

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

Name: * Ian Davidoff

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 21 March 2023

Agenda item title: * 6.1 Planning Permit Application: TP-2022-438 183-187 Grattan Street and 166-176 Bouverie Street, Carlton

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. I will be making a verbal submission in support of the application and the officer's recommendation.

Submissions will not be accepted after 10am. I will also be providing a presentation to be viewed.

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

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. * I wish to make my submission in person

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

Name: * Vaughan Connor

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 21 March 2023

Agenda item title: * 6.1 Planning Permit Application: TP-2022-438 183-187 Grattan Street and 166-176 Bouverie Street, Carlton

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*

Name: * Joanne Bacon

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 21 March 2023

Agenda item title: Agenda item 6.2 – Review of Licensed Premises local planning policy

*

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.

Section 13.07–1L–04 Licensed premises refers to applications for land use for a bar, hotel or nightclub within the Capital City or Docklands Zone.

However, within these zones, there are licenced premises which may be Food and Drink premises or a Place of Assembly. Within zones of the Capital City Docklands, such premises do not require a permit under the Melbourne Planning Scheme however may cause the amenity, human health and safety impacts outlined in this agenda item.

Does the City of Melbourne need to consider changes to the Melbourne Planning Scheme which better defines a Place of Assembly?

Do changes need to be considered to the Melbourne Planning Scheme which places conditions on Places of Assembly or Food and Drink premises to require a permit if they are likely to impact the Amenity, Human Health and Safety of the community?

Does section 13.07–1L–04 Licensed premises, need to be expanded to include Places of Assembly and Food and Drink Premises within its scope?

Does section 13.07-1L-04 Licensed premises require alteration to consider the noise impacts of music or sound systems and require venues to limit noise impacts to background music after certain hours? (for example after 11 pm on days where operation and licencing are permitted to 1 am)

Does section 13.07-1L-04 Licensed premises require alteration to enforce rather than "encourage" licenced premises to have appropriate noise attenuation?`

Please indicate No
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would like to
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Melbourne in
support of your
submission: *

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*

Name: * Assaf Dekel

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 21 March 2023

Your question

I live in Docklands. There is a nightclub operating under liquor licence (until 3:30 am) without the need to a permit. This venue created havoc in our neighbourhood and sleep deprivation is a frequent thing here. I wanted to know if the new permit system you are planning will apply to existing businesses that will need to receive a permit in order to continue to operate. Can you also clarify what do you mean by appropriate noise attenuation for venues operating in a mixed zone predominantly inhabited by residents.

Thank you.

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

*

Name: * DAMIEN CODOGNOTTO

Email address: *

[REDACTED]

Phone number: *

[REDACTED]

Date of meeting: * Monday 21 March

Agenda item title: PARKING PLAN

*

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.

DRAFT PARKING & KERBSIDE MANAGEMENT PLAN

Melbourne's motorcycle community dates back to the 1890s. The first motorcycle shop opened in Elizabeth Street in 1903. In the 1980s free footpath parking for road motorcycles & scooters (MFP) came in. It has worked successfully for nearly 40 years.

The Motorcycle Riders Association Australia (MRAA) strongly opposes any further bans on MFP in the municipality unless a need is clearly demonstrated, discussed and approved by the Melbourne City Council Motorcycle Advisory Forum.

On-street motorcycle parking is improving but it needs enforcement or bollards to protect riders. The centre-of-the-road parking areas are abused by car drivers doing u-turns.

The lack of secure, off-street motorcycle parking with lockers for protective clothing is obvious. The only viable off-street parking area established by the CoM with the MRAA was under the City Square. It cost \$1 per entry. This

facility was lost when work on the underground railway began. In spite of promises by the CoM this off-street parking area has never been replaced.

Secure off-street parking is critical to commuters using road registered two-wheelers to get to and from work in the CBD. Lockers are required for protective clothing.

Footpath motorcycle parking space exists. Riders have parked on footpaths responsibly and safely since the 1980s. Footpath clutter has been dramatically increased by unregistered step-on hire scooters. Pedestrians are at best hindered by dumped step-ons, at worst seriously injured. Local crash statistics are inadequate. The current step-on published crash rate does not reflect the true situation.

Pictures: The City Square. 2012. Lockers at Hobart Airport 2021.

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



[airport meeting feb 9 2022 .jpg](#) 2.48 MB · JPG

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

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be

I wish to make by submission via Zoom

limited in
accordance with
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security protocols
and COVID-safe
plans and be
allocated on a first
registered, first
served basis. *

DRAFT PARKING & KERBSIDE MANAGEMENT PLAN

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The Motorcycle Riders Association Australia (MRAA) strongly opposes any further bans on MFP in the municipality unless a need is clearly demonstrated, discussed and approved by the Melbourne City Council Motorcycle Advisory Forum. The MRAA representative is Ed Lagzdin. The Victorian Motorcycle Council representative is Rob Salvatore.

On-street motorcycle parking is improving but it needs enforcement or bollards to protect riders. The centre-of-the-road parking areas are abused by car drivers doing u-turns.

The lack of secure, off-street motorcycle parking with lockers for protective clothing is obvious. The only viable off-street parking area established by the CoM with the MRAA was under the City Square. It cost \$1 per entry. This facility was lost when work on the underground railway began. In spite of promises by the CoM this off-street parking area has never been replaced.

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Pictures: Lockers at Hobart Airport 2021. The Melbourne City Square 2012 - 1 & 2. Victorian crash statistics unreliable.

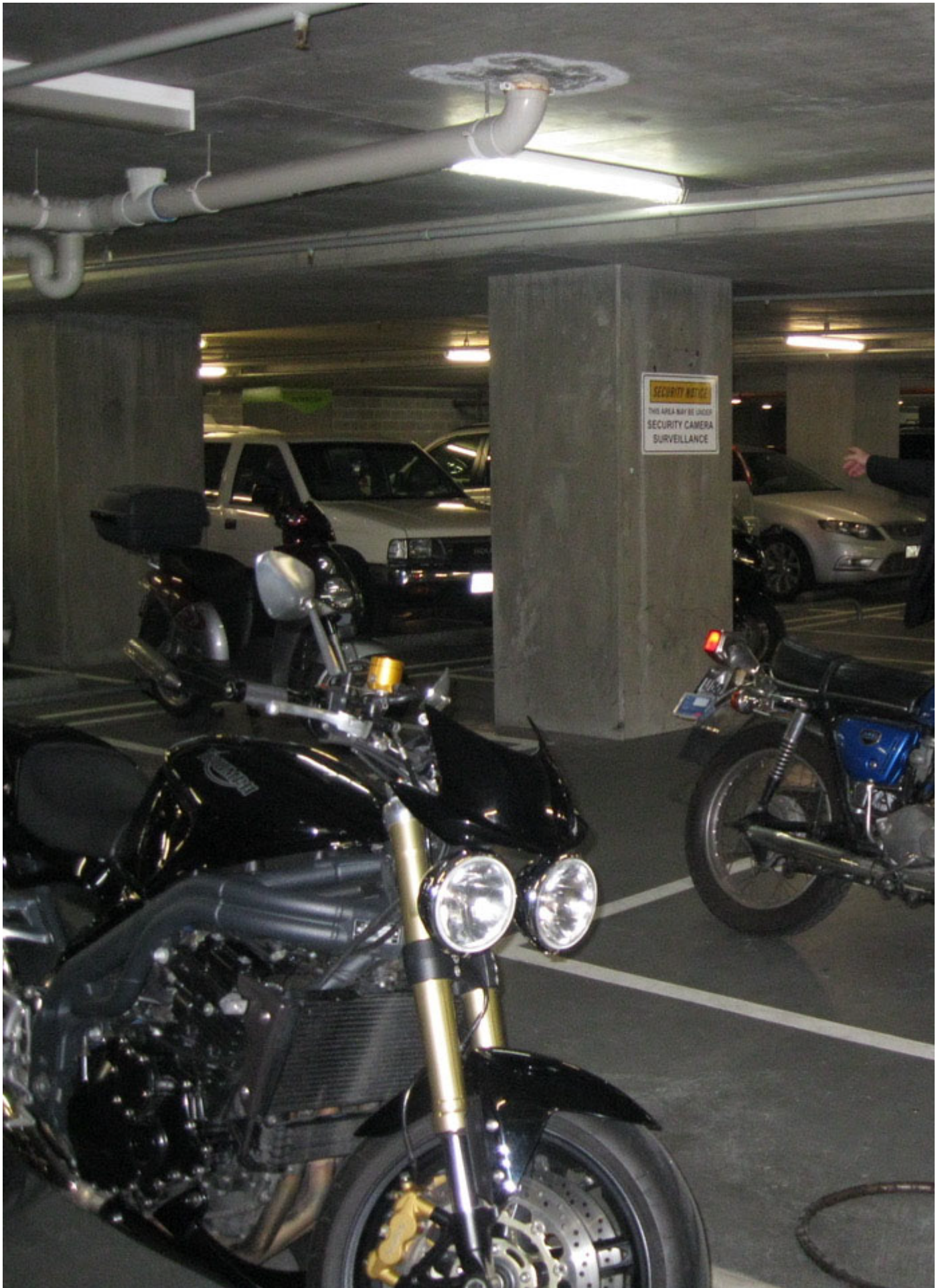
Damien Codognotto OAM
Spokesperson
The Motorcycle Riders Association Australia

mraa.net.au









VICTORIA LACKS RELIABLE CRASH/TRAFFIC

UPDATED MARCH 28, 2020.

Victorian Parliamentary Inquiries are regularly held by road safety committees elected representatives from all political parties.

The lack of reliable road crash data has been identified as a serious problem in inquiries. *The problem is systemic.*

Without reliable data on road furniture, traffic flows, crash sites, road maintenance and more, the real cost of roads and road trauma cannot be accurately calculated. Safety initiatives and infrastructure planning cannot be effective.

2005. CRASHES INVOLVING ROADSIDE OBJECTS

“EXECUTIVE SUMMARY. Crashes involving roadside objects are a major problem in Victoria, accounting for almost one-fifth of all crashes resulting in fatality. ... *The Committee noted a number of areas where crash information could be more detailed. The difficulty obtaining adequate data, in particular information to better assess crash risk and target safety treatments, is a common problem in Victoria, coming up time and time again in Committee inquiries. Governments have tried to improve crash information, yet crash and crash risk information continues to be an impediment to the improvement of roadside safety in Victoria. Crash information collection and publications need to be greatly improved. ... The Committee observed that a systemic approach or strategic plan to comprehensively address the problem of crashes involving roadside objects.”*

2006. DRIVER DISTRACTION INQUIRY

“CHAIR’S FOREWORD. ... One of the problems faced by the Committee during the inquiry was the lack of clear definitions and information systems which measure driver distraction and its role in crashes. *The Committee calls on Victorian Road Safety Authorities to develop clear definitions, categories and suitable crash data reporting in order to understand the problems and to develop appropriate countermeasures. ...”*

“EXECUTIVE SUMMARY. ... *In view of the lack of suitable definitions, categories and suitable data, Victoria and most other Australian jurisdictions are not able to accurately assess the role of driver distraction in crashes. Recent studies in the United States, together with an ongoing study by the New Zealand Ministry of Transport, have provided some insights into driver distraction impacts. Development of comprehensive data collection is a vital first step in guiding future Victorian road safety initiatives relating to driver distraction.”*

2012. INQUIRY INTO MOTORCYCLE SAFETY

“EXECUTIVE SUMMARY. ... *The first, and arguably the most important theme of the inquiry was the lack of accurate and robust data, both for crashes and trauma. Many arguments and observations made in submissions and witness statements were based on anecdotal evidence and crash and trauma data. However, the significant data issues identified by the Committee were that much of the evidence presented to the Committee was difficult to verify. ... A major data issue is the single most critical aspect of our future response to motorcycle safety.”*

“RECOMMENDATION 1 *That an independent office of road safety data be established.*

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

Name: * Gary Au

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 21 March 2023

Agenda item title: * Agenda item 6.4 Draft Parking and Kerbside Management Plan

Alternatively you may attach your written submission by uploading your file here:  [future_melbourne_committee_submission.pdf](#) 132.91 KB · PDF

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

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Re: Agenda item 6.4 Draft Parking and Kerbside Management Plan

Dear Future Melbourne Committee,

I am researching dynamic parking pricing at the Monash Institute of Transport Studies using artificial intelligence, traffic simulation models and the on-street car parking sensor data available from the Open Data Portal. The latest publicly available parking sensor data at:

<https://data.melbourne.vic.gov.au/explore/?q=On-street+Car+Parking+Sensor+Data&sort=modified> seems to be available only to Jan-May 2020.

My first question is whether more recent post COVID-19 parking sensor data will be made available? This data would be useful to support independent academic evaluations of any demand-based pricing implemented by the City of Melbourne in the future.

My subsequent question concerns the factual accuracy of statements in the Draft Parking and Kerbside Management Plan under "6.8 Using parking pricing to help manage demand". This section mentions SFpark in the case study on page 36.

Research indicates the quoted but uncited statistics in the case study are taken from "SFpark Pilot Project Evaluation - SFMTA, 2018/08" [1]. On page 116 of this document under "Ch. 8: Economic vitality, Visitor spending in neighborhood commercial districts" the San Francisco Municipal Transportation Agency (SFMTA) states:

"During the SFpark pilot project, pilot area sales tax revenue rose by 22% compared to a 15% increase in all other areas, which indicates a greater increase in visitor spending in pilot areas compared to the rest of the city."

In contrast the Draft Parking and Kerbside Management Plan case study section says:

"The outcomes of the SFpark pilot were:

- Increased sales for local businesses. Sales tax revenue grew by more than 35 per cent in SFpark areas compared to less than 20 per cent in other areas."

Can the City of Melbourne please advise whether this is a quoting error, and if not how the first part of each of these statements can be reconciled?

The bottom chart on page 116 seems to have been interpreted and reported as a whole of economic result for the SFPark pilot area. This chart only represents "Change in sales tax revenue, FY2006–2013 Food product, general retail and miscellaneous; chain stores excluded".

My main concern is the SFMTA text seems to be used out of context. The SFMTA full paragraph on page 116 reads:

"During the SFpark pilot project, pilot area sales tax revenue rose by 22% compared to a 15% increase in all other areas, which indicates a greater increase in visitor spending in pilot areas compared to the rest of the city. This is in keeping with historical trends; during the City's last two year period of growth (2006–2008), pilot area sales tax increased by 15% compared to a 9% increase for all other areas. In

other words, pilot areas historically perform better than other areas in the city when it comes to economic growth and retail activity. As such, it is not possible to conclusively estimate the role of SFpark in the increase of sales tax revenue in pilot areas.¹

¹ Sales tax data provided by the San Francisco Controller's Office. Excludes all chain store sales tax revenue which cannot be accurately disaggregated to pilot areas due to the manner in which the data is reported. Chain store sales tax revenue is a considerable portion of overall sales tax revenue and it is not possible to determine how it may have affected results of this analysis.

The demand-based parking pricing research field has moved well on since the SFPark-era studies conducted more than a decade ago. There are many more state-of-the-art studies that could have been cited. For instance, the recent parking micro-simulation research by Ornelas et al. (2023) [2] on the City of Toronto's downtown showed that progressive pricing lowers average parking occupancy and search time in high demand parking clusters by 5.6% and 12.5%, respectively, compared to hourly pricing. Saharan et al. (2023) used *DyPARK* incorporating game theory and machine learning to predict occupancy, which in turn was used to generate parking prices. Seattle city parking and prices data sets were used to predict occupancy and to generate prices, respectively. Deep reinforcement learning (used by Google DeepMind to make advances in artificial intelligence such as AlphaZero and OpenAI for ChatGPT) is also being increasingly used to optimise parking utilisation and reduce traffic congestion [4].

Yours Sincerely,

Dr Gary Au

Adjunct Senior Research Fellow
Monash Institute of Transport Studies
Department of Civil Engineering
23 College Walk (Building 60),
Monash University 3800 Victoria, Australia
Email [REDACTED]

References

[1] SFMTA (2018/08). SFpark Pilot Project Evaluation, <https://www.sfmta.com/sites/default/files/reports-and-documents/2018/08/sfpark_pilot_project_evaluation.pdf>, Accessed 20 March 2023.

[2] Ornelas, D. A., Nourinejad, M., Park, P. Y., & Roorda, M. J. (2023). Managing parking with progressive pricing. *Transportation Research Part C: Emerging Technologies*, 149, 104040.

[3] Saharan, S., Kumar, N., & Bawa, S. (2023). DyPARK: A Dynamic Pricing and Allocation Scheme for Smart On-Street Parking System. *IEEE Transactions on Intelligent Transportation Systems*.

[4] Poh, L. Z., Connie, T., Ong, T. S., & Goh, M. K. O. (2023). Deep Reinforcement Learning-Based Dynamic Pricing for Parking Solutions. *Algorithms*, 16(1), 32.

Privacy acknowledgement: *

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

Name: *

David Hamilton

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 21 March 2023

Agenda item title: *

Item 6.4 Draft Parking and Kerbside Management Plan

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



[sb3006_paper_fom_item_6.4_parking_and_kerbside_management.pdf](#)

242.89 KB · PDF

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

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make my submission in person



Southbank3006 supports the strategic thrust of the Council's Draft Parking and Kerbside Management Plan.

The Draft Plan addresses many of the key issues associated with Parking and enables flexibility in the development of localized Kerbside management and parking arrangements for specific precincts and neighbourhoods in the City. It is an excellent piece of work drawing together key strategic issues and choices.

Southbank3006 supports the Provisions of Paragraph 6.3 of the Plan – *Converting Car Parking Spaces to Other Uses*

The Draft Plan recognises at Paragraph 6.3 the:

“Conversion of car parking spaces to be used for another function where there is a strategic need to do so. Car parking spaces could be used to facilitate important city infrastructure (such as street trees, footpath widenings, tram stops, dining areas and additional open space)”.

1. Southbank is a particular case in point where this needs to be actioned in the near term. Unlike many neighbourhoods in the City Southbank abounds in both private and public off-street parking but falls well short of the Council's Open Space Policy requirements.
2. Accordingly implementing the Parking and Kerbside Management Plan in Southbank we would argue offers an excellent opportunity to address the Open Space policy requirements of Council by following the actions envisaged by Paragraph 6.3.
3. As Southbank3006 has argued previously there is a strong case to be made in Southbank to:
 - i. Create Low Traffic Neighbourhoods
 - ii. Reclaim Road space to provide open space adjacent to residential towers for community use including community gardens and meeting spaces to foster neighbourhood development and resident wellbeing.

Accordingly in Council adopting this Parking and Kerbside Management Plan Southbank3006 urges Council to move immediately to work on the conversion of much of the existing road space in Southbank to Open Space and integrate this with a network of Low Traffic Neighbourhoods to enhance pedestrian, bicycle, and local road user safety and trial the application of Paragraph 6.3 in Southbank.

Areas for Improvement in the Draft Parking and Kerbside Management Plan

Battery Electric Vehicles are Missing from the Parking and Kerbside Management Plan

- Missing from the Parking and Kerbside Plan is how the Council uses its street parking assets to foster the use of Battery Electric Vehicles (BEV) in the Melbourne City.
- Incorporating a BEV parking strategy is a low-cost mechanism for the Council to demonstrate its sustainability credentials and give credence to its other initiatives relating to Climate change including the roll out of Planning Scheme Amendment C376.
- Nowhere in the hierarchy of uses in the Parking and Kerbside Plan are BEV mentioned yet they can make a major contribution to achieving our National Climate Change targets and the Council's own targets on emissions for Melbourne.

Recommendation:

1. *Council could assist the take-up of BEV by offering targeted parking services for BEV in the period to 2030. This would NOT require designating spaces for BEV but rather arrangements such as Zero parking fees and/or doubling the time that BEV can park on street. This would send a clear signal that the Council is delivering on its climate change agenda.*
2. *This would be a low cost but highly visible policy for the Council setting it at the forefront of Governments Australia wide.*
3. *Enforcement is simple as all BEV already have License Plates clearly identifying them as such for emergency services.*

4. *Such a policy should exclude both Plug in Hybrid and full Hybrid vehicles as both rely on internal combustion engines for some of their traction.*
5. *Norway demonstrated the take up of BEV accelerates when governments remove tolls and fees for BEV. With the Victorian Government targeting by 2030 to have 50% of all new passenger vehicle registrations in the State BEV then a City of Melbourne BEV parking strategy would drive that take-up rate. This is a more effective program for a local authority than installing fast chargers and destination chargers which are capital intensive and expensive to maintain, and it has application across the Municipality with high visibility through signage.*

Fines and Indifference Costing

Although touched on in the Plan the issue of indifference costs is not addressed in the enforcement regime. Logically the fines associated with parking infringements should be priced at or above the costs for a driver to park in a private parking station. This would overcome the gaming of the system when the fine is well below the cost of parking coupled with the probability of being fined being low.

Recommendation

Fine regimes need to be reviewed with the State Government particularly in the Capital City Zone area to optimise the use of parking space.

Key Construction Site Issues Not addressed:

- i. **Enforcement is weak and needs specific measures to minimise Resident impacts.**
 - ii. **Consultation with Residents via the Council Resident Portal on Construction Zones is needed before Permits and Traffic management Plans for a site are approved.**
 - iii. **This issue needs to be addressed in the Parking and Kerbside Management Plan.**
- Whilst the Strategy addresses the need to provide permits etc for construction zones it fails to address a how to manage a major concern in residential areas adjacent to the Construction Zone.
 - Residents and Traders in Southbank consistently complain that throughout building construction both trucks delivering to sites and workers on sites ignore parking restrictions causing traffic management issues at a local level. This necessitates repeated reporting of breaches to Council Enforcement and their interventions are often too little and too late. Again, the fines associated with such breaches do not align with the dislocation to residents. In Southbank workers have apple paid off street parking to use but frequently ignore it.
 - The traffic management plans submitted by Builders are not subject to Public Review by residents prior to approval. They are only advised after the event and by then are set in stone for the duration of the project.

Recommendation:

Accordingly, the Parking and Kerbside Management Plan needs to update the approval process for Construction Sites and require local consultation with residents within 500m of a construction site before approval of the Traffic Management Plan for a Construction Site is granted by the Council. The Neighbourhood Portal provides an easily accessible tool through which this can be managed by Council officers.

David Hamilton
President
Southbank3006 Inc
19 March 2023

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

Name: * GREGORY BISINELLA

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 21 March 2023

Agenda item title: * 6.4 – DRAFT PARKING MANAGEMENT PLAN

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.

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



[fmc submission east melbourne group item 6.4 draft parking plan 21.3.23.docx](#)

167.32 KB · DOCX

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

No



FUTURE MELBOURNE COMMITTEE – SUBMISSION

21ST March 2023

AGENDA ITEM 6.4 Draft Parking and Kerbside Management Plan.

Councillors we are in receipt of the City of Melbourne Draft Parking and Kerbside Management Plan (21 March 2023). We commend the team for the comprehensive plan with its “strategic and data driven approach” and recognise the significant work undertaken by the staff to produce this draft. A plan that “puts the customer at the heart of the parking management approach by making parking controls and signage simpler and fairer” is one that we support. Similarly, the simplification of signage and demand-based parking reflect much of the current thinking around parking and particularly that proven policy that is espoused by Professor Donald Shoup.

The East Melbourne Group has been working actively with the Director of Parking Kristal Maynard and thank her and her team for their ongoing consultation with the EMG. The commitment to ongoing consultation in the draft plan is an important public policy principal and we are pleased to see this clearly articulated in the plan. “5.1.3 We commit to regular, proactive engagement in local areas, sharing the data that underpins our decision making and making strategic decisions to ensure the use of space is optimised and the competing needs for kerbside space are balanced.”

We also highlight the importance of inclusivity when considering policy changes. Consideration of stakeholder ability to engage with technology, and the retention of more “traditional” methods of interaction are important for those who do not have the skills or accessibility to technology.

We look forward to our continued co-operation in the further development of this plan and support the plan to move forward to the next stages of consultation.

Greg Bisinella - President

E: [REDACTED]

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

*

Name: * jannine Pattison

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 21 March 2023

Agenda item title: Southbank Temporary Play Court Options

*

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.

Southbank3006 fully supports the a proposed temporary basketball court adjacent to Melbourne Square. This is a excellent solution and Council should be commended on its innovation in obtaining the commitment from a developer to assist with social infrastructure in the area.

Whilst the original plan to activate the Kingsway under croft, would be the best and most permanent solution, we are concerned the under croft site may prove to be too hard to negotiate, take too long to deliver, and prove to be too expensive.

Accordingly, to have a long term fall back option Council should continue to investigate the Kingsway park, bordering Sturt street and Kingsway to provide a long term solution for the permeant park or even a second play space. This will enable activate the area in addition to its current use by expanding it to be a play space and playground area. This is an ideal location due to existing amenities, such as bathroom and bbq facilities, and It activates a part of Southbank which is rapidly growing in population.

This would also speak to the wider community by acknowledging that Southbank is greater than the City Rd &

Kavanagh Street block on the western side of Power street with a development away from the Boyd.

Ultimately, we simply need this project to continue it's momentum, so the residents can enjoy this outdoor activity in Southbank once more.

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

If yes, please I wish to make my submission in person
indicate if you
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virtual link (Zoom)
to the meeting.
Please note,
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Privacy acknowledgement: I have read and acknowledge how Council will use and disclose my personal information.

*

Name: * Tony Penna

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 21 March 2023

Agenda item title: 6.6: Southbank Temporary Play Court Options

*

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.

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



[20230321_fmc_meeting_no.52_agenda_item_6.6_southbank_temporary_play_court_options.pdf](#)

154.35 KB · PDF

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would like to verbally address the Future Melbourne in support of your submission: *

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I wish to make my submission in person



PO Box 1195 South Melbourne VIC 3205
Phone: 03 9028 2774
ABN 58 986 783 321 Cert. of Inc. A0036364B
info@southbankresidents.org.au
www.southbankresidents.org.au

Submission to Future Melbourne Committee

City of Melbourne, Melbourne Town Hall,
21 March 2023, 5.30pm – Meeting No.52
Agenda Item FMC 6.6: Southbank Temporary Play Court Options

The Southbank Residents Association (SRA) is pleased to see further consideration on our recent amenity loss of the Boyd Park basketball court.

While it was always known the Boyd basketball court was temporary, it was not expected by the community for the Kings Way undercroft redevelopment to take so long.

The Boyd basketball court was actively used by the community almost daily and its closure was a massive disappointment to the community.

SRA has been advocating for solutions to this since the closure and it is comforting to see one of our solutions being considered, and endorsed here.

In 2022, SRA suggested the City of Melbourne to reach out to OSK, the Melbourne Square developer, to investigate an option to use their currently unused land opposite Boyd park. This location would be ideal.

SRA has also been bold by suggesting to transform the roof of the electrical sub-station directly oppose Boyd on Kavanagh street into a play space.

Owing to the shortage of open space and councils past failures to plan for adequate open space, council also needs to be bold, adaptive and creative with initiatives which will offer more to our community with open space.

Of the 4 options being considered by council, SRA considers the following:

Option 1: Sturt Street Reserve is considered too removed from central Southbank as has been highlighted by the council officers.

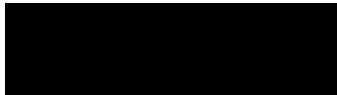
Option 2: Boyd Park we have reservations of utilising this park for a temporary park, not only for the cost for such a temporary project, but our own community survey, which attracted 120 responses indicated two thirds of the community were not in favor of a reduction in green open space for a temporary basketball court.



Option 3: Northern Undercroft is not feasible owing to the planned works for the upcoming works.

Option 4: Melbourne Square development site is the best solution and probably the cheapest. However, we are mindful of the potential impacts of noise from loud users of the space, and constant ball bouncing and dribbling until all hours of the night. This might be disruptive for the neighbouring residents. While the design is unknown at this stage, but the court could be inside a fenced area with gated access, which would restrict late night usage, but would require the gate to be opened and closed each day.

SRA applauds councils and its officers for further consideration of our community needs and hope this will continue into the foreseeable future.



Tony Penna
President
Southbank Residents Association



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

*

Name: * Chris Thrum

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 21 March 2023

Agenda item title: * 7.1 Notice of Motion, Lord Mayor Sally Capp: An Aboriginal and Torres Strait Islander Voice to Parliament

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 response in regards to the FMC Meeting of Tuesday 21 March, 2023 and in particular the Agenda Item 7.1 – Notice of Motion , Lord Mayor Sally Capp: An Aboriginal and Torres Strait Islander Voice to Parliament.

I support this motion.The United Nations passed a resolution to make 1993 the UN International Year of Indigenous Peoples. This motion is keeping in spirit with that resolution.

This is about Makarata.

The coming together after a struggle.

The Albanese Government is committed to the Uluru Statement From The Heart in full.

Thanks to Lord Mayor Sally Capp for forwarding this worthy motion, and to Cr Dr Olivia Ball for seconding the motion, and many thanks to the management team for the great work they have done here.

City of Melbourne has a phenomenal reconciliation action plan, and this continues and move forward the reconciliation process.

On Wurundjeri Country. And Boon wurrung country.

Let's walk together on this one.

Best regards,
Chris Thrum

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

Yes

If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *

I wish to make my submission in person