the City of Melbourne's endeavours to combat climate change.

Increasing wetlands areas would be one way to increase and strengthen the biodiversity of the City of Melbourne. An ideal location for a new man made wetlands would be at the MCG near Gate 7, adjacent to the Premiership Way pathway next to Brunton Avenue.

Creating more man made wetlands would be beneficial for the City of Melbourne.

The MCC would be at the cutting edge of improving the environment

A megalitre storage tank could be constructed underneath this area, which the MCC could utilise in watering the MCG and Yarra Park.

It is important to create a variety of different habitats, which will result in greater biodiversity for the local area...

https://s.afl.com.au/staticfile/AFL%20Tenant/Richmond/Images/Website%20Maps%202015%20-%20MCG_620.jpg

<http://urbanwater.melbourne.vic.gov.au/projects/wetlands/>

Wetlands | City of Melbourne Urban Water

Constructed wetlands can be an effective method for cleaning and storing stormwater. The City of Melbourne have one constructed wetland system, located in Royal Park.

urbanwater.melbourne.vic.gov.au

Loys Paddock itself would be an ideal location for a massive water storage facility that would incorporate flood mitigation and stormwater harvesting. City of Melbourne has to look towards the 1 per cent items that can improve Melbourne's resiliency to climate change.

Water harvesting under the Shrine of Remembrance could be investigated as well.

The Urban Forest Project could be accelerated, with additional trees placed along the perimeter of Treasury Gardens, along the footpath, as well as Fitzroy Gardens. Additional greening of rooftops as well should be considered.

Best regards

Chris Thrum

email – mineralsands@hotmail.com

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Name: * Fiona Armstrong

Email address: * fiona.armstrong@caha.org.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 18 February 2020

Agenda item title: * City of Melbourne's response to the Climate and Biodiversity Emergency Declaration

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 an organisation based in the City of Melbourne, we support the recommendation that the Future Melbourne Committee endorses management's review and response to the Climate and Biodiversity Emergency, and the acceleration of the ten priority actions.

Kind regards,
Fiona Armstrong
Climate and Health Alliance
www.caha.org.au

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

No

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*be heard at Council meetings.) **

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Name: * Raimundo Miralles

Email address: * r.miralles@environmentvictoria.org.au

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

Date of meeting: * Tuesday 18 February 2020

Agenda item title: 6.5 City of Melbourne's response to the Climate and Biodiversity Emergency Declaration *

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.

Environment Victoria welcomes the opportunity to make a submission to the N 71 Council and Committee meeting.

Environment Victoria is an independent and not for profit organisation that has been campaigning to look after Victoria's environment since 1969. With more than 40-grassroots member groups and 150,000 individual supporters, Environment Victoria is a growing community of Victorians standing up for a safe climate, healthy rivers and a sustainable future.

Climate change poses an existential threat to the Victorian community and economy. The current rise of 1°C of warming above pre-industrial levels has severely impacted our state, with increasingly frequent and extreme drought, bushfires and heatwaves among the alarming changes we are witnessing. These impacts —as we tragically

experienced this bushfire season— cost lives, cause disproportionate harm to vulnerable people and communities, damage infrastructure and increase costs to business.

While we are already experiencing these impacts, we are also living with the knowledge that our current global trajectory puts us on track for warming of between 2.4 to 4.3°C by 2100. This future is bleak and the associated impacts almost unimaginable. Failure to change the emissions trajectory we are on will expose the entire Victorian community to unprecedented risks and unimaginable impacts.

We welcome the City of Melbourne’s response to the Climate and Biodiversity Emergency Declaration. We want to show our support to the the City of Melbourne's plan to engage in advocacy on behalf of its community.

Establishing targets in line with limiting global warming to 1.5°C is key to have any chance of avoiding the worst consequences of climate change. We support the City of Melbourne plan to advocate for emission reduction targets in line with this.

Further, we want to show our support for the idea of asking the Victorian government to deliver 100% renewable energy by 2030 and to deliver gas free, climate ready buildings and precincts through the Victorian Planning System. Gas is a polluting fossil fuel that needs to be phased out, mandating new buildings to be all electric is a meaningful step in the right direction.

We encourage the Committee to embrace climate action to help chart a new path for the City of Melbourne and for Victoria.

Kind regards.

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