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*

Name: * Llynn Simpson

Email address: * simpsonllynn@aol.com

Date of meeting: * Tuesday 20 April 2021

Agenda item title: Planning Permit Application TP-2016-669/B

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Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

We have strong objections to the proposed amendment to the planning permit regarding the extended opening hour of the rooftop bar. Even allowing for the proposed roofing of the rooftop bar both the noise created by patrons and music would seriously impact the quiet enjoyment of our home, which we feel we have a right to. Given that the internal venues already have a licence to 3am, it would not be unreasonable that the rooftop bar closed earlier. We are already subjected to loud noise in our Laneway from the patrons in of other clubs which can go on until 4am. The increase in noise levels from this venture would make our lives miserable. We also have a major concern regarding access to our home, as the lift well is situated on Drewery Lane, patrons from the rooftop bar will exit via this door and given the narrowness of the laneway and the closeness of the Lonsdale St access, we will have to navigate past significantly increased numbers of patrons.

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee via
phone or Zoom in

support of your
submission: *

Good Morning,

In relation to the attached, we will be making a brief submission on behalf of the applicant.

Kind regards,
Tim



Tim Retrot | [Principal](#)
tim.retrot@pro-urban.com.au

Suite 201, 5 Claremont Street
South Yarra, VIC 3141

www.pro-urban.com.au

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Name: * James Goulding

Email address: * jgoulding@sjbplanning.com.au

Date of meeting: * Tuesday 20 April 2021

Agenda item title: Agenda item 6.2 Ministerial Planning Referral: ID-2020-7, 21 – 35 Power Street, Southbank

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Request to make a verbal submission via Zoom and share screen.

My verbal submission will address the following items:

1. There is an existing and live planning permit:

- o Hotel and residential use (75 storeys)
- o Approval not compliant with DDO10 (including floorplate control)
- o Approval not complaint with seriously entertained DDO1 – Urban Design (Amendment C308)

2. Amended proposal – results in significant net community benefits

- o A-grade commercial office space – floor plate sizes required by future A-grade tenants
- o Significantly increases compliance with DDO1 & DDO10
- o Modified requirement tower setbacks achieved, which results in:
 - ♣ Minimum 20m separation with Prima Pearl.
 - ♣ 10m separation to Freshwater Place (consistent with approved development). The Freshwater Place façade is largely a blank wall, i.e. side loaded lift core.
 - ♣ 10m separation to the approved building at Hanover House. (Please note: Beulah, the owner of 102–158 City Road, has purchased Hanover House. Beulah have announced that they will not act on the Hanover House permit but rather use the additional land to increase the separation between the two (2) approved towers – to over 45m. This will reduce the tower density of this ‘block’).
- o The above separation will not result in adverse amenity impacts on the streetscape or the adjacent buildings.
- o Council’s Urban Design referral comments are positive in relation to DDO10.
- o The scale and density of the currently permitted development is greater than the Grimshaw building. Therefore the amended proposal will result in a ‘less dense’ and lower building on an under-development site in a strategic location in Southbank.

3. Section 4 (1g) of the Planning and Environment Act states: The objectives of planning in Victoria are to balance the present and future interests of all Victorians. The amended proposal, in the context of an existing non-compliant approval, must consider a range of complex and competing policy expectations, in favour of establishing meaningful net community benefits in order to achieve an acceptable planning outcome – for all Victorians. Accordingly, the net community benefits include:

- o Reduces overshadowing to the Shrine and its memorial (western) gardens.
- o Provision of A-grade commercial office space – 60% for a minimum of 10 years (Public benefit).
- o Significantly improved Publicly accessible link/arcade through the site – connecting Power Street to Freshwater Place (Public benefit).
- o New public foreground/plaza – with opportunities for informal activation, landscaping and informal seating. Provision of new street trees.
- o Reduces car parking provision (from 6 podium levels 3 levels. Car parking provision significantly lower than statutory requirement)
- o Increase bicycle parking provision (additional 130 spaces) and end of trip facilities.
- o Increase ESD compliance including provision of EV car spaces and bike share facility.

4. Saliently, on balance, the proposal significantly increases compliance with the current and future provisions of Melbourne Planning Scheme and will result in net community benefits for all Victorians. Accordingly, we respectfully

request the FMC not to adopt the Officer recommendation presented in the report and in turn, support our client's proposed development as submitted.

Please indicate Yes
whether you
would like to
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support of your
submission: *

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*

Name: * Tom Spurling

Email address: * tspurling@swin.edu.au

Date of meeting: * Tuesday 20 April 2021

Agenda item title: * Melbourne Planning Scheme Amendments C393 and C394 – Fishermans Bend In-Depth 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. Submissions will not be accepted after 10am.

The Committee should note that the site at 506 Lorimer Street that is now occupied by the Defence Science Group, was built in the early 1940s as a laboratory for both the CSIR Divisions of Industrial Chemistry and Aeronautics. The site was occupied by CSIR/CSIRO until 1987 when all the Chemistry Divisions moved to the site at Clayton next to Monash University.

The Division of Industrial Chemistry made a considerable contribution to the war effort by making materials that were essential for the war but were then unavailable.

It was the site where all the research for the polymer banknote was done in the 1970s and where 50 million prototype notes were produced.

Please contact me for further documentation.

Please indicate whether you would like to address the Future Melbourne Committee via phone or Zoom in No

support of your
submission: *

Privacy acknowledgement: *

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Name: *

Charles Sowerwine

Email address: *

c.sowerwine@gmail.com

Date of meeting: *

Tuesday 20 April 2021

Agenda item title: *

6.3 Melbourne Planning Scheme Amendments C393 and C394

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



[rhsv_sub_fmc_21.04.20_fishermans_bend.pdf](#) 214.73 KB · PDF

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

No



ROYAL HISTORICAL SOCIETY OF VICTORIA INC.

239 A'Beckett Street, Melbourne 3000

Submission to Future Melbourne (Planning) Committee 20 April 2021 (Agenda Item 6.3)

Melbourne Planning Scheme Amendments C393 and C394 Fishermans Bend In-Depth Heritage Review

The Royal Historical Society of Victoria strongly supports the Officers' recommendations as presented to the Future Melbourne Committee. We commend the Melbourne City Council Urban Strategy section and Heritage Team and the consultants for their excellent work.

The Fishermans Bend precinct bears witness to Australia's extraordinary mobilisation for World War II and, more generally, to the industrial development which preceded the war and laid the foundations for that mobilisation, as well as to the take-off of Australian industry after the war, in particular of the automotive industry. These developments supported nearly four decades of increasing prosperity and equality. This mobilisation took place through government initiatives which enjoyed widespread popular support. In the current era, such witness to our national ability to organise ourselves in the face of an international crisis is particularly important. All the sites identified for protection are critical elements of this heritage and indeed some are still operational.

The planning controls recommended to FMC result from a remarkably thorough and insightful report, 'Fishermans Bend In-Depth Heritage Review and Stakeholder Engagement', prepared by Helen Lardner Conservation and Design (HLCD). We congratulate HLCD on the report. It is an exemplary heritage report, providing excellent contextual work in urban, industrial and architectural history and superb detail. The statements of significance are outstanding.

We are pleased that the report provides such a sound basis for proceeding with VHR nominations where merited and for protecting locally significant sites. The solid work here will help defend these sites, once the planning controls are adopted, by virtue of their thoroughness. Heritage Overlays only work if the responsible authority can see the basis for the HO. Thanks to HLCD, this will be the case.

We note three important sites recommended for HO.

1) The Former Kraft Vegemite Factory clearly merits inclusion (it would be hard to oppose it given the cultural significance of Vegemite to Australian identity) and it is heartening that the owners are supportive.

Tel: (03) 9326 9288 Find out more about us on our website www.historyvictoria.org.au

Email: office@historyvictoria.org.au; reply to: c.sowerwine@gmail.com.

ABN 36 520 675 471

2) The 1935 Electricity Substation, 224 – 236 Salmon Street is an unprepossessing site, but its protection is clearly justified by its role in the development of manufacturing in Fishermans Bend. It is an intact witness to the effectiveness of the SEC in furthering government plans to enable the development of Fishermans Bend as an industrial precinct.

3) Shed 21, Berth 21 South Wharf, was constructed in 1956 as part of an ambitious plan to increase Port capacity. This site bears witness to Australian capacity for technical innovation through its unique transverse bridge crane system, which tripled its capacity to unload steel.

We note and support the officers' recommendation to proceed to further study before proceeding to recommend the West Gate Service Stations (North and South) for HO.

We are particularly pleased at the three recommendations for VHR listing. Two of these involve sites that have not yet been considered but which clearly justify nomination.

1) The first is the Former Government Aircraft Factory (GAF) is a very important part of Victoria's industrial and wartime heritage. That a small nation with a limited industrial base could build such a complex and produce 500 Beaufort Bombers by November 1943 is justification for VHR listing, especially as the report shows that the complex is not only important but also sufficiently intact amply to justify VHR. It is particularly pleasing that it presents, as the consultant reports, as substantially intact in terms of its significance as a wartime complex and the 'collection of buildings within the recommended extent retains a high degree of integrity and intactness'.

We regret that the Boeing Corporation does not support nomination, no doubt failing to appreciate Australia's past record of independent industrial activity on this front. This should in no way slow progress toward VHR listing.

2) The second site proposed for VHR listing that has not yet been considered is the West Gate Bridge. The bridge is sufficiently well-known as a symbol of Melbourne's 20th-Century development and ongoing identity to need no further discussion on our part.

3) The third site discussed in regard to VHR listing is the GMH complex at Fishermans Bend. The listing of this site has a problematic history since the Minister called it in. We understand that the Minister approved registration in December but that the extent of registration is not yet known. If that is the case, it is extraordinary. Surely registration should be a public matter and the extent is a most important issue of which the public should be informed.

Buildings of significance, as per the consultant's report, are the Australian Headquarters, Victorian Administration Building, Plant 3, Technical Centre, Social Centre and Plant 5. By good fortune, the most important buildings are, the consultant reports, highly intact with exterior high integrity, and the others are high to moderately intact. We strongly believe all these should be registered.

The significance of the site is unquestionable. The complex was the result of the Metropolitan Town Planning Commission's vision for Fishermans Bend, with GMH being the first industry established. And during World War II, the site made a major contribution to the wartime effort through the manufacturing of engines. For many years, GMH was the only automotive company that designed and engineered complete vehicles in Australia, and this was the only facility in Australia where a car could be completely designed and manufactured.

What is most significant about the site, however, is of course its association with GMH and the Holden motor car, the first Australian made, mass-produced car. Prime Minister Chifley launched the

Holden 48-215 (the FX Holden) at the Social Centre, one of the sites proposed for registration, in 1948. The launch was a national occasion that focussed attention on Victoria. As the eminent historian Graeme Davison writes, the FX ‘was a striking realisation of Australians’ wartime dreams’.¹ It was marketed as ‘Australia’s Own Car’ and then as ‘Australia’s Most Popular Car’.² The FX in particular and Holden in general effectively symbolised Australia’s mid-century emergence as a prosperous, industrial nation.

The site’s significance is further demonstrated by the fact that two of the other buildings proposed for registration were opened by Prime Ministers. The streamlined moderne Australian Headquarters and Victorian Administration Building were opened by Prime Minister Lyons on 5 November 1936 and the Technical Centre, designed by the leading architectural firm of Stephenson and Turner in the Late Twentieth Century International style, was opened by Prime Minister Menzies on 10 June 1964.

Council cannot, of course, determine the extent of registration. But it can seek to extend the Heritage Overlay to any buildings proposed for registration in the consultant’s report which may not be covered once the extent of registration is made known and we strongly urge it to do so.

Indeed, the only suggestion we have for Council to act beyond the terms recommended is to pursue the Heritage Overlay for any portions of the GMH site recommended for registration by the consultant which are not found, upon registration being gazetted, to be with the extent of registration for the VHR. The HO would provide some protection and give Council more leverage in discussion of the plans for this development. We strongly urge Council to proceed in this way.

To sum up, the proposed planning amendments are measured responses to a unique opportunity to preserve some extremely important parts of Victoria’s and indeed Australia’s most significant industrial history so that future generations can understand how Australia developed so rapidly in the mid-20th century. We urge Council to support the recommendations and pursue their implementation by all possible means and we call particular attention to the need to do everything possible to obtain maximum protection for all parts of the GMH site as recommended, whether ultimately registered or not.

¹ Graeme Davison, and Sheryl Yelland *Car wars : how the car won our hearts and conquered our cities* (Crows Nest, NSW: Allen & Unwin, 2004), p. 10.

² John Wright, *Heart of the lion : the 50 year history of Australia's Holden* (St Leonards, NSW: Allen & Unwin, 1988), pp. 61, 62, 71. Cf. John Wright, ‘The untold story of the Holden car’ (Ph.D., University of Melbourne, 2008).

Privacy acknowledgement: *

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

Name: *

Daniel Gardiner

Email address: *

djgard@optusnet.com.au

Date of meeting: *

Tuesday 20 April 2021

Agenda item title: *

Westgate Bridge citation

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Thirty five men were killed building the Westgate bridge when it collapsed at 11.50 am on October 15, 1970, there were eighteen survivors.

The memorial plaque with the 35 men that were killed on pier 10, was paid for by the workers on the bridge, everyone up to leading hands donated a day's pay.

The memorial park has thirty five columns, there are no names or numbers on the columns as the first column is as important as the last. This very important to us.

Joe Owens , a rigger, was killed on the rebuild in December 1972 on the Fisherman's Bend side. The memorial rock in the memorial park with Joe Owens name on it was paid for by the Westgate Bridge Memorial Committee,

Thirty six men lost there lives building the Bridge that opened the western suburbs.

The Westgate Bridge is iconic to Melbourne and Victoria, not just because of the design and architecture but it is a monument to the construction workers and their unions that built it and a memorial to the men that were killed and injured building it.

Our committee organises the memorial day every year, unfortunately last year the 50th anniversary had to be cancelled because but be will be doing this year

The Westgate Bridge Memorial Committee strongly supports the citation report and motion to recommend the Westgate Bridge for heritage listing.

Danny Gardiner

Westgate Bridge Memorial Committee

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

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

Name: * Felicity Watson

Email address: * felicity.watson@nattrust.com.au

Date of meeting: * Tuesday 20 April 2021

Agenda item title: * Agenda Item 6.3—Melbourne Planning Scheme Amendments C393 and C394—Fishermans Bend In-Depth 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. Submissions will not be accepted after 10am. See attached.

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



[2021_04_21_ntav_submission_to_fmc_agenda_item_6.3_fishermans_bend_indepth_heritage_review.pdf](#)

258.49 KB · PDF

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

No



20 April 2021

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: Future Melbourne Committee Agenda Item 6.3—Melbourne Planning Scheme Amendments C393 and C394—Fishermans Bend In-Depth Heritage Review

Dear Councillors,

The National Trust of Australia (Victoria) is pleased to write in strong support of the recommendations relating to the Fishermans Bend In-Depth Heritage Review outlined in the report for Agenda Item 6.3.

This amendment strongly aligns with the mission of the National Trust to ‘inspire the community to appreciate, conserve and celebrate its diverse natural, cultural, social and Indigenous heritage’ and vision that our ‘diverse heritage is protected and respected, contributing to strong, vibrant and prosperous communities’.

Following the exhibition and implementation of the Southbank Heritage Review, we are pleased to be able to support the further in-depth heritage review commissioned for sites in the Fishermans Bend employment precinct. This work builds on the original study undertaken by Biosis, providing additional rigour and detail. With the transformation of Fishermans Bend expected to accelerate in the coming years this work is vital to lay the foundation for planning in the precinct, based on a clear understanding of the precinct's heritage values, and with appropriate planning controls in place.

As a heritage landscape, Fishermans Bend is a challenging one, which includes many complex operational industrial sites. As a heritage landscape, it is also incredibly significant at both a local and national level, telling the story of industrialisation and post-war growth and prosperity. Whether they are aware of it or not, more Melburnians would have historical connections with Fishermans Bend than with the Gold Rush. This work, which reveals and celebrates the history of this important precinct, will build and strengthen those connections to place, and allow the significance of the precinct in the broader history of our city and our country to be better understood.

We particularly commend the City of Melbourne's collaborative approach of working with landowners to develop an in-depth understanding of significance, and discuss future management and operational needs. This is a resource-intensive approach, but one which we believe has been necessary given the complexities of these sites, and which we believe will achieve an appropriate balance between the recognition of heritage values, and ongoing operational requirements.

We urge the Future Melbourne Committee to accept all Recommendations provided by Management, as set out in Agenda Item 6.3.

We note Recommendation 11.6, which recommends a qualified heritage consultant to be appointed to undertake a peer review of the HLCD citation for the West Gate Service Stations (North and South). It's regretful that these sites have been removed from the amendment, and we believe that the HLCD citation clearly demonstrates that the sites reach the threshold for local heritage significance, as rare examples of tensile membrane structures, which are also notable landmarks for drivers crossing the West Gate Bridge. However we support the proposal to undertake a peer review, and advocate for Council to pursue a site-specific planning scheme amendment for these sites, if required.

In conclusion, we congratulate Councillors, City of Melbourne management, and the project consultants for progressing this in-depth and important work, which will set the foundation for future change in the Fishermans Bend employment precinct, and ensure that its history can be shared and understood by Melburnians, both present and future.

The National Trust looks forward to supporting the implementation of the study throughout the planning scheme amendment process. For any queries, please don't hesitate to contact me at felicity.watson@nattrust.com.au or on 03 9656 9802.

Yours faithfully,

Felicity Watson
Executive Manager—Advocacy
National Trust of Australia (Victoria)

Privacy acknowledgement: *

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Name: *

Greg Yorke

Email address: *

yorkeg@optusnet.com.au

Date of meeting: *

Tuesday 20 April 2021

Your question

Can the Council explain how they intend to link Seafarers Park with the Mission to Seafarers? The linking of these two significant Seafarer related facilities will be most important in the future and one must be considered closely in the development of the other.

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Name: *

Melinda King

Email address: *

mel.king247@gmail.com

Date of meeting: *

Tuesday 20 April 2021

Agenda item title: *

Seafarers Rest Park

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Please reconsider this design. Not only is it bland but there is far too much concrete which will become a haven to homeless and skateboarders.. This space needs to have more plantings and greenery which will be more family friendly, environmentally friendly and less attractive to misuse, it will also complement the space out front of MCEC.

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

No

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Name: *

Ross Brewer

Email address: *

rbrewere45@bigpond.com

Date of meeting: *

Tuesday 20 April 2021

Agenda item title: *

Seafarers Rest Park

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



[mmhn_submission.docx](#) 65.15 KB · DOCX

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

Yes

Monday 19th March 2021

Seafarers Rest Park

The MMHN would like to congratulate the City of Melbourne for the consultation with the community and we believe the design proposed looks very good. We do have a couple of points to raise however revolving around visibility and access to the Mission to Seafarers building.

As we all know the Mission to Seafarers building is an historic maritime asset for Melbourne and it needs to be clearly sighted and accessed, directly from the river and park. It is hard to tell from the drawings if this is the case. It must be. The integration of the park and the Mission to Seafarer's building is essential.

The next point, also in regard to the Mission to Seafarers building, is about access to and from the building. Has this been taken into account? The future of the building will most likely see the entrance repositioned to face the river (the existing front door onto Wurundjeri Way is unsuitable in the longer term). The design shows the road going between the building and the Park which is understandable. What safety and aesthetic design considerations have been taken into account of this significant road interface between Seafarers /Rest Park and the Mission to Seafarers to ensure the safety of the public?

The placement of maritime artefacts is to be commended and truly helps to stamp the recognition of Melbournes maritime heritage. Such artefacts will need to be properly identified (hopefully with the addition of Q tags) so the public understand why they are there and important. The MMHN can help with this if needed.

I am prepared to talk to this submission tomorrow night.

Ross Brewer
Director
Melbourne Maritime Heritage Network

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*

Name: * Tim Bracher

Email address: * exoff@yarrariver.melbourne

Date of meeting: * Tuesday 20 April 2021

Agenda item title: Southbank Promenade Landscape Upgrades

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Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The Yarra River Business Association, representing 150 businesses of the Yarra River Precinct, wishes to emphasize that this project represents a once in a generation opportunity to address the ongoing and vexed issue of cyclist/pedestrian conflict.

We cannot impress upon councilors and council staff enough how this issue affects the Southbank residential and business community. Twenty years of well meaning but ineffectual work by CoM to address the conflict issue through public education campaigns, footpath decals, speed signage etc, has failed to stop the problem.

'Recreational cyclists' who meander their way respectfully along the promenade are no problem to pedestrians; infact, they are are a welcome part of the Southbank vibe. However, the small number of commuting cyclists who blatantly disregard the safety and amenity of Southbank Promenade pedestrians needs to be stopped. The recent VicPol campaign to help address this issue resulted in 45 cyclists and scooter riders charged on summons for traveling more than 23km/h in the busy thoroughfare, a charge that involves a court appearance and fine of up to \$1652.33. Other people were also charged for not wearing a helmet while riding a bike or a scooter, nine were issued infringements for riding an unregistered motor vehicle (eight scooters and one skateboard), while seven people were nabbed for using a mobile phone while riding. More than 500 warnings were handed out

throughout the three-week period.

Councillors, the days (and years) of public awareness/ education campaigns are over. You can see from this consultation report how important is this issue to Southbank residents and workers.

Please use this project to incorporate world-class engineering solutions into the design and construction of the new-look Southbank Promenade to slow and even stop speeding cyclists. There are many examples from around the globe of how this can be done.

You will see from the report on consultation that there is a small band of commuter cyclists who, regardless of what alternative cycle paths are provided, will continue to use the promenade as the most logical route for their commute to and from work.

We repeat, this is a once in a generation opportunity to finally put this problem to rest. Please use the considerable cost and disruption that this project will involve to remove the angst and physical danger posed by speeding cyclists on Southbank

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

Privacy acknowledgement: *

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

Name: *

rohan storey

Email address: *

melbourneheritageaction@gmail.com

Date of meeting: *

Tuesday 20 April 2021

Agenda item title: *

6.5 Southbank Promenade Landscape Upgrades – Community Engagement

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



[mha_southbank_promenade_submission_april_2021.doc](#)

59.39 KB · DOC

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No

April 2022



Future Melbourne Committee Meeting 20 April 2021

6.5 Southbank Promenade Landscape Upgrades – Community Engagement

Reconstruction of Southbank Promenade - Consultation

Melbourne Heritage Action is very disappointed to see that despite our outlining of the significance of the 1991 design elements as an award winning Postmodern design by award winning architects, and the many comments in the engagement supporting their retention, that the response of the General Manager Infrastructure and Design is to pretty much ignore all the feedback.

In fact, the response in detail reads like a developer arguing to demolish an example of recent heritage, with appeals to being tired, excessive maintenance, 'past use by date' and not meeting new standards, with only the last not being a value judgement. In detail :

In response, the project team note:

3.1. Most of the original standard elements (bins, seats, tree grates) have been removed, with the exception of the lights which have been significantly modified, and the balustrade which is no longer compliant with building standards.

Removal of bins and seats is not 'most elements'. The lights have only been modified with new tops. Standards inevitably change over time, but this is not a reason for destroying otherwise serviceable items.

3.2. Southbank Promenade has no formal heritage recognition despite a recent Southbank and Fishermans Bend Heritage Review (2017) reviewing the area.

We have clearly articulated why the elements have heritage value, and saying that a review did not include them only raises the questions of how the review was conducted – and the consultants clearly stated that they did not look at any recent heritage., and only recommended one place younger than the 1970s.

3.3. A major redevelopment of the Southgate complex is being proposed. This development will result in a complete makeover of the original building, leaving the promenade's existing features looking even more tired and out of place than they currently do.

Saying that they will not 'match' in the near future ignores the fact that they were not designed to match in the first place. And saying that they look tired and (already?) out of place are entirely judgmental responses.

We also note the exaggerated claim that it will result in '4m extra width', when with the new seats in place, it would be only about 2m extra unobstructed pathway.

Finally, we believe that Council could remove clutter and greatly improve circulation for a fraction of the cost, by only replacing that the double row of trees with one, as planned, and replacing the paving.

Kind regards,

Rohan Storey
Vice -President
Melbourne Heritage Action

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*

Name: * Cassandra Westwood

Email address: * freswood@gmail.com

Date of meeting: * Tuesday 20 April 2021

Agenda item title: 7.1 Notice of Motion, Cr Leppert: Horse-Drawn Vehicles

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hi everyone, my name is Cassandra Westwood and I'm a resident of Southbank who works in the CBD. It's disappointing that after all these years, no action has been taken against horse drawn carriage operators. They make a mockery of our laws and of the safety of road users and pedestrians. I've personally witnessed one using a mobile phone while operating his carriage. I've personally witnessed them cutting in front of a moving tram and performing an illegal u-turn. I've seen them illegally parked more times than I can count. I've seen them booking rides out in the street. I've even been verbally abused and physically threatened by these aggressive carriage operators when I pointed out they were parked illegally.

It's so inappropriate having horses – animals – on busy Melbourne roads. Horses flee when scared – I have read about them doing this several times in the media. It's only a matter of time before someone gets killed because of this. These horse-drawn carriages are outdated, dangerous, and frankly embarrassing for those of us who are otherwise proud of our city. Council, how can we trust that you will effectively look after an entire city if you can't even address this one issue?

It's time to stop passing the buck. You need to work together with the Minister for Roads and Road Safety, in order to finally get some traction on this very important safety issue. Thank you.

Please indicate Yes
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would like to
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Committee via
phone or Zoom in
support of your
submission: *

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

*

Name: * Charlotte Cussell

Email address: * charismacha@icloud.com

Date of meeting: * Friday 16 April 2021

Agenda item title: Horse drawn carriages

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Hello, I strongly believe that the horse drawn carriages should stay operating in Melbourne as they are a tradition. Families from all around the world love that there are beautiful horse drawn carriages throughout Melbourne. We want to keep this the most liveable city and taking away the carriages will remove the Melbourne tradition. People need to be educated on the breed of horses they use for pulling the carriages and how they have been bred to pull on hard surfaces. If you remove horse drawn carriages off the roads entirely then what about weddings in the city or other events? It's tradition! What about the Melbourne cup parade? Taking such a large part of Melbourne away would be truly devastating. These vegans act like they are all positive and spreading a good message but they are so aggressive. I have first hand seen the way they talk to people and it is disgusting. I am all for supporting the safety of animals but their argument is invalid as they are uneducated on horses and horse drawn carriages which is unfair as now they are taking away the joy from innocent people who do enjoy going for a nice romantic ride on a carriage. This is how we used to get around years and years ago. Why would you ruin tradition? It's disgusting and I'm appalled it has gotten to this stage. I really hope you consider my message in your meeting. Thanks
Charlotte

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

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

*

Name: * Chris Thrum

Email address: * mineralsands@hotmail.com

Date of meeting: * Tuesday 20 April 2021

Agenda item title: 7.1 Notice of Motion, Cr Leppert : Horse-Drawn Vehicles

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear City of Melbourne

This is a written submission in regards to the Future Melbourne Committee meeting of Tuesday 20th April 2021 and in particular Agenda Item 7.1 Notice of Motion, Cr Leppert : Horse-Drawn Vehicles.

The Horse and Carriage Industry should be supported, it is an important part of Melbourne. Thanks to the managers ,officers and Councillors who are putting the time and effort to look into this matter.

Southbank News reported in an item from the 7th April, 2021 that one of the magnificent horses from the horse and carriage fraternity had died on a Melbourne street. This was a most upsetting incident for all parties involved.

The horses in the horse and carriage industry are much loved creatures, a fact that some people find difficult to fathom.

There are people who have a bias against the horse and carriage industry to portray it as an industry populated by

sadistic, mean spirited individuals who don't care about the well-being of the horse. Nothing could be further from the truth.

This is a time when the horse and carriage industry should be supported and embraced. To consider banishing the horse and carriage from the CBD is a cold hearted knee jerk reaction.

Since Europeans settled in Melbourne, on Wurundjeri country, and south of the river on Boon Wurrung country horses have on occasion died on the streets of Melbourne. This is not an incredible or amazing event. It's been happening on Melbourne streets for more than 150 years.

People have car accidents and die on Victorian roads, does that mean we should ban people from travelling by automobile. How many people have died on Victoria's roads since the horse passed away as reported in Southbank News.

The horse is a creature that is deeply embedded in Melbourne's psyche, in its DNA in its Heart and Soul.

https://www.southbanklocalnews.com.au/editions/article/horse-dies-in-carriage-incident_10607/

Horse dies in carriage incident | Southbank Local News

Southbank Local News – independent and authoritative coverage of the stories that matter to Southbank.

www.southbanklocalnews.com.au

One of Melbourne's significant novels of the 19th century was The Hansom Cab Murders

The Mystery Of A HansomCab, written by Fergus Hume and published in 1886 , the blockbuster novel based in Melbourne revolves around an incident concerning a Hansom Cab. It was a great success around the world. It firmed in peoples minds the important presence of the horse in Melbourne. Is there relationship between Melbourne and the horse?

Should that relationship be celebrated?

If you convene a committee to look into this matter it could be argued that the realisation will dawn upon citizens that Melbourne has a deep relationship with the horse, and that this relationship should be celebrated.

<https://www.textpublishing.com.au/books/the-mystery-of-a-hansom-cab>

Text Publishing — The Mystery of a Hansom Cab: Text Classics, book by

Fergus Hume's sensational novel The Mystery of a Hansom Cab is Australia's original blockbuster and international best-selling crime novel. First published in 1886, it was an overnight sensation, selling hundreds of thousands of copies around the world and being translated into eleven languages. Over a century later, Hansom Cab has lost none of its page-turning power. Set in the charming and ...

www.textpublishing.com.au

Home

Text Publishing is an independent, Melbourne-based publisher of literary fiction and non-fiction. Text won the Australian Book Industry Awards (ABIA) Small Publisher of the Year in 2012, 2013 and 2014.

www.textpublishing.com.au

Melbourne Museum's most popular exhibit is Phar Lap, the champion racehorse who won the 1930 Melbourne Cup. Phar Lap was embraced by the public of Melbourne, and a feature length film of Phar Lap's career was a popular success at the cinemas.

This is an example of the connection that the horse has to the citizens of Melbourne. That's quite an achievement to be exalted as Phar Lap is.

As Phar Lap was embraced by the general public so should the City of Melbourne support and embrace the Horse and Carriage industry.

<https://museums victoria.com.au/melbournemuseum/whats-on/phar-lap/>

Phar Lap – Melbourne Museum – Museums Victoria

He was Tommy Woodcock's 'Bobby', Harry Telford's 'Red Terror', and the champion that Australians needed during the Depression. More than 80 years after he first went on display, Phar Lap remains our most popular exhibit.

museums victoria.com.au

Here's a trailer to the film Phar Lap that stars Tom Burlinson who starred in The Man From Snowy River as well. This will enable you to appreciate the importance of the horse in Melbourne's story.

https://www.youtube.com/watch?v=pXFJY_2DPo8

.

Phar Lap (1983) ORIGINAL TRAILER

The original trailer of Phar Lap directed by Simon Wincer and starring Tom Burlinson, Judy Morris, Richard Morgan and Robert Grubb. AKA: A Horse Called Phar Lap Corri cavallo corri Kultainen salama Phar Lap – Legende einer Nation Phar Lap: Heart of a Nation Phar Lap: Hero to a Nation Vágta Фар Лэп Фар Лэп: Путь к победе

www.youtube.com

On the Yarra River at Burnley, a paddock where the horses from Loys Soft Drinks would stay when not helping disperse Loys world famous soft drinks around Melbourne is named Loys Paddock.

In the Yarra Council web page of Loys Paddock you can see the picture of a couple of horses and a carriage of Loys Soft Drinks.

This memorial sign detailing the history of the horses to the paddock is an example of the horse being celebrated. If Yarra Council can celebrate the horse and its meaning to Melbourne's citizens then so should the city of

Melbourne.

Melbourne citizens used to get their bread and milk delivered by horse and carriage.

<https://www.yarracity.vic.gov.au/facilities/loys-paddock-reserve>

Melbourne was the second city to be designated a UNESCO City of Literature, a remarkable achievement. This is "an acknowledgement of the breadth, depth and vibrancy of our literary culture. And part of that literary culture is the novel *The Mystery of The Hansom Cab* written by Fergus Hume. As Fergus Hume's literary achievement was acknowledged by Text Publishing's decision to reprint this important novel, so too should City of Melbourne embrace the tradition and history of horse and carriages in Melbourne.

<https://www.melbourne.vic.gov.au/about-melbourne/celebrating-melbourne/Pages/unesco-city-of-literature-office.aspx>

A musical example of the horse being embraced by the public is Daryl Braithwaite's *Horses*. This popular song, more than 30 years old is embraced by the public when Daryl Braithwaite sings it at the W.S. Cox Plate meeting at Moonee Valley. When Daryl Braithwaite sings *Horses* 27,000 citizens sing along with him. This is the perfect example of the horse having deep cultural resonance in Melbourne.

Here's a video of Daryl Braithwaite singing *Horses* at Moonee Valley –

<https://www.youtube.com/watch?v=DstzsCqxdb4>

Daryl Braithwaite sings "The Horses" at Moonee Valley 28/10/17

Is this when Daryl officially became a Living Legend?

www.youtube.com

It could be argued that the Horse is Melbourne!

Convening a summit in regards to the horse and carriage industry could be regarded as an over-reaction to the unfortunate passing of one horse, however it gives people the opportunity to realise that in fact the horse is an integral part of Melbourne's culture. For Councillors and Council managers and officers who came in late this is an issue that re-appears every now and again on the political radar. Talk of banishing the horse from the CBD, from the Hoddle Grid shows a lack of recognition of the importance of the horse to Melbourne's culture. After the incident of the horse passing away, when the horse and carriage industry needs support. This shows a lack of empathy, a lack of understanding of the complexities of running a horse and carriage business.

We can have the horse and carriage industry within the Hoddle Grid. To demand that the horse drawn –vehicles be

banned from the CBD is an over-reaction . Like the people at Moonee Valley Racecourse City of Melbourne should embrace the horses. Show them love and let them stay.

In regards to the rules of the road, and allegations of horse and carriages doing illegal moves on the road, that is a matter for Victoria Police. That is part of their designated areas of responsibility. Horse and carriage operators/ drivers are professionals who know the rules of the road, and it is not their intention to break the rules of the road when conducting their business. Horse and carriages should be allowed to continue to operate in the Hoddle Grid. Once all the work is done on Swanston Street , Horse and Carriages should be allowed to station outside Young and Jacksons on Swanston Street.

Best regards

Chris Thrum

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

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

*

Name: * Elizabeth Duggan

Email address: * eaduggan@optusnet.com.au

Date of meeting: * Tuesday 20 April 2021

Agenda item title: Agenda Item 7.1 On HDV's

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Horse drawn vehicles (HDV) should be banned. Since 2014 I have witnessed dangerous incidents involving HDVs. Please see attached email I sent to the Lord Mayor regarding one such incident in 2014. There is also another email I sent 2015 regarding TWO horses collapsing in 30degree heat (I was unable to attach, but can email it if required). The vehicles are a dangerous hazard to traffic and pedestrians. The operator/owner behaviour has shown they have minimal regard for others on the road, and the recent collapse and death of another horse demonstrates their lack of care for horses. They should be vet checked daily. As stated in one of my emails, horses have been abused without sufficient water and shade in high temperatures – I have witnessed this myself before I even knew that HDV were a big issue. I was not able to attend the recent protests outside the City Council building, but I would have if I could. I'm just glad there are others there that spoke out. This is 2021 and we don't need these vehicles on the road. Overseas tourists were the main ones that used them as far as I could see and we no longer have them so now is the perfect time to tell these operators to find alternative employment. I am also concerned about the horses, so when the HDVs are winding down, there needs to be a stipulation that owners who say they can no

longer afford to keep their horse must surrender the animal/s to a rescue group for rehoming and will be scrutinized that they do. I'm sorry I have written this in a bit of a rush to meet the deadline, but it's something I feel hasn't been a great look for our city for a long time and the safety of people and animals should be paramount. NB: I have ticked 'Yes' I would like to address the issue over Zoom, but I don't need to restate what I have said here myself, however I am happy to confirm my submission if the Council Meeting requires.

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



[horse_drawn_vehicle_2014.pdf](#) 173.88 KB · PDF

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

Yes

Liz Duggan

From: @melbourne.vic.gov.au> on behalf of Robert Doyle
Sent: Tuesday, 18 March 2014 8:18 AM
To: Elizabeth Duggan
Subject: RE: Horse Drawn Vehicle Complaint

Dear Ms Duggan

HORSE DRAWN VEHICLES

Thank you for your email on 3 March 2014 regarding an alleged incident involving the driver of a horse-drawn vehicle on 2 March 2014 driving with passengers on board whilst using a mobile phone. I also note your observation of horse-drawn vehicles parked in Swanston Street when the temperature was 30°C.

I can advise that Horse-drawn vehicles are regarded as vehicles under the Victorian Road Safety Road Rules 2009 ('Road Rules') and may be legally driven on a road. Like the driver of any motorised vehicle, operators of horse-drawn vehicles are required to comply with the road rules on all roads. The Victoria Police is the only responsible authority for enforcing road related offences such as the use of mobile phones when driving a horse-drawn vehicle. If you wish to report a breach of the road rules, please contact the Victoria Police.

Under the Council's Activities Local Law 2009, horse-drawn vehicle operators are required to obtain a street trading permit ('permit') in order to sell their services from a public place.

For authorised horse-drawn vehicle operators, the designated area for street trading is Swanston Street, between Flinders Street and Flinders Lane and St Kilda Road in the service lane, south of Princes Bridge. For operators who are normally engaged in selling tours from the public place, the Council's policies aim to ensure the standards of safety, welfare of horses and general city amenity is maintained. Conditions of trading include the requirement to abide by the City of Melbourne *Code of Practice for the Operation of Horse-Drawn carriages* ('Code'). The development of the Code involved consultation with the Victoria Police, Department of Primary Industries, Bureau of Animal Welfare, the RSPCA and horse-drawn carriage industry associations.

During days of forecast warm weather, Council compliance officers pay particular attention to the operation of horse-drawn vehicles and take appropriate action if any breaches are observed. This includes monitoring their operation during the weekend periods. Please note, the Code provides that when temperatures exceed 30°C with no cloud cover, horses will be provided with adequate shade during rest periods. The Code also states that no horse will work when the temperature exceeds 35°C and the relative humidity exceeds 35 or when the temperature exceeds 37°C.

In an effort to assist with maintaining the welfare of horses, Council has allocated a parking area for horse-drawn carriages in a shady part of St Kilda Road in the service lane south of Princes Bridge and is currently planning to provide additional infrastructure for horse-drawn carriages including water taps and hitching posts and signage.

I hope that the above points satisfactorily responds to matters raised in your email. If you require any further information regarding this matter, please contact on
telephone 9658 or email engineering@melbourne.vic.gov.au quoting reference 2558689.

Yours sincerely

Robert Doyle
Lord Mayor

From: Elizabeth Duggan [mailto:eaduggan@optusnet.com.au]
Sent: Monday, 3 March 2014 9:39 PM
To: Robert Doyle
Subject: Horse Drawn Vehicle Complaint

Dear Mr Doyle,

I am writing to you with much concern over an incident I witnessed while riding my bike on St Kilda Road in the city opposite the Arts Centre on Sunday 2nd of March 2014.

As I was cycling south along the bicycle lane a horse drawn vehicle registration number HDV006 came up and passed me in the vehicle lane to my right. As he did so I could see the male driver (who had passengers) looking at the mobile phone in one of his hands. He was at least reading it for some time (if not texting). This man obviously has no care for other road users, for his passengers or for his horses. I was absolutely appalled.

This is the last straw in a few recent incidents I have witnessed with these horse drawn vehicle drivers.

On Saturday 1st of February when the temperature hit 30C, there were many carriages parked in Swanston Street's southern end. While the driver was sitting in the shade eating the sandwich he'd packed for his lunch, the poor horses were left to stew in the blazing sun. I wish I had got his number plate, but I was unable to on this occasion. I've had a look at the code of practice and it states drivers must ensure horses have adequate shade in these conditions.

Why can't the council provide a designated station for these vehicles where the animals can be guaranteed protection from the elements and provided with a cool drink? We can afford multimillion dollar fireworks, but can't provide a humane rest station where these animals (and their drivers) can truly take a break. I'm sure I've seen these vehicles operate when it's as hot as the code of practice says they should not be operating. Who polices these businesses? Are they policed on weekends?

It really brings a downer on going into the city to see the sad look of these beautiful creatures as they are forced to work in what must be a stressful environment for them.

For the horses sake I wish they weren't in operation at all, but what I saw on Sunday finally drove me to write to you directly.

Yours sincerely

Elizabeth Duggan

This email is intended solely for the named addressee.
If you are not the addressee indicated please delete it immediately.

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

*

Name: * Ginger Scott

Email address: * rawnychia@bigpond.com

Date of meeting: * Tuesday 20 April 2021

Agenda item title: Ban Horse and carriage cruelty

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

In 2017 one of the best things Robert Doyle tried to do as Mayor of Melbourne was to ease the city's congestion by removing horse and carriage rides around the city streets.

Horse and carriage rides are not just a congestion issue they are archaic cruelty. These real life carnival rides are not tourist attractions they're horse exploitation!!

Horses who work these streets are kept in make shift stalls overnight in North Melbourne on concrete slabs! Not a green grass paddock or warm straw stall, but a tiny piece of land that probably costs \$10 a day to lease. These horses work non stop for up to and more than 24hours. Though the carnival folk who pimp these horses will argue they are relieved every 6 to 8 hours that is still too long to endure physical abuse in a congested city carrying a heavy carriage.

There is nothing sadder than seeing a horse with a broken heart.

Please ban this horrendously, cruel and ugly exploit!

Kindly,

Ginger.

Maryanne Scott.

Please indicate whether you No

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

Privacy acknowledgement: *

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

Name: *

Teresa Graham

Email address: *

teresagraham@westnet.com.au

Date of meeting: *

Tuesday 20 April 2021

Agenda item title: *

Animal Welfare Horse Drawn Carriages

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

Why are you not working with the Victorian Government to have horse drawn carriages banned, considering the owners have proven that they cannot manage the situation?

Submissions will not be accepted after 10am.

Each time I and my family visit Melbourne, the shocking sight of these horses, forced to endure sensory overload amongst extremely noisy, busy trams, buses, trucks etc in all extremes of weather, is truly heartbreaking, and is a very negative part of our holiday. This situation is It is a blight on the city of Melbourne.

We don't wish to return to Melbourne if we must witness the suffering of these horses.

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

No

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

*

Name: * Abs Herawi

Email address: * aa.1705@hotmail.com

Date of meeting: * Tuesday 20 April 2021

Agenda item title: 7.1 Notice of Motion, Cr Leppert: Horse-Drawn Vehicles

*

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

Hey my name is Abs, I tried to submit a video as my submission for Tuesday nights council meeting, instead of submitting a video from being shown at the zoom meeting due to the vile nature of how I was treated by the horse carriage operators.

(Video link)

<https://wetransfer.com/downloads/22630d25f69a85ea4f93b026c5985df520210419073419/844eb83a0bbdfae612cda41fb9>

I have linked to a video ^ in my submission that I would like to request the Lord Mayor and councillors to please view prior to from police about the incident confirming the carriage operator who was convicted as a result of the verbal and physical assault.

In the video you will see that I was walking past the horse drawn carriages with my now ex partner on 9/12/2018 and as we were on Instagram stories and the operator asked us if we wanted a ride. Now we were quite against the horse drawn carriages and we were trading in the city like that, so because of this I told him that he wasn't allowed to do that which he denied. I then asked for the relevant authorities. To cut a long story short, 3 other carriage operators who were standing away from us and at their own risk threatened me with assault and then one of them finally did assault me by grabbing me by the throat and pushing me backwa

The man who assaulted me was charged with a criminal conviction and a \$3500 fine on 11/07/2019 which is in the letter the people punching and kicking the horses when they wouldn't respond to them. There are also other news articles online showing

on many incidents where a horse has been injured by being hit by a tram as it was going past and dragged 2 meters. Even tho
wellbeing of that horse is still unknown to this day as they and their supporters believe that they have a right not to disclose th

We should have a right to feel safe in our own city, and yet because of this incident and many others I have seen online, I no lo
regularly in the city because they are the same places that the carriages are usually seen at.

My case isn't an isolated case, many other people are also made to feel unsafe due to their behaviour and their actions, not jus
general public, but also because of how reckless they are on the roads. They blatantly break road rules, they operate on tram r
of tram roads, they slow down traffic, and many people have commented saying they have injured themselves because they ha
reckless and illegal driving. Their presence in such a big and busy city is dangerous, and their illegal practices are hard to poli

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



VICTORIA POLICE

VicPol Ref INCIDENT NO. 1804 [REDACTED]

23/07/2019

Mr. Ab [REDACTED]
[REDACTED]
[REDACTED] VIC

Melbourne East
Region 2 (East)
3022 Bourke Street
Melbourne (3000)
VIC, Australia
CIX
Telephone: 03 9637 9100
Facsimile: 03 9637 1398
Email: monica.todd@police.vic.gov.au
www.police.vic.gov.au

Dear Mr. [REDACTED]

On 9/12/2018 you reported a crime to Victoria Police.

In line with the Victims' Charter you have the right to be treated with respect and offered information and support throughout the criminal justice process.

Victoria Police acknowledges that the impact of crime varies from person to person. We aim to be responsive to the diverse needs of victims, and to provide service excellence to everyone.

I am writing to let you know that the person charged in relation to the crime you reported on 9/12/2018 had their case heard at the Melbourne Magistrates' Court on 11/07/2019. This person was found guilty and was sentenced to fined \$3500.00 with conviction.

After a person has been found guilty an appeal may be lodged. An appeal can be lodged by the convicted person or the prosecution against a conviction or sentence. If an appeal is lodged in relation to your case, we will contact you.

Our focus is to ensure you get the right information and assistance at the right time when engaging with the criminal justice system. You may have been offered a referral to an appropriate support service through the Victoria Police eReferral System. If you have not received a referral, but would like one, please contact me and I can arrange a referral on your behalf.

If you would like additional information about this letter, please do not hesitate to contact me on 03 9637 [REDACTED] or email - [REDACTED]@police.gov.au

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

*

Name: * Alistair F

Email address: * ac_fincher@hotmail.com

Date of meeting: * Tuesday 20 April 2021

Agenda item title: Horse drawn vehicles

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

My name is Alistair. I was a tram driver from 1985 to 2020. In that time I witness many incidents involving the horse drawn carriage drivers. Most of these involved the drivers doing sudden U turns in front of the trams in Swanston Street. They also drove up through the super stops, long after they had been banned from doing this. I never saw the drivers get booked even though there were often police in the vicinity.

The worst incident I ever saw was a horse bolt across Swanston Street in front of oncoming traffic. The driver was thrown from his seat & thrown on to the road. The horse ended up on the footpath, the carriage still attached with passengers on board. This was traumatising for me to watch.

The other thing I witnessed was the horses sometimes being worked in extreme heat, somethings the temperature being over thirty five degrees. No one ever seemed to police this.

In conclusion I do not believe there is any place in the CBD for horse drawn vehicles.

Please indicate No
whether you
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phone or Zoom in
support of your
submission: *

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

*

Name: * Ben Schultz

Email address: * benschultz76@gmail.com

Date of meeting: * Tuesday 20 April 2021

Agenda item title: Notice of Motion, Cr Leppert: Horse-Drawn Vehicles

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Councillors

Thanks for your consideration of the issues surrounding horse-drawn vehicles on Melbourne's city streets. I would like to share an account of an encounter that I had with a horse-drawn carriage operator that demonstrates their preparedness to break the law.

On Sat 14th August 2017, I was in the city, walking on Swanston St between Lonsdale and Lt Bourke St where a horse-drawn carriage with 2 drivers dressed in red coats and black top-hats was parked. The older of the two drivers was standing taking enquiries from and courting people as they walked past. I have since been informed that the carriage operator is named "Dean."

One protester, who I know personally, was standing nearby with a laminated A3 sign and talking with the people walking past that the carriage operators were trading illegally by courting foot traffic. I joined her to hold her sign so she could be more mobile to talk with the public.

After about 5 minutes, during a quieter moment when there were no members of the public within earshot, I was approached by the older of the two operators. He took a few steps towards me and leaned in as if to talk to me. He

said quietly but firmly that “one day we will meet and I’m going to splatter your nose across your face.” There was no doubt that he was intent on threatening me with that statement.

Now, I did return fire with “well then, you better make good on that the first time because you won’t get a second go at it” but only to demonstrate that I would not be intimidated. I grew up playing country football so I can handle ‘tough guys’ but if this person is prepared to try to intimidate me then I fear for other people who similarly try to (politely, stoically and solemnly) raise awareness of the issues surrounding horse-drawn carriages on city streets... and for the horses that are under his care.

For your reference, I have attached a picture of the driver with which I had this encounter.

Thanks very much again for your consideration of this issue.

Sincerely

Ben Schultz

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

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

*

Name: * Elisabeth Viggers

Email address: * lisviggers@me.com

Date of meeting: * Tuesday 20 April 2021

Agenda item title: Notice of Motion, Cr Leppert: Horse-Drawn Vehicles

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I have emailed a powerpoint presentation with video and photos included. Please display the powerpoint presentation during the meeting. The text in the powerpoint is as follows:

I write in support of the Notice of Motion by Cr Leppert on Horse-Drawn Vehicles, agenda item 7.1.

Last week, I submitted a question for the City of Melbourne which was basically ignored, with the responsibility shifted elsewhere.

The incident that I wrote about last week, where a horse-drawn carriage was parked in the bicycle lane, has some video evidence, which I thought you would like to see. In the video you can see a bus whizzing past me at speed. You can also see quite clearly, the carriage taking up the entire bicycle lane, with the carriage driver standing on the footpath.

I have also included a photo of the location, where you can plainly see the No-Standing-Zone sign, the concrete dividers between the bicycle lane and cars, and also the bend in the road, making the incident even more dangerous. Please note that this occurred on Linlithgow Ave, which is south of the river.

I often hear people say that horse-drawn carriages should be moved south of the river, so I want to point out that this incident, with the horse-drawn carriage parked in the bicycle lane, occurred south of the river. No matter where the horse-drawn carriages are in the city, I experience the same issues.

I urge you to consider the seriousness of the safety issues surrounding horse-drawn carriages, before there is another death on Melbourne roads. It's time to ban these archaic, dangerous and cruel horse-drawn carriages.

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support of your
submission: *

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

*

Name: * Libby Green

Email address: * ccdrives@gmail.com

Date of meeting: * Tuesday 20 April 2021

Agenda item title: Horse Drawn Carriages

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I'd like to show my full support for horse drawn carriages to continue on the streets of Melbourne.

Though horses in the CBD have gained attention recently by a minority group. I trust you as elected members, representing the People of Melbourne; any decisions, actions or reactions should be in accordance with the majority of people.

Melbourne is a tourist destination, most patrons of these carriages are tourists. It's a tradition that has particular relevance to Melbourne.

As for the animals welfare. I own and manage a horse drawn business in SA (Classic Carriage Drives). I have (and will always) source my horses from one of your well known carriage operators 'Unique Carriage Hire'.

_____ sets an exemplary standard in horse husbandry and horsemanship. He had a solid reputation within the horse community across Australia.

Animal welfare is a priority in this current climate, these horses have earned their place to remain in the streets of Melbourne and continue their exceptional work with my support.100%

Please indicate whether you would like to address the Future No

Melbourne
Committee via
phone or Zoom in
support of your
submission: *

Privacy acknowledgement: *

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

Name: *

kate elliott

Email address: *

k8eliot@hotmail.com

Date of meeting: *

Tuesday 20 April 2021

Agenda item title: *

7.1 Horse drawn vehicle review

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The attached file is an excerpt from a podcast I broadcast in 2018 that provided an overview of the HDV trade in Melbourne. Entire podcast can be accessed here: <https://omnicegracie.wordpress.com/2018/04/02/159/>

The attached file is a witness account of the incident when a carriage driver turned his horses into an on-coming tram. The impact was enough to damage the toughened glass of the tram. No veterinary assistance was provided to the horse at the scene, The witness was a cyclist.

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



[mhdv_incident__cyclist_witness.mp3](#)

3.77 MB • MP3

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

No

Privacy acknowledgement: *

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

Name: *

Virginia Y

Email address: *

virginiayork001@gmail.com

Date of meeting: *

Tuesday 20 April 2021

Agenda item title: *

Future Melbourne Committee Agenda item 7.1

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



[horse_drawn_carriages_submission_virginia_y.docx](#) 16.47 KB

• DOCX

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

Yes

Future Melbourne Committee Agenda item 7.1

20 April 2021 - Notice of Motion, Cr Leppert: Horse-Drawn Vehicles

Dear Mayor and Councillors,

Many thanks for hearing these cases and taking strong action to protect these voiceless animals, vehicles and pedestrians who have suffered much danger, stress and suffering over far too many decades.

I wish to share two of my own personal experiences that are hugely memorable, and which highlight the problems with having HDVs in Melbourne city.

On the 15th Feb 2016 I lodged a complaint with the City of Melbourne about an irresponsible horse drawn carriage driver during Sunday's Chinese New Year festivities. The complaint I lodged was:

During the busiest day of Chinese New Year celebration, Sunday 14th Feb 2016, I was with my family in Swanston St near the corner of Little Bourke St which was filled with noise, drumming, cymbals, fire crackers and thousands of people, a horse-drawn carriage driver in his late 50s to early 60s with grey hair thought it appropriate to drive his two horses and carriage through the centre of the chaotic celebrations. The horses looked stressed and frightened. There was an unbelievable amount of noise which would have been horrendous to these animals that have much more acute hearing than humans. It was absolutely unbelievable and totally irresponsible of this driver to do that, he could have caused a very serious accident killing people. I have seen horses bolting in the city for much less. During these festivities the City of Melbourne must have restrictions on the use of horses in the city. This is totally remiss of the City of Melbourne. Please rectify this immediately.

At the time I also read an article published in the Age on 24th August 2015 - Calls for ban after horse pulling carriage of six bolts in CBD.

<http://www.theage.com.au/victoria/calls-for-ban-after-horse-pulling-carriage-of-six-bolts-in-cbd-20150823-gj5ndp.html>

I was taken aback when I read the article and I couldn't believe who the spokesman for the HDVs was, from Unique Carriage Hire! The name brought back a flood of memories.

It is important that I tell the story of and the unfortunate dealings I had with him in a serious accident involving his horse-drawn carriage and my motor vehicle around 35 years ago.

I was a 21-year-old starting my first full-time job and had just had a coffee catch up with a colleague in the top end of Collins St near where we worked. I was driving home at about 8pm, sitting stationary at a red stop light behind another car and heard the sounds of horses' hooves racing behind me. What on earth?! I looked in the rear vision mirror and saw two horses with a carriage attached but with no driver. The horses were frantic and ploughed right into the back of my car with the full force of the carriage behind them. I drove an older model strong VW Beetle (in good condition), however the whole rear of the car including the engine was pushed in. It was a write-off.

I had been driving 4.5 tonne trucks for a food business for 3 years part-time and I knew from experience that there was nowhere I could move my vehicle in that minute or so to reduce the impact to the horses, to the vehicle in front of me, to any pedestrians, or surrounding buildings.

I got out and attended to the distressed horses with another couple of bystanders. The HDV driver who later identified himself as _____ came running up about 5 mins later. I asked him what happened and he said that the horses had spooked and bolted. He had lost control of them and he thought it best to jump out of the carriage. I couldn't believe my ears! He could have killed many pedestrians. He was extremely lucky my strong car was there to take the impact; otherwise the horses would have continued to hurtle down Collins St. I am a level-headed, diplomatic person so I gave him the benefit of the doubt but I was very upset inside. The horses were seriously distressed and injured so we attended to them first. I asked for his details. He initially told me he was insured and that the insurance company would pay for the damage to my car. In the days following the accident I found out that he lied to me, he actually had no insurance.

He gave me his name but parents' phone number on the night, and I called the next day to ask about his insurance and the process we needed to go through. I had never had an accident before, nor have I had once since.

It was then he told me he had no insurance but he could get a 'mate' to fix my car. After my many phone calls to try to organise things, he went underground and was not contactable. His poor old parents told me they did not know where to find him. So my car was never fixed and I was never able to find _____. As I only had third party fire and theft insurance (I am a good driver and have never caused an accident), I was never able to fix my car and had to sell it for scrap.

I went to the Victoria Police and was told that they had no jurisdiction over HDVs at all. They could not apprehend him as there were no laws covering HDVs. I was so young and had just started working, so could not afford a lawyer.

He treated his animals with contempt and abuse, as he treated me. His horses were injured, my car was a write off, he was lucky he did not kill pedestrians and damage CoM property. He totally absolved himself of all responsibility for everything he did, hid behind his poor old parents and then disappeared.

So that is my story about _____, a person with no integrity, morals or ethics. He did nothing to make up for his misdemeanours.

That is why I was totally taken aback when I read his name. I had lived away from Melbourne for around 14 years. I could not believe he is still around and operating 35 years down the track and, in addition, a spokesman for HDVs!

These are glaring examples of irresponsible HDV drivers that I have had personally and I can imagine that there have been hundreds more over the decades. It is deeply troubling that conditions for these animals have not changed in 35 years.

Horse-drawn carriages, modern traffic, harsh noises and surfaces, hugely busy city, a million people a day, just do not mix. We need to ensure that Melbourne city is a safe and accessible civic space for all Melburnians and visitors to the city, and that these sensitive animals are never subjected to such abuse again. Thank you for listening to me.

Privacy acknowledgement: *

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

Name: *

Karen Hohenhaus

Email address: *

khohenhaus@ozemail.com.au

Date of meeting: *

Tuesday 20 April 2021

Agenda item title: *

Horse-Drawn Vehicles

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



[submission.pdf](#) 22.14 KB · PDF

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

No

19 April 2021

Dear Decision Maker,

As a resident of Melbourne CBD, and I would like to express my opposition to the Horse and Carriage trade in the city. Over the years I have witnessed very distressing situations and I have great concern for the horses' welfare including:

- Being tied up to a post for extended periods.
- Slipping on tram tracks and then limping.
- Horse and carriage falling backwards on Swanston when a carriage driver tried to make a u-turn. A vet wasn't called on-the-spot, and the horse was made to get up and continue.
- On 'special occasions' having to wear decoration, for example, I once saw a horse around Xmas time with a 'red nose' attached to their face. The horse was clearly distressed and kept flicking their head around trying to get the 'red nose' off.
- Their legs pressing against the metal bars between them.
- Standing or walking on hard surfaces all day which can lead to debilitating leg problems.
- Breathing in exhaust fumes all day, which can lead to respiratory ailments.
- Horses being forced to stand directly behind a carriage with lights on and shining directly in their eyes.
- Horses are gentle and they scare easily and become distressed when confronted with unfamiliar objects or sounds, so for them to be in the city all day surrounded by trams, cars, people, etc would be extremely stressful and worrying for them.
- Carriage riders often talking on their mobile phones while taking tourists around. I once saw a near accident with a tram on the corner of Swanston and Collin Sts as the carriage operator was on their mobile phone and failed to see the traffic light had turned red.
- Horses forced to transport tourists around on hot days.
- Water never seems to be readily available to horses.
- Horses looking malnourished, as their ribs are clearly visible.

Thankyou for your consideration of my submission.

Yours Sincerley,

Karen

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

*

Name: * Kristin Leigh

Email address: * melbagainsthorsedrawncarriages@gmail.com

Date of meeting: * Tuesday 20 April 2021

Agenda item title: 7.1 Notice of Motion, Cr Leppert: Horse-Drawn Vehicles

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

Dear Lord Mayor and Councillors,

I have been closely observing and researching Melbourne's horse-drawn carriage industry since the summer of 2013. My initial and sole motivation was out of concern for the animals involved. I quickly became aware that the issues extend far beyond that.

To be honest, I had no idea what I was getting myself into. To cover it all is well beyond the scope of this word space.

In short, these drivers are absolutely out of control, and it is not a rogue few.

Every single operator has and continues to engage in the breaching of local by-laws and state road safety laws all day every day. This is systemic as my supporting video evidence demonstrates.

Illegally travelling on Swanston Street

Illegal parking

Illegal u-turns

Travelling through tram super-stops

Running red lights

Illegal use of bike lanes

In addition to this, incidents where horses or humans are injured or have come seriously close to being injured or killed are frequent, which is unsurprising considering horses are flight animals and can spook easily. This is innate to their nature and cannot be changed through any kind of regulation.

Most operators have been observed engaging in violent, sexist, racist and threatening behaviour, some making headlines, others being much more careful to not be caught out in their abuse.

Additionally, illegal street-trading is rife since the street-trading ban came into play in July 2017 and has proven impossible to control.

I will never understand why these operators continue to get a free pass by consecutive Road Safety Ministers, the Victoria Police and the City of Melbourne. Why should rate payers and tax payers continue to foot the bill with attempts to regulate a trade which has proven it is beyond regulation? Drivers have demonstrated they will not be regulated, and even if they could be, the issues are inherent to the trade.

As Campaign Manager for Melbourne Against Horse-Drawn Carriages, I am contacted frequently with reports of abuse towards the horses and humans, breaking of road rules that have endangered cyclists and pedestrians, or by city visitors who are devastated to see horses being used in a such a cruel and archaic way.

This trade is completely out of step with our international reputation. Cities across the globe continue to ban them from the streets for the exact same reasons we see occurring here.

Please support this important step for a summit with all the relevant authorities and please watch my short video which includes plenty of supportive evidence to everything myself and so many others have been saying for such a long time.

These issues have existed as long as the trade has (over three decades) and I have no doubt they will continue for the horses, the general public and the City of Melbourne so long as these operators remain within the City of Melbourne zone.

Thank you for your time.

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

SUBMISSION IN SUPPORT OF AGENDA ITEM 7.1 MOTION BY CR.LEPPERT: HORSE-DRAWN VEHICLES

SUPPORTING VIDEO EVIDENCE TO THIS SUBMISSION AVAILABLE HERE

<https://drive.google.com/drive/folders/1chHUzDPjQHrbjq3oEgVWskGzRPuBv4F?usp=sharing>

Dear Lord Mayor and Councillors,

I have been closely observing and researching Melbourne's horse-drawn carriage industry since the summer of 2013. My initial and sole motivation was out of concern for the animals involved. I quickly became aware that the issues extend far beyond that.

To be honest, I had no idea what I was getting myself into. To cover it all is well beyond the scope of this word space.

In short, these drivers are absolutely out of control, and it is not a rogue few.

Every single operator has and continues to engage in the breaching of local by-laws and state road safety laws all day every day. This is systemic as my supporting video evidence demonstrates.

Illegally travelling on Swanston Street

Illegal parking

Illegal u-turns

Travelling through tram super-stops

Running red lights

Illegal use of bike lanes

In addition to this, incidents where horses or humans are injured or have come seriously close to being injured or killed are frequent, which is unsurprising considering the poor and careless behaviour of the operators and the fact that horses are flight animals and can spook easily. This is innate to their nature and cannot be changed through any kind of regulation.

Most operators have been observed engaging in violent, sexist, racist and threatening behaviour, some making headlines, others being much more careful to not be caught out in their abuse.

Additionally, illegal street-trading is rife since the street-trading ban came into play in July 2017 and has proven impossible to control.

I will never understand why these operators continue to get a free pass by consecutive Road Safety Ministers, the Victoria Police and the City of Melbourne. Why should rate-payers and tax-payers continue to foot the bill with attempts to regulate a trade which has proven it is beyond regulation? Drivers have demonstrated they will not be regulated, and even if they could be, the issues are inherent to the trade.

As Campaign Manager for Melbourne Against Horse-Drawn Carriages, I am contacted frequently with reports of abuse towards the horses and humans, breaking of road rules that have endangered cyclists, tram drivers and pedestrians, or by city visitors who are devastated to see horses being used in a such a cruel and archaic way.

This trade is completely out of step with our international reputation. Cities across the globe continue to ban them from the streets for the exact same reasons we see occurring here.

Please support this important step for a summit with all the relevant authorities and please watch my short video which includes plenty of supportive evidence to everything myself and so many others have been saying for such a long time.

These issues have existed as long as the trade has (over three decades) and I have no doubt they will continue for the horses, the general public and the City of Melbourne so long as these operators remain within the City of Melbourne zone.

Thank you for your time.

Kristin Leigh

Good morning Councillors and Minister Ben Carroll, State Member for Niddrie and Minister for Public Transport, Roads and Roads Safety.

My name is Lisa Ryan and I am delighted to represent Animal Liberation in this public address about the ongoing issues surrounding horse drawn carriages in the Melbourne CBD, and in response to the motion (Agenda item 7.1) put forward by Cr Rohan Leppert and seconded by Cr Dr Olivia Ball which we support in principle.

Our presentation can be viewed

here: https://www.dropbox.com/s/kwwowggtza0xdtf/AL_HorseDrawnCarriages.mp4?dl=0 and we thank all councillors in advance for taking the time to listen to our presentation.

In August this year Animal Liberation, Australia's longest serving animal rights organisation, will celebrate its 45th anniversary. For over four decades, we have worked to permanently improve the

lives of all animals through education, action, and outreach on a platform of compassion without compromise.

During this time, we have accumulated considerable experience and knowledge relating to issues of animal welfare and animal protection in this country. We have witnessed the growing popular sentiment towards the welfare of animals, combined with a diminishing level of public confidence in current attempts, legislative or otherwise, to protect animals from egregious, undue, or unnecessary harm.

While I now reside in NSW, I spent much of my adult life living in North Fitzroy and working in the Melbourne CBD on the corner of Bourke and Elizabeth Streets. I know this hub of Melbourne intimately, have family in Melbourne, and both my late father and late sister enjoyed decades of professional journalism working out of the Herald Sun offices - both regularly scribing about public interest and animal welfare concerns. It is deeply distressing to me that these same horse drawn carriages issues still prevail.

Animal Liberation looks forward to the day when horse drawn carriages are outlawed completely, as other types of animal exploitation have been outlawed in Australia and around the world. Until that day, we thank those Councillors who have collaborated to put forward this important motion, and we urge all councillors to support it.

We look forward to the positive and progression acceleration and outcomes with the issues surrounding the welfare of these horses and public safety and thank Council for the opportunity to make our presentation.

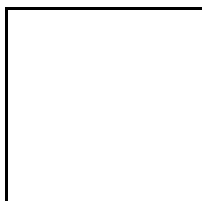
We have been trying to upload our video presentation since around 9:30 AM this morning. This has proved impossible from our end and I have lodged an online issue alert with council.

Could we ask your kind assistance in uploading our public presentation here: https://www.dropbox.com/s/kwwowggtza0xdtf/AL_HorseDrawnCarriages.mp4?dl=0 to ensure our presentation forms part of tonight's meeting in respect to Agenda Item No 7.1.

Regards

Lisa J Ryan

Regional Campaigns Co-ordinator



Animal Liberation

[Suite 301/49-51 York Street Sydney NSW 2000](#)

(02) 9262 3221

www.AL.org.au

Privacy acknowledgement: *

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

Name: *

Katrina Walker

Email address: *

katrina.e.walker@gmail.com

Date of meeting: *

Tuesday 20 April 2021

Agenda item title: *

7.2 Notice of Motion, Cr Jamal Hakim: Supplying free sanitary products in Council owned facilities – pilot program

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

As a resident and worker of the City of Melbourne I would like to wholeheartedly endorse the Councillor's motion. I think this is a great start to addressing some of the inequality in our city.

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

No

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

*

Name: * Donna Stolzenberg

Email address: * Donna@nhcollective.org.au

Date of meeting: * Wednesday 21 April 2021

Agenda item title: * Notice of Motion, Cr Jamal Hakim: Supplying free sanitary products in Council owned facilities – pilot program

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

The Melbourne Period Project (MPP) by National Homeless Collective was founded in 2015 with the aim to provide disadvantaged people with access to free sanitary items – something that had not previously been done before in Victoria. Since our establishment we have collected and distributed over 600,000 products to people in need.

Since our inception we have seen huge levels of disadvantage in Melbourne's city centre. The City of Melbourne's proposed pilot program would truly assist vulnerable people and we hope is widely supported.

With our passion for helping girls and women and vast experience in this space already and our established partnerships with Specialist homelessness support agencies and municipalities across Melbourne, MPP would be well placed to assist the Council in the pilot program.

I welcome the opportunity to speak to the Council more on this matter.

Kind regards,

Donna Stolzenberg

2021 Victorian of the Year

Please indicate Yes

whether you

would like to

address the Future

Melbourne

Committee via

phone or Zoom in

support of your

submission: *

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

*

Name: * Jane Bennett

Email address: * jane@chalicefoundation.org

Date of meeting: * Tuesday 20 April 2021

Agenda item title: Supplying free sanitary products in Council owned facilities – pilot program

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. Submissions will not be accepted after 10am.

I applaud this initiative for all the reasons set out in the motion by Cr Jamal Hakim and seconded by Cr. Dr. Olivia Ball.

Women and girls using Council owned facilities (in the pilot program) will be supported in a very practical way, and experience that these important personal needs are seen, appreciated and met.

While many will visit the facilities without needing the products, because they don't have their period or they have their own products, all will appreciate their availability, especially those for whom affording menstrual products is an unaffordable luxury. As described clearly in the submission for women and girls who struggle to afford commercial menstrual products life is seriously curtailed during the days of their period and thus impacts their whole life.

To me this moment is reminiscent of 1902 when the first public toilets for women were built in the city, and just as momentous. From my experience in menstrual education this simple and practical initiative will have many positive flow on effects for the women of Melbourne and I hope to congratulate the Council when this proposal passes.

Jane Bennett

Chalice Foundation for a positive menstrual culture

Please indicate No

whether you

would like to

address the Future

Melbourne

Committee via

phone or Zoom in

support of your

submission: *
