

**Kate Sullivan**

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**From:** Wufoo <no-reply@wufoo.com>  
**Sent:** Monday, 20 June 2016 1:58 PM  
**To:** CoM Meetings  
**Subject:** Council and Committee meeting submission form [#683]

**Name: \*** Will Fowles

**Email address: \*** [Piperwill.fowles@pipercommunications.com.au](mailto:Piperwill.fowles@pipercommunications.com.au)

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

**Date of meeting: \*** Tuesday 21 June 2016

**Agenda item title: \*** 183 A'Beckett Street, Melbourne

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

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

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



**Kate Sullivan**

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**From:** Wufoo <no-reply@wufoo.com>  
**Sent:** Tuesday, 21 June 2016 11:15 AM  
**To:** CoM Meetings  
**Subject:** Council and Committee meeting submission form [#688]

**Name: \*** Adam Ford

**Email address: \*** [adam@rattlingtram.melbourne](mailto:adam@rattlingtram.melbourne)

**Contact phone number (optional):** 0425320533

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

**Date of meeting: \*** Tuesday 21 June 2016

**Agenda item title: \*** 6.1 Ministerial Referral: TPM-2015-29, 183 - 189 A'Beckett Street Melbourne

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



[2015\\_12\\_24\\_grange\\_lynne\\_183189\\_abeckett\\_street\\_mha\\_objection\\_ministry.pdf](#)

728.09 KB · PDF

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

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24<sup>th</sup> December 2015

State Planning Services  
Department of Transport, Planning  
and Local Infrastructure  
[stateplanning.services@dtpli.vic.gov.au](mailto:stateplanning.services@dtpli.vic.gov.au)

cc. City of Melbourne  
Minister for Planning



*Supported by the National Trust*  
P.O. Box 24198, Melbourne VIC 3001, Australia  
[www.melbourneheritage.org.au](http://www.melbourneheritage.org.au)  
[melbourneheritageaction@gmail.com](mailto:melbourneheritageaction@gmail.com)

**Re: TPM-2015-29, 183-189 A'Beckett Street, part demolition and construction of multi-level building.**

Melbourne Heritage Action wishes to object to the above application.

We object to the proposal as it stands because it involves 'facadism' of the notable historic building that currently occupied the site, to the point where most of the façade is free standing, with no enclosed space behind it.

This should not be acceptable for a heritage building in the CBD.

Furthermore, what is left of the building would be totally dominated by the enormous tower setback only 5m, which then leans forward again over the frontage.

### **Significance of the Building**

This building has long been recognised as a rare example of European Modernism in Melbourne, having been classified by the National Trust many years ago. Designed by Edward Billson, who was a pupil of Walter Burley Griffin, the horizontal strip windows with their 'eyebrow' concrete sunshades, the vertical curved feature and porthole windows marking the entry are all unusual features. On another level, it is simply a stylish example of Art Deco, with a range of delightful details, including a fine main stair (see images attached).

The building does not currently have an HO, but was recommended for one by the C198 process in 2011. The statement of significance prepared for that amendment is attached. The only reason it does not currently enjoy protection is that it was one of the 9 'post war' places put aside for further consideration by the Minister, even though it is not post war, but dates from 1937. We can only assume this was a mistake.

### **Effect of proposal**

The retention of only the front and side walls with no built space behind reduces the historic building to little more than a screen wall, rather than a building. While there appears to still be glass in the windows, it will be more than obvious that this is a huge tower, with a small setback, set behind retained walls of what was once a building. This is the worst kind of facadism, a token attempt at retention of an historic building.

The proposed tower is only setback 5m from the retained façade, and then leans forward again to only 500mm from the street boundary; combined with the extremely tall and wide side elevation, the remnant facades of the heritage building would be totally overwhelmed.

The proposal also completely removes the large sawtooth toothed factory space that occupied the bulk of the block, along with its laneway wall.

### **Planning Context**

We are pleased to see that despite there being no official HO, that at least complete demolition has not been proposed. However, since an HO is likely in the very near future, it should be treated the same as other places with that protection.

We note that the new draft Heritage Guidelines for the CCZ specifically do not allow facadism. The minimum retention would be 'of the front portion', but for 'Significant' buildings, as this would be, the whole of the building should be retained.

Existing heritage controls and good practice would see the front 10m, or preferably the whole office portion (about 15m depth), retained intact as a building, with walls, floors and roof.

In regard to setbacks, this site is subject to the new built form controls, but these should be regarded as a minimum, rather than as exactly suitable for all situations. The idea that 27 levels would be a 'podium' and that therefore the tower can lean forward over the retained façade practically to the boundary, and then step back again, results in a form that can hardly be described as a 'podium and tower'.

It would be far preferable that the retained historic building is regarded as the podium, and the whole of the tower simply setback behind this retained portion, with perhaps some amount cantilevered or stepping forward to no more than 10m from the street boundary.

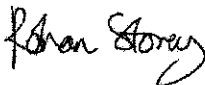
### **Preferred outcome**

Preferably the whole front office portion of the building should be retained intact. This would be about 15m deep, retaining the two bays to the laneway side, and the whole of the original roof. The excellent Art Deco stair behind the existing office entry door and any other notable internal elements should also be retained. This portion could be used for retail and office uses, as well as entry lobby to the tower behind.

The whole of the tower should be setback a minimum of 10m from the street line, and so could cantilever slightly over the retained frontage.

The whole of the laneway elevation should also be retained, with a narrow sliver of the sawtooth roof retained within the approx. 3.5m setback, clearly identifying the industrial heritage of the building and the area.

Kind regards,



Rohan Storey  
Vice -President

**Melbourne Heritage Action**



Stair details



Laneway facade





Request to speak/Item of correspondence  
Agenda item 6.1  
Future Melbourne Committee  
21 June 2016

**Kate Sullivan**

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**From:** Wufoo <no-reply@wufoo.com>  
**Sent:** Tuesday, 21 June 2016 11:59 AM  
**To:** CoM Meetings  
**Subject:** Council and Committee meeting submission form [#691]

**Name: \*** Felicity Watson

**Email address: \*** [felicity.watson@nattrust.com.au](mailto:felicity.watson@nattrust.com.au)

**Contact phone number (optional):** 96569818

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

**Date of meeting: \*** Tuesday 21 June 2016

**Agenda item title:** 6.2. 183-189 A'Beckett Street, Melbourne

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

The National Trust joins our colleagues Melbourne Heritage Action in condemning this proposal. The Grange Lynne Factory was classified by the National Trust in 1999 at Regional level and built in 1937-38 to designs prepared by noted architect EF Billson, a formal pupil and associate of Walter Burley Griffin, who was a leading architect in Victoria in the 1930s. It is one of Melbourne's finest interwar factory and office buildings, and a rare example of European modernism.

We note that since the submission of this planning application, the Minister for Planning has gazetted an Interim Heritage Overlay for the subject site which applies until 31 March 2017. The Trust intends to support the application of a permanent control to the site.

We agree that the proposal fails to satisfy the objectives of Clause 22.04 in the Planning Scheme, which seeks "to conserve and enhance all heritage places". Further, we note that the proposal would also be disallowed under the new Heritage Guidelines proposed in Draft Amendment C258.

The proposal for this site represents the worst kind of facadism; a tokenistic attempt to address the significance of the factory, with the facade reduced to a shell from which the new tower emerges. This proposal is one of many recent and current examples of facadism, and we applaud the City of Melbourne's work to address this issue in the proposed new heritage guidelines under consideration.

We therefore urge Councillors to support the officers' recommendation to reject this proposal on heritage and other grounds.

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

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provided for  
submitters to be  
heard at Council  
meetings.) \**

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

\*

**Kate Sullivan**

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**From:** Wufoo <no-reply@wufoo.com>  
**Sent:** Monday, 20 June 2016 11:09 AM  
**To:** CoM Meetings  
**Subject:** Council and Committee meeting submission form [#681]

**Name: \*** Ewan Ogilvy

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

**Please indicate which meeting you** Future Melbourne Committee meeting  
 **Id like to make a submission to**  
**by selecting the appropriate button:**

**Date of meeting: \*** Tuesday 21 June 2016

**Agenda Item title: \*** 6.2 Draft Amendment C258 Heritage Policies Review

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

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

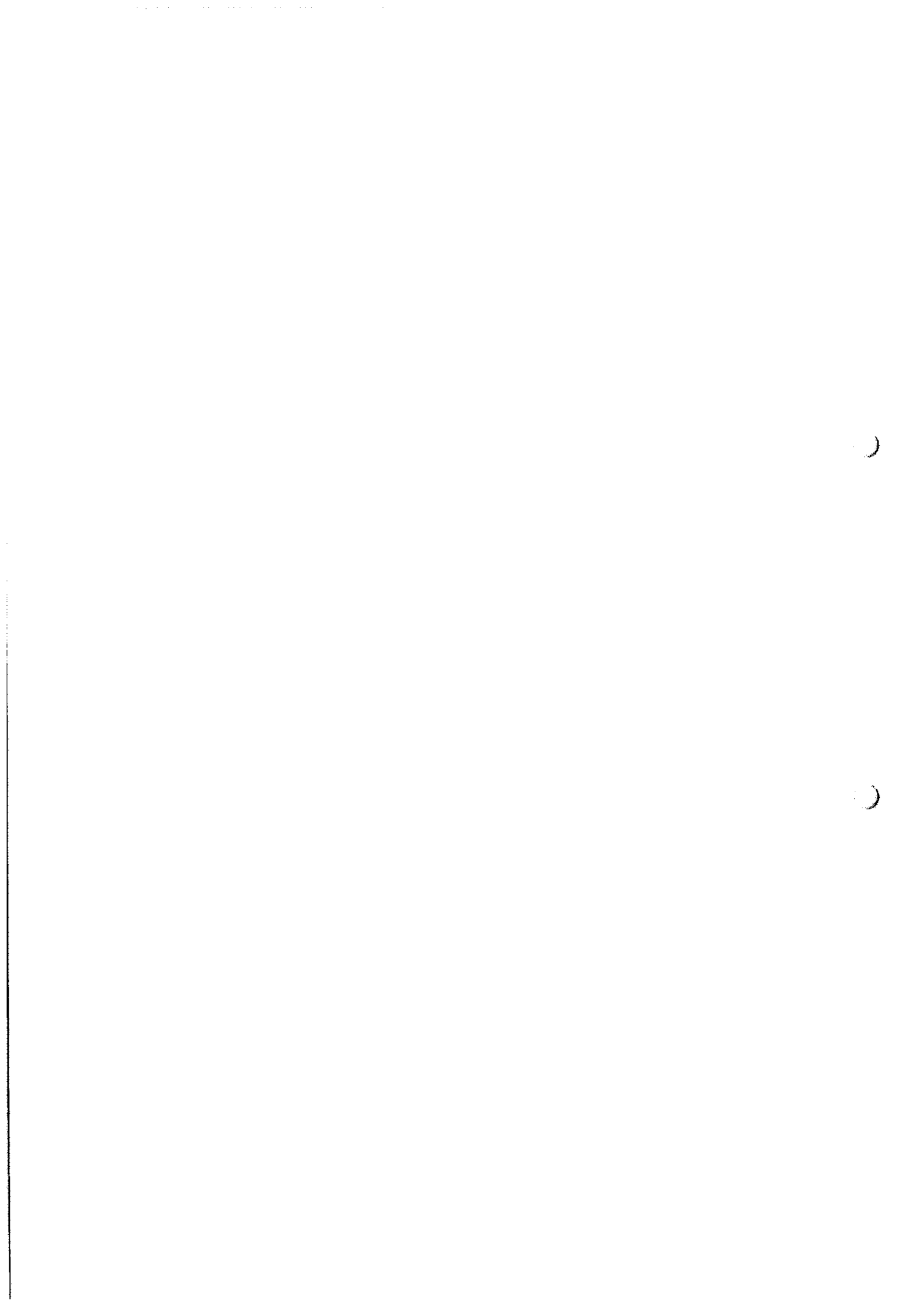


[fmc\\_21\\_june\\_2016\\_item\\_6.2\\_heritage\\_policies\\_review\\_cra\\_submission\\_signed.pdf](#)

116.29 KB · PDF

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

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





**The Carlton Residents Association Inc.**

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P.O.Box 1140 Carlton Vic 3053

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<http://facebook.com/pages/carltonresidentsassociation>

19 June 2016

The Rt. Hon. Robert Doyle and Councillors  
City of Melbourne  
PO Box 1603  
Melbourne 3001

Dear Lord Mayor and Councillors,

**SUBJECT: FMC 21 June 2016 – Agenda Item 6.2  
Draft Amendment C258 Heritage Policies Review**

The Carlton Residents Association appreciated having a further opportunity earlier this year to assess the draft Heritage Review Papers. However, we believe that there are a number of significant matters that should be addressed before the Council seeks authorisation to exhibit the Amendment. In particular, the following corrections and gaps must be addressed

- The Titles of the two revised Local Heritage Policies do not reflect the officer decision that Policy 22.04 *Heritage Places within the Capital City Zone* should apply to the City North CCZ area. If the officer position is to be confirmed, both Titles will require Amendment.
- The Proposed Statement of Significance for the Carlton area includes extensive consideration of the Princes Park area and that area east of Swanston Street, but almost nothing for the University Square area. Since this important heritage area was NOT addressed in the *City North Heritage Review*, this has resulted in one of Carlton's most significant areas being totally ignored. This serious gap must be rectified before the Amendment is exhibited.
- The Draft Heritage Inventory included in the Amendment package, requires further detailed checking. For the Carlton area alone, the Inventory grades several properties that have been demolished, includes property numbering that is inconsistent with the Heritage Overlay numbering, and includes other mistakes that could have been avoided if the odd and even street numbers had been separated.

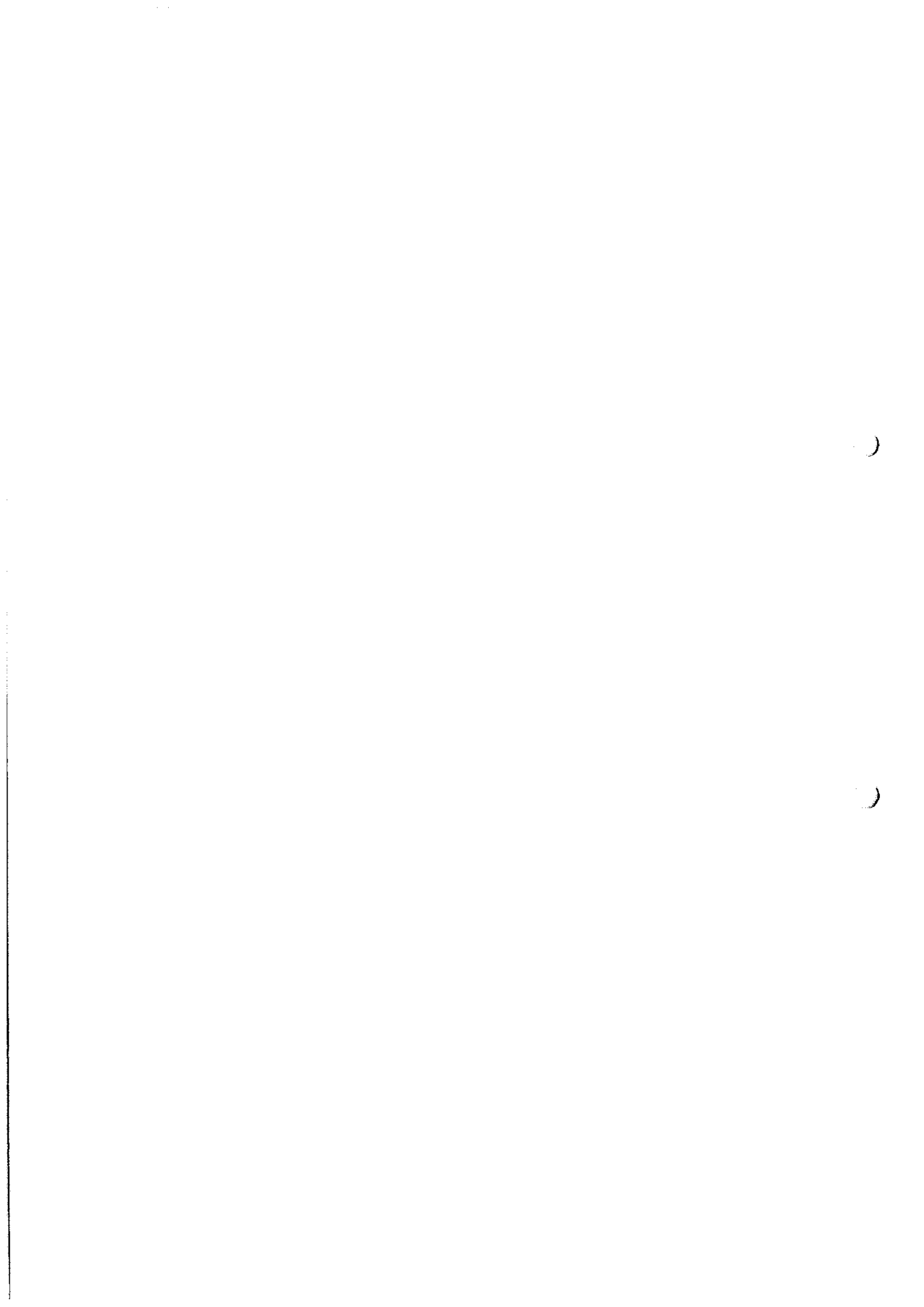
Concerning the property numbering system adopted in the Draft Heritage Inventory, we do not understand why a different numbering system has been adopted in this Heritage Review. It must be emphasised that both the 2008 and 2014 Inventories separated the odd and even property numbers; this facilitated a much better appreciation of the Streetscape significance of the different areas.

Finally, we must query the assertion that the A to D Grading system has been replaced "in line with the Department of Environment, Land, Water and Planning Practice Note ..." This is factually incorrect. The relevant Practice Note does not recommend that the "State Significant" and "Local Significant" Gradings should be combined, nor does it contemplate the introduction of a third category – Contributory. "The thresholds to be applied in the assessment of significance shall be 'State Significance' and 'Local Significance'. 'Local Significance' includes those places that are important to a particular community or locality." [Extract from Practice Note 01\_p2]

The impact of the Council's recommended grading system is dramatic; it will result in hundreds of heritage places in the municipality no longer being regarded as heritage places in their own right. In our opinion, this will provide a weaker heritage protection regime for the city. We do hope that the City of Melbourne will revisit this decision before the commencement of the Panel Hearings.

Yours faithfully

Ewan Ogilvy [for the Carlton Residents Association]



**Kate Sullivan**

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**From:** Wufoo <no-reply@wufoo.com>  
**Sent:** Tuesday, 21 June 2016 8:54 AM  
**To:** CoM Meetings  
**Subject:** Council and Committee meeting submission form [#684]

**Name: \*** Angela Williams

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

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

**Date of meeting: \*** Tuesday 21 June 2016

**Agenda item title: \*** Heritage Review Item 6.2

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

I have attached a submission, but require two documents to be sent. It appears I can upload only one, so I will attempt to send a further form with the second attachment.  
I would appreciate an acknowledgement that the two have been received please.

Kind regards

Angela

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



[160621\\_awilliams\\_fmc\\_6.2\\_heritage\\_review.pdf](#) 61.50 KB · PDF

Please Indicate whether you would like to address the Future Melbourne Committee in support of your submission:

No

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

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Angela Williams  
95 Courtney St, North Melbourne  
Future Melbourne Committee Agenda Item 6.2 21 June 2016

Chair of the Planning Committee, and Councillors
1. Current development pressures and those of recent years can be demonstrated to have caused a loss of heritage fabric, and a plethora of additions, and out of scale new buildings which have not enhanced the heritage streetscapes. Now more than ever before, the City of Melbourne needs robust heritage policy and diligent application if we are to retain the stock which remains today. I attach the full submission made on 14 February, 2016. I consider that the majority of my concerns made at that time have not been addressed.
2. It is regrettable that this review has not incorporated case studies of recent developments to demonstrate how the proposed policies have been robustly tested.
3. I concur with the position put by the Carlton Residents Association in their letter dated 19 June 2016, in relation to the opposition to the translation of the A, B, C, and D buildings into Significant and Contributory, as this represents a dramatic weakening of heritage protection within the City of Melbourne.
4. I do not support the review of heritage precinct boundaries subsequent to this review, if this is to shrink them. Such an outcome would demonstrate that the policies for conservation and enhancement which have been in place since the mid 1980s and still in place, have not been successful.
5. For North and West Melbourne, I consider that there needs to be a much greater emphasis on the humble and modest form of the whole of the H03 heritage precinct. This is borne out by the statistics provided of the number of graded buildings; the small proportion of National and State significant buildings, and few Level 1 Streetscapes, which along with Kensington and when compared with other parts of the municipality, is stark. These areas are significant because of their ordinariness and I do not consider that the Statement of Significance has captured this.
6. Significant further work is required on the drafting of the policies to ensure that the strongest level of protection is provided to heritage assets.
7. It is extremely disappointing that, despite being advised by the community, neither the council officers nor the consultant has reviewed the accuracy of the heritage inventory. It would appear that Council officers are recommending that Council exhibit an incomplete/inaccurate document. This is untenable particularly as the Inventory would be an incorporated document in the scheme. An example is that the even numbered heritage properties in Capel St are missing from the inventory, and this was contained in my original submission. There are other examples.
8. Insufficient accompanying data is provided to assess whether the translation of former C and D grade buildings to either Significant or Contributory is appropriate. It is assumed that to mount such an argument for a planning scheme amendment this background data should be provided, and this should be available for the community to review and comment on.
9. I consider that there has been no attempt to resolve the tension between the DDO and Residential Zone Height expectations with the Heritage Precinct or Heritage Overlay properties. A serious planning scheme amendment, which aims to retain and enhance heritage, would resolve these issues, rather than to facilitate replacement development at a scale vastly out of step with the heritage character of the area. Cranes currently in Arden St North Melbourne illustrate the stark contrast of scale with the single and double storey prevailing character.
10. The Future Melbourne Committee recently approved a West Melbourne Heritage Review to proceed through a planning scheme amendment. This review recommends the addition of properties, and upgrading many building and streetscape gradings, within the A, B, C, D and Level 1, 2, 3 Streetscape system. This review demonstrates the importance of re-visiting and capturing important heritage assets. It is not clear how the West Melbourne review can move through a Planning Scheme Amendment at around the same time as the General Precinct review is proposing a fundamental change to the grading and streetscape system. One possibility is that if both PSAs are gazetted unchanged, in West Melbourne there will be no relevant policy to guide any planning considerations, as the proposed revised Clause 22.05 makes no reference to the classification of buildings in the West Melbourne Review.

I consider that it is premature to take the Heritage Review through a Planning Scheme amendment process.

Kind regards

Angela Williams



14 February 2016  
 Angela Williams  
 95 Courtney St,  
 North Melbourne  
 Response to Heritage Review 2015

	<b>Introduction</b>
1	I consider that this heritage review is occurring at a pivotal moment, amid a wave of development underway and proposed within the inner city. The mid 1980s' controls were framed at a time of protection against demolition and replacement with similar scale buildings, but the current challenge is pressure of larger scale and larger densities within Heritage Precincts. It is my view that in order to remain true to the City of Melbourne Heritage Strategy aspiration, the heritage controls require to be tight, and that such development where it cannot be demonstrated to comply with the heritage requirements, should be directed to the urban renewal areas which sit outside heritage precincts.
2	It would have assisted the community during the information sessions held as part of the review to hear heritage professionals' feedback on various design solutions for additions to heritage buildings, or new buildings inserted into heritage precincts and streetscapes. An audit or evaluation of previously implemented solutions was listed in the Capire summary as something which should inform the framing of new policy, and I have been unable to find any evidence that this has been carried out. The collective feedback of a series of heritage professionals would surely be invaluable when drafting policy for key things such as visibility of new fabric, acceptable materials and design approaches, however I was not able to find any such review in the papers provided.
3	I am concerned that the heritage review has not captured a mechanism to ensure that the more humble buildings which make up North and West Melbourne, Kensington and Carlton will be provided sufficient protection via the proposed revised policy and the Statements of Significance. Many of these graded buildings were previously classified as significant buildings, and now are proposed to be assigned the status of contributory. I consider that the community will be seeking assurances in relation to the heritage controls as providing protection to these humble buildings.
	<b>Heritage Precinct Boundaries Review</b>
4	I do not support the review of heritage precinct boundaries if this is to shrink them. Such an outcome would demonstrate that the policies for conservation and enhancement which have been in place since the mid 1980s and still in place, have not been successful.

	<b>Statements of Significance</b>
5	Care should be taken to ensure that the statements are succinct enough to do the required work of the planning scheme.
6	The H03 precinct is described mainly as residential, but large parts of the precinct particularly in West Melbourne are historically not residential, or are mixed use.
7	I consider that there needs to be a much greater emphasis on the humble and modest form of the whole of the H03 heritage precinct. This is borne out by the statistics of the number of graded buildings, the small proportion of National and State significant buildings, and few Level 1 Streetscapes, which when compared with other parts of the municipality, along with Kensington, is quite stark. In a sense, these areas are significant because of their ordinariness and I do not consider that this has been captured by the statement.
8	The key attributes appear to be the only part which are cross referenced by the Clause 22.05, and therefore in my view are a critical focus to get right.
9	The town hall tower <u>and roof</u> should be added to the description of local landmark. This would align with the description which is encapsulated in the DDO 32 design outcome - they should be consistent. It is possible from many vantage points to perceive the size of the town hall complex. To block vistas of the tower and roof with new development will diminish the perception of this important building.
10	I consider that there was support and input into the protection of vistas within the precinct beyond the town hall and roof, and this included the prominent churches and the silos. I cannot find reference to these in this key attributes statement.
11	The description of the precinct includes the notable topography. However, the topography has not been translated into one of the key attributes. The expression of the topography within the built form within North and West Melbourne is a fine grained form which steps up or down the slope. This is particularly important when considering infill development or when considering development of large sites within the heritage precinct.
12	I would agree with the rears of properties being a key attribute. How do the views of rear lanes to historic outbuildings get cross referenced to the policy and protected against demolition or retained visibility from the public domain? These do not appear to be listed in the inventory, so at what stage of a process is this intended to be considered?
13	I would seek to have the prominence and number of former or current hotels made more prominent in the key attributes as it is my understanding that these represented an important part of the social history of North and West Melbourne.
14	Borrowing from one of Kensington's Key Attributes, I consider that this is applicable to many parts of North and West Melbourne and should be included:• <i>An absence of large scale or multi-storey buildings, including in backdrop views to historic development.</i>

15	<p>One of the key attributes is listed as: <i>Dynamic nature of the precinct as demonstrated in ongoing change and development, with streets of historic and infill buildings, visible changes and additions to historic buildings and adaptation and conversion of former factories and warehouses.</i> Unless the buildings which have contributed to this dynamic change are to be considered to be classified as contributory or significant buildings, I consider this statement to be extremely unhelpful for the heritage precincts, as it provides decision makers with a "go to clause" to justify further "dynamic" change. In addition, I have not noted that the council or their advisors have presented their assessment of post development examples to illustrate what is a successful and what is not a successful heritage outcome. Is the reader to assume that ALL post mid 1980's developments and modifications to heritage properties are acceptable as far as the policies are concerned? I consider that this key attribute either needs to be removed or heavily modified. Urban design and neighbourhood character are more appropriate for dealing with the general built form outcomes attained by this dynamic change, unless these recent buildings are found to be of heritage significance. The way I am reading it is to provide a frame of reference for demolition and modification which may use inappropriate developments of say the six-pack flats of the 60s and 70s or the bland apartment developments which have occurred in the last decade, as benchmarks for further development, whereas it is unlikely that these elements of ongoing change will be considered significant or contributory buildings. Surely the whole point of a heritage precinct is to have the buildings which are of heritage significance, be the predominant stock within the area, rather than facilitate a greater level of change in scale or form as many of the recent developments have done.</p>
16	<p>Another of the key attributes is listed as: <i>Importance of major roads and thoroughfares which border or traverse the precinct including Flemington Road, a grand Victorian Boulevard which was historically the route to the goldfields, and Victoria, Peel and Elizabeth Sts.</i> Careful examination is required to unpack how a decision maker may deal with this clause. The block from Haymarket to Harcourt St along Flemington Rd has been overtaken by 10-20 storey buildings, with the demolition of the Victorian buildings required to deliver some of these. The City North development aspirations along Peel and Elizabeth Sts are for considerably taller buildings than the significant and contributory buildings which exist, so it is difficult to see how this attribute will be called upon to temper development aspirations. This should be further explained.</p>
17	<p>Yes, many of our historic bluestone kerb and lanes are being re-layed but have they retained their heritage significance following their re-laying? The key attribute says they have, but is this so? Should we be ensuring that a sample of the historic paving remains?</p>

	<b>Clause 22.05</b>
18	<p>I do not consider that the policy as drafted provides sufficient guidance for decision makers to consider the following requirements of Clause 43.01:</p> <p><i>Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:.....</i></p> <ul style="list-style-type: none"> <li>◦<i>Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.</i></li> <li>◦<i>Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.</i></li> <li>◦<i>Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.</i></li> <li>◦<i>Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.</i></li> </ul>
19	<p>I am not clear on the added objectives to 22.05 to encourage high quality contextual design for new development. In addition I am not clear on the protection of significant views and vistas to heritage places. I am assuming that these heritage places have to be nominated within the key attributes, and I think that all communities should be specifically asked to check that the places that they considered should be included in this category have been covered.</p>
20	<p>The controls do not address the mismatch between the heritage policy and the DDO controls, nor the height limits contained within the new suite of residential zones. This means that the outcome for a significant building or a contributory building under the revised system, could be completely different depending on which DDO or in which residential zone the property is located. This does not lead to consistent heritage outcomes.</p>
21	<p>The discretionary language is of concern. "Should be concealed" to be replaced with "must be concealed". Etc.</p>
	<b>22.05-5 Demolition</b>
22	<p>Suggest that the word OR is used rather than AND for <i>Partial demolition will not normally be permitted in the case of significant buildings <u>OR</u> the front principal part of contributory buildings.</i></p>
	<b>22.05-7 New Buildings</b>
23	<p>The Dot point about building over or extending over appears only to apply to "an adjoining significant or contributory building". I read this to read a building which is on an adjoining site. However I consider that this should be amended to read "over or extend into the air space above the front or principal part of <u>the</u> significant or contributory building."</p>

24	As mentioned above, I am not sure that adopt a high quality and respectful contextual design is clear enough to convey what is meant. What, for instance, would an applicant draw on if the site was between a significant streetscape and an out of character for the streetscape rogue building? The clause contains the word context and contextual, however I consider that the word context is able to be read as its plain English meaning, whereas the word contextual requires to be defined. If it had been intended that the definition provided for context be used for contextual, I would suggest that it needs to be revised, due to the fact that this is a heritage policy, and the context of non-contributory elements [ie the surrounding area] should not be informing the response required to conserve and enhance the heritage place.
25	I do not consider that the policy provides any guidance about the setting back of higher rear building components, and does not make any reference to oblique views nor where the assumed viewing point to make these assessments would be. I consider that the higher rear parts of new buildings can be detract from adjoining heritage buildings and the streetscape, and that a more rigorous assessment and guidance is sought to avoid such results.
26	<u>Must be concealed</u> to be used in lieu of <i>should be concealed</i> for higher rear parts in significant streetscapes.
27	Partly concealed for "other streetscapes" refers back to the definition, but this provides little guidance, with loose terminology such s "a limited amount" or "provided it does not dominate". Hard to provide certainty as to how this will be applied, and from where the view points will be analysed/assessed.
28	Other than a reference to the key attributes, which state in the case of North and West Melbourne that materials are face brick or render, cannot locate any guidance for the materials and colours which are acceptable to use on new buildings in a heritage precinct, other than the words "compatible" and "in keeping with". It is considered that the use of some materials and colours can be detrimental in that the new buildings become the dominant element within the streetscape. What work has been done by the council or the consultant to review examples through the municipality to inform policy in this regard?
29	Roof forms do not appear to be mentioned other than by reference to the key attributes, which lists hipped roof forms. What analysis has been done by council and the consultants about roof forms for new buildings or additions which may be unsuccessful in the heritage setting?
30	I consider a further requirement needs to be added about the need for new development not to obscure vistas to the key landmarks referred to in the precincts key attributes.
	<b>22.05-8 Additions</b>
31	SI consider that there should be mandatory concealment of additions to significant buildings and to all buildings in significant streetscape [except on corner properties]. The definition of partly concealed for contributory buildings is not clear.
32	It is also not clear what the criteria/assessment will be for an addition to a non-contributory building. Clause 22.05 only addresses additions to significant or non-contributory buildings. This is an omission which must be addressed as additions to non-contributory buildings within both significant streetscapes, and other streetscapes within the heritage precincts could very easily be detrimental to the streetscape if the same controls for concealment are not applied.

33	Other than a reference to the key attributes, which state in the case of North and West Melbourne that materials are face brick or render, cannot locate any guidance for the materials and colours which are acceptable to use on new buildings in a heritage precinct, other than the words "compatible" and "in keeping with". It is considered that the use of some materials and colours can be detrimental in that the new buildings become the dominant element within the streetscape. What work has been done by the council or the consultant to review examples through the municipality to inform policy in this regard?
34	Roof forms do not appear to be mentioned other than by reference to the key attributes, which lists hipped roof forms. What analysis has been done by council and the consultants about roof forms already constructed on recent new buildings or additions which may be unsuccessful in the heritage setting?
35	I consider a further requirement needs to be added about the need for new development not to obscure vistas to the key landmarks referred to in the precincts key attributes.
	<b>22.05-12 Vehicle Accommodation and Access</b>
36	I consider there should be a statement at the beginning of this section stating that where car access is not an attribute of the streetscape, then crossovers, garages and carports are not normally permitted.
	<b>22.05-13 Fences and Gates</b>
37	I consider there should be a statement that the front part of the property should be fenced where this is the pattern of development in the heritage precinct. This is the approach which Meredith Gould has promoted over many years within the City of Melbourne.
	<b>22.05-14 Services and Ancillaries</b>
38	I consider that for new buildings, the services and ancillaries MUST be concealed, there are too many examples of ugly exposed services which detract from the heritage character of the area in the way of fire services, meters, air conditioners and satellite dishes and the like. The other major item which is detrimental to heritage precincts is the inclusion of large expanses of ventilation grilles.
	<b>Colour</b>
39	I consider there is increasing use of colour and patterning in the materials and colours selected for new buildings and additions within heritage precincts which particularly draws attention to the new building or addition, either because it is stark black, the current fashion, or because it is bright and patterned. I was not able to find any location within the policy which deals with how decision makers will deal with this important aspect of their decision making.
	<b>Definitions within Clause 22.05</b>
40	There is a requirement to separate the definitions which are clearly two different tests, eg Concealed/partly concealed, and Respectful and Interpretive. This can be easily done by assigning them a separate box in the right hand column to draw a distinction between the two.
41	There has not been a definition attached to the phrase "in keeping with" - is it clear to decision makers and applicants what is meant by this phrase?



**Heritage Inventory**

42 The table provided within the report in relation to the metrics of heritage assets within the City of Melbourne outside the Capital City Zone is informative, as it starkly illustrates how the majority of heritage buildings would fall into the contributory status, especially in North and West Melbourne, Kensington and Carlton.

43 It is noted that North and West Melbourne contribute around 32% of the total number of heritage buildings within the outside CCZ area, Carlton 27%, East Melbourne 12%, Kensington 11%, South Yarra 9% and Parkville 8%.

	A	% of stock	B		C		D		TOTAL	% of Graded Bldgs Outside CCZ
East Melbourne	141	21	108	16	240	36	171	26	660	12
South Yarra	27	6	50	10	204	41	208	43	489	9
Parkville	44	9	31	6	368	77	34	7	477	8
Kensington	0	0	7	1	46	7	598	92	651	11
North and West Melbourne	30	2	156	8	423	23	1226	67	1835	32
Carlton	91	6	80	5	1200	77	193	12	1564	28
<b>TOTAL</b>									5676	

It is also noted that the metrics demonstrate that the higher percentages of A and B graded buildings [to be translated to significant buildings] lie within the smaller heritage precincts. Kensington has no A graded buildings, and the majority of heritage graded buildings within North and West Melbourne, Kensington and Carlton are C and D graded [to be translated to contributory unless reviewed to be upgraded to significant].

44 The accuracy and completeness of the proposed inventory as it compares with the current inventory is questioned. It does not appear to have been checked either by the consultant, nor the council officers. This is not considered to be a document which could comfortably be put forward for a planning scheme amendment and needs to be resubmitted for a further round of review by the community prior to being considered for an amendment.

45 After discovering numerous fundamental errors, I did not continue my review, as I consider that the inventory should be thoroughly checked prior to releasing to the wider community for comment.

46	Insufficient accompanying data is provided to assess whether the translation of former C and D grade buildings to either Significant or Contributory is appropriate. It is assumed that to mount such an argument for a planning scheme amendment this background data should be provided, and this should be available for the community to review and comment on.
47	On the absence of the accompanying justification, it appears that there is inconsistency on those C or D graded buildings being classified as significant.
48	Using an example of 59-75 Courtney St, it would appear that there are buildings in sections of formerly Level 2 streetscapes which Lovell Chen has elevated to significant, but others contributory, despite a similar former C-2 grading for each building. I consider this type of example to be one of which the status of heritage assets is being diminished by the restructure/reclassification.
49	It is suggested that the final version of the inventory would be enhanced by noting the names of the landmark buildings as per the previous inventory. In addition, once the odds and evens are assigned separate entry locations, a simple use of bold boxes could indicate where a street corner is reached.
50	<i>The combination of odds and evens in the inventory is not supported, and provides a disjointed picture of the street. When there are significant streetscapes on one side of the street only, the draft inventory is punctuated with yes no yes no as it darts form one side of the street to classify the significant streetscape. This is not helpful.</i>
51	It is considered that a digital mapping of the significant and contributory buildings would be preferable to the inclusion of non-contributory buildings in the inventory. This has not been required previously, and it would seem common-sense that if a building is not graded, that it is non-contributory. The size of the inventory could then be reduced.
52	There is a note on the Participate Melbourne website to say that the buildings on the VHR are not listed, nor are the buildings which are in individual heritage overlays [i.e. outside the precinct]. Are these intended to be added to the inventory, and therefore buildings to which Clause 22.05 applies?
53	Will all buildings which are outside the Heritage Precinct be classified as Significant buildings? I wished to test this with review of the buildings in the City North precinct but they have been specifically excluded from the inventory.
54	Canning St is an example which raises queries. The Significant streetscape starts at 17, a non-contributory building. Is this correct? 35-37 Canning St, the Ukrainian Church, was not previously on the Heritage Inventory but now is a significant building. Data sheet required. 43-45 previously D2 in current inventory, reason for change to non-contributory required.
55	Eades Place is currently a Level 1 Streetscape with D graded buildings, and recommended to be a significant streetscape with only contributory buildings. Is this consistent with the definitions of significant streetscapes, and the logic applied through the assigning of gradings?
56	The inventory should highlight all buildings which have been added since the current inventory, for transparency, and data sheets provided to accompany them.

57	It is noted that 57 Courtney St was not previously on the Heritage Inventory but is now listed as contributory. Will justification be put forward for this inclusion?
58	The proposed inventory should highlight all the buildings which appear to have been removed from the current inventory, and provide justification for their removal. Eg. Capel St
59	It is noted that even numbers of Capel St appear to have been omitted in their entirety, including the Level 1 Streetscape of Capel St, north of Victoria St.
60	It is noted that there are no Elizabeth St properties listed in the proposed inventory within North and West Melbourne, though these are within the H03 precinct. The reason for this should be clarified, and may be wider spread.
61	There are no significant streetscapes noted in Kensington other than one small section of Bellair St which at 134-136 which consists of two contributory buildings [formerly D-2]. Is this correct?
	<b>Heritage Policy and DDOs and Residential Zone provisions</b>
62	There are buildings which the Clause 22.05 policy where the provisions of various DDOs [the mixed use zone where it aligns with the Heritage precinct] and GRZ1 and GRZ2. Of these controls, which all have references to heights, there are various discretionary, mandatory, and no specified height limits. These can apply to areas containing significant streetscapes, and to areas where significant and contributory buildings exist. I consider that the conflicting controls layered on similar heritage assets are likely to lead to vastly different outcomes, and where the DDO/zone is encouraging increased development then this will be at the expense of the heritage streetscape.



**Kate Sullivan**

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**From:** Wufoo <no-reply@wufoo.com>  
**Sent:** Tuesday, 21 June 2016 10:00 AM  
**To:** CoM Meetings  
**Subject:** Council and Committee meeting submission form [#687]

**Name: \*** Mary Kehoe  
**Email address: \*** [info@hothamhistory.org.au](mailto:info@hothamhistory.org.au)  
**Contact phone number (optional):** 0410089668  
**Please indicate which meeting you would like to make a submission to by selecting the appropriate button: \*** Future Melbourne Committee meeting

**Date of meeting: \*** Tuesday 21 June 2016

**Agenda item title: \*** Draft Amendment C258 Heritage Policies Review

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible.  
Unable to attend for health reasons. Please consider attached letter.

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



[hnp\\_response\\_to\\_heritage\\_policy\\_review\\_21.6.16.pdf](#) 416.50 KB

PDF

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission:  
No

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

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





# HOTHAM HISTORY PROJECT Inc.

C/o North Melbourne Library, 66 Errol St, North Melbourne, Vic. 3051  
Ph: 03 9658 9700 Website: [hothamhistory.org.au](http://hothamhistory.org.au)

Estab. 1995  
ABN: 89 919 256 977

21 June 2016

The Rt Hon. Robert Doyle and Councillors  
City of Melbourne  
PO Box 1603  
Melbourne 3001

**Re: FMC 21 June 2016 – Agenda Item 6.2  
Draft Amendment C258 Heritage Policies Review**

The Hotham History Project appreciates the changes made to the Heritage Policies Review in response to various submissions made in February this year. However, we are still concerned that the proposed changes do NOT provide the modernised and stronger heritage protection regime that council predicts.

DELWP Practice Note 01 advises that *the thresholds to be applied in the assessment of significance shall be 'State Significance' and 'Local Significance'. 'Local Significance' includes those places that are important to a particular community or locality.* The Policy Review has instead divided the municipality's heritage into one category of 'Significant', *individually important at state or local level, and a heritage place in its own right*, and introduced a new category of 'Contributory' which is defined as *important for its contribution to a heritage precinct*. It is inevitable that the application of this new category in planning decisions at all levels will result in weaker heritage protection.

This is of even greater concern in North & West Melbourne, when considered in conjunction with the re-definition of streetscapes, as North & West Melbourne will now have only 5% of its heritage buildings in a significant streetscape. Of most concern are the 75% of the total historic building stock (approx 1200 buildings) that are now assessed as only 'contributory' in non-significant streetscapes.

## **HERITAGE INVENTORY 2016**

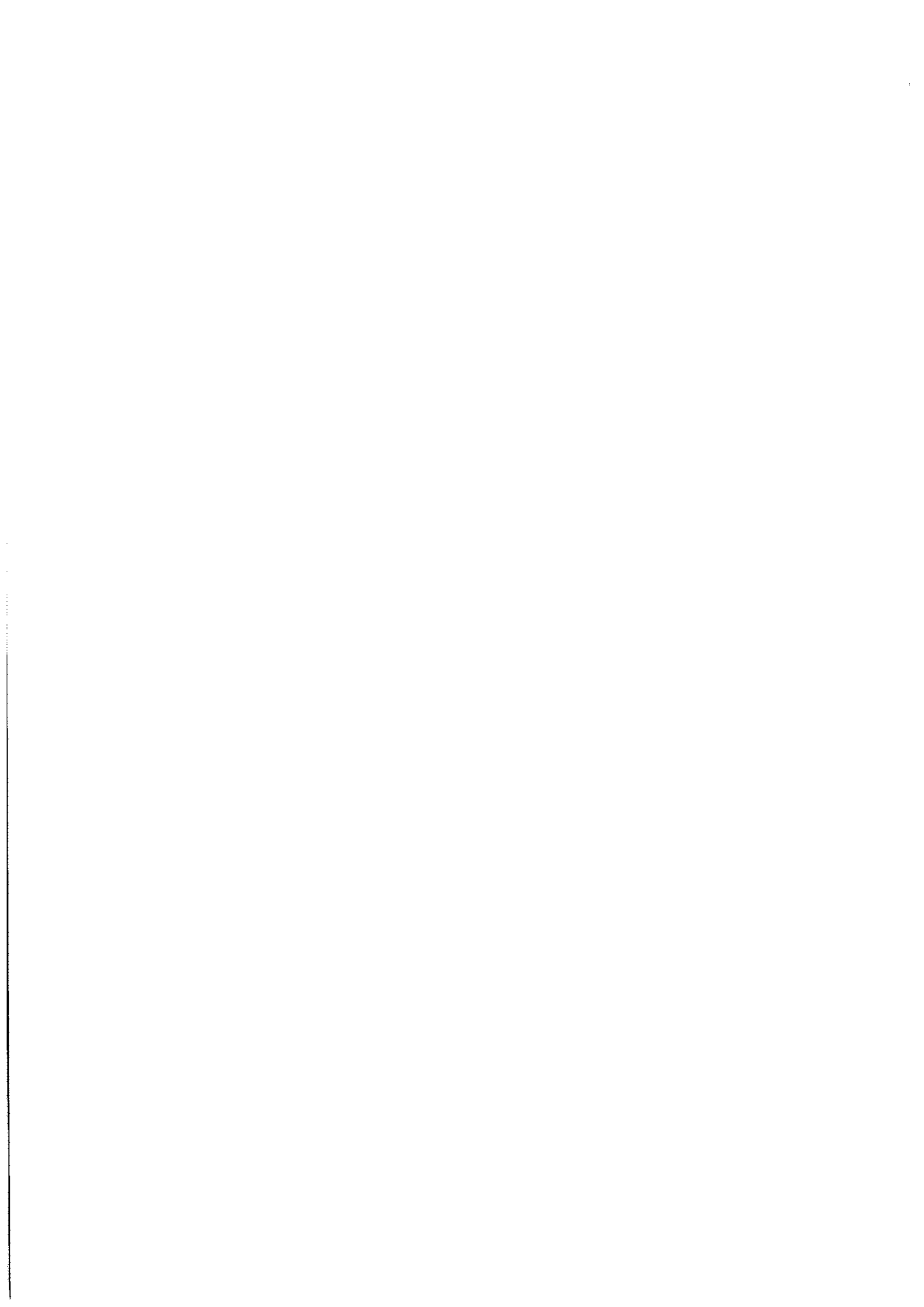
Some of the criticisms in our previous submission of 14 February remain, in particular:

- The sequential street numbering system – earlier Inventories, arranged by odd and even street numbers, give a much better sense of streetscapes.
- Lack of identification of major significant buildings
- The introduction of non-contributory buildings into the Heritage Inventory implies they have been assessed as such when many have not. Some non-contributory buildings in the inventory have been assessed as 'significant' in the reviews awaiting adoption. Other buildings still need to be reviewed but this could take years. In the meantime developers can argue that these buildings have been formally defined as non-contributory to the heritage place
- There are still errors and omissions such as the B graded 16-22 Capel Street, (listed as Capel Place in the 2016 Inventory) and deemed 'non-contributory'.

We appreciate the opportunity to comment on this review.

Yours faithfully,

Mary Kehoe  
Secretary





**Kate Sullivan**

---

**From:** Wufoo <no-reply@wufoo.com>  
**Sent:** Tuesday, 21 June 2016 10:49 AM  
**To:** CoM Meetings  
**Subject:** Council and Committee meeting submission form [#686]

**Name: \*** Felicity Watson

**Email address: \*** [felicity.watson@nattrust.com.au](mailto:felicity.watson@nattrust.com.au)

**Contact phone number (optional):** 96569818

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

**Date of meeting: \*** Tuesday 21 June 2016

**Agenda item title:** 6.2 Draft Amendment C258 Heritage Policies Review

\*

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

The National Trust congratulates the City of Melbourne for progressing this much-needed review of the City's heritage policy. The National Trust fundamentally supports the revised policies proposed for exhibition, and looks forward to submitting a detailed response to the exhibited amendment.

In particular, we support the Council's proposed guidelines that for places deemed to be of individual significance, the preservation of the entire building is to be reasonably expected, and for contributory places, the retention of the front portion of the building is to be reasonably expected. Clear guidelines regarding the incorporation of significant heritage places into new developments are urgently needed to address the phenomenon of "facadism". This often tokenistic

approach to heritage places can have the ironic effect of completely undermining their significance, which is illustrated by the current proposal for 183-189 A'Beckett Street discussed at Agenda Item 6.1.

We believe the proposed revision of Melbourne's heritage policies will provide sound guidance for the assessment of planning applications, providing greater certainty for both residents and developers with regard to protecting significant heritage places and incorporating them into new developments. We strongly urge Council to seek authorisation from the Minister for Planning to exhibit the amendment, and look forward to providing a detailed submission in response.

Please indicate  Yes  
whether you  
would like to  
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Melbourne  
Committee in  
support of your  
submission:

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provided for  
submitters to be  
heard at Council  
meetings.) \**

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

\*

**Kate Sullivan**

---

**From:** Wufoo <no-reply@wufoo.com>  
**Sent:** Tuesday, 21 June 2016 11:38 AM  
**To:** CoM Meetings  
**Subject:** Council and Committee meeting submission form [#689]

**Name: \*** Katrina Grant

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

**Contact phone number (optional):** 0425794633

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

**Date of meeting: \*** Tuesday 21 June 2016

**Agenda item title: \*** Draft Amendment C258 Heritage Policies Review

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

I would like to address the meeting about the Heritage Policies Review on behalf of Melbourne Heritage Action.

Melbourne Heritage Action supports this review as the current Heritage Guidelines for the CBD are insufficient. We have some reservations about the proposed clauses regarding facadism. We are concerned the proposed guidelines will continue to see only external walls retained. We would like to see the guidelines strengthened and all forms of facadism regarded as inappropriate for heritage places.

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

Yes

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

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**Kate Sullivan**

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**From:** Wufoo <no-reply@wufoo.com>  
**Sent:** Monday, 20 June 2016 12:31 PM  
**To:** CoM Meetings  
**Subject:** Council and Committee meeting submission form [#682]

**Name: \*** David Hamilton

**Email address: \*** [drhamilton@ghic.com.au](mailto:drhamilton@ghic.com.au)

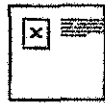
**Contact phone number (optional):** 0412355633

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

**Date of meeting: \*** Tuesday 21 June 2016

**Agenda item title: \*** Item 6.4 City Road Master Plan

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



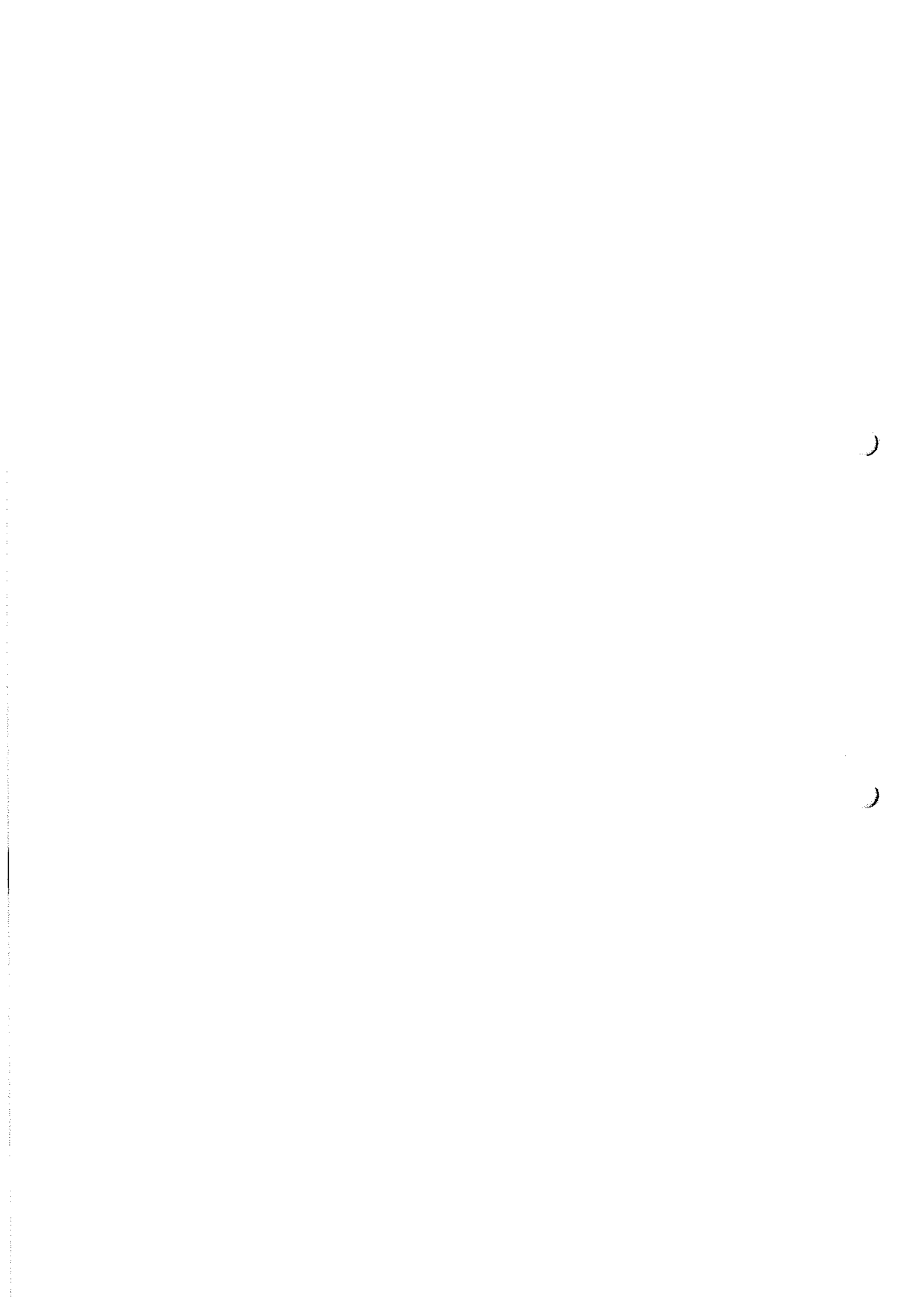
[final\\_city\\_road\\_master\\_plan\\_comments\\_20\\_june\\_20161.pdf](#) 87.72

KB · PDF

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

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20 June 2016

### **COMMENTS ON CITY ROAD MASTER PLAN**

I am writing as a resident in Southbank at 8 Kavanagh Street I wish to make the following comments in response to the City Road Master Plan.

My comments focus on the plans for City Road East. Whilst responsibility for this section of road is vested with VicRoads Council can take the lead in discussing traffic management options for the road with VicRoads. By the MCC focusing the policy debate and outcomes they will not be left to chance with the State Government.

As the Plan notes *"The dominance of traffic has led to City Road East between Power Street and St Kilda Road acting as a barrier that divides Southbank, creating an unpleasant and unsafe pedestrian environment"*. Overcoming this will require more than adding additional planting and street furniture. Comments are classified into those aspects that Council can control and those that it needs to manage with VicRoads.

### **INTERVENTIONS IN CITY ROAD EAST PRECINCT WITHIN THE CONTROL OF THE MCC**

1. *Fanning Street/City Road Intersection – A safer Upgrade option is required than the one proposed in the Plan. This action is in the control of the MCC as Fanning St is a local road.*
  - i. Rather than simply closing the slip lane entry from City Road into Fanning Street as the Plan proposes, Fanning Street should be closed completely from the Mantra Car Park Exit in Fanning Street to City Road.
  - ii. This intersection has poor lines of sight for Drivers entering City Road from Fanning Street (a maximum of 75m) and given the speed of the oncoming traffic it is highly unsafe for vehicles to join City Road at this point irrespective of any treatments to the intersection.
  - iii. Closing Fanning Street access to City Road would and landscaping of the road space area will facilitate integration with the "Testing Ground site". It would also enable a provision for the Mantra Waste bins and deliveries to be contained in a dedicated space rather than illegally dumped/parked on Fanning street 24/7 as at present.
2. *Introduce a One Way street system to Fanning St and Fawkner Streets and Improve the Streetscape to provide safer pedestrian access in Falkner Street- This action is in the control of the MCC as it is a local road controlled by the MCC.*

The would involve:

- i. Fanning Street being made one way South to North between Kavanagh Street and Falkner Street
- ii. Fawkner Street being made one way East to West from Fanning Street to Southbank Boulevard

- iii. Widening the footpaths in Fawkner Street to pedestrians can walk in the area and avoid City Road
  - iv. Remove all on street parking in Fawkner Street.
  - v. Provide designated bays for Rubbish Bins to manage the garbage collection and provide a safer vehicle and pedestrian environment in Fawkner St.
3. *Streetscape improvements to City Road - This action is in the control of the MCC and proposed in the plan*
- i. Repave the footpath in City Road with MCC approved paving.
  - ii. Install lighting similar to that provided at Triptych in Fanning Street that highlights the tree plantings. This enhances pedestrian security and makes the trees a highlight of the street at night.
4. *Improved Rubbish Collection and street cleaning in City Road - This is an MCC responsibility and can be implemented immediately.*
- i. Collect the rubbish off the street as well as the bins and wash the vomit and urine off the street on a daily basis. At present rubbish is never picked up from the street and allowed to blow around whilst the vomit and urine from people returning from the City and Southbank is cleaned by rain if and when it occurs.
  - ii. The un-kept nature of the street contributes to the feelings that the area is "unsafe" and "unpleasant" to pedestrians.
5. *Parking Restrictions in City Road East -*
- i. 24/7 Clearaway from the Arts Centre to Power Street is supported to facilitate traffic flows and improved safety is supported.

## **MANAGING THE VICROADS AGENDA FOR CITY ROAD**

The MCC needs to formulate a position on a number of critical traffic management issues in this section and press them with VicRoads. Key amongst these include:

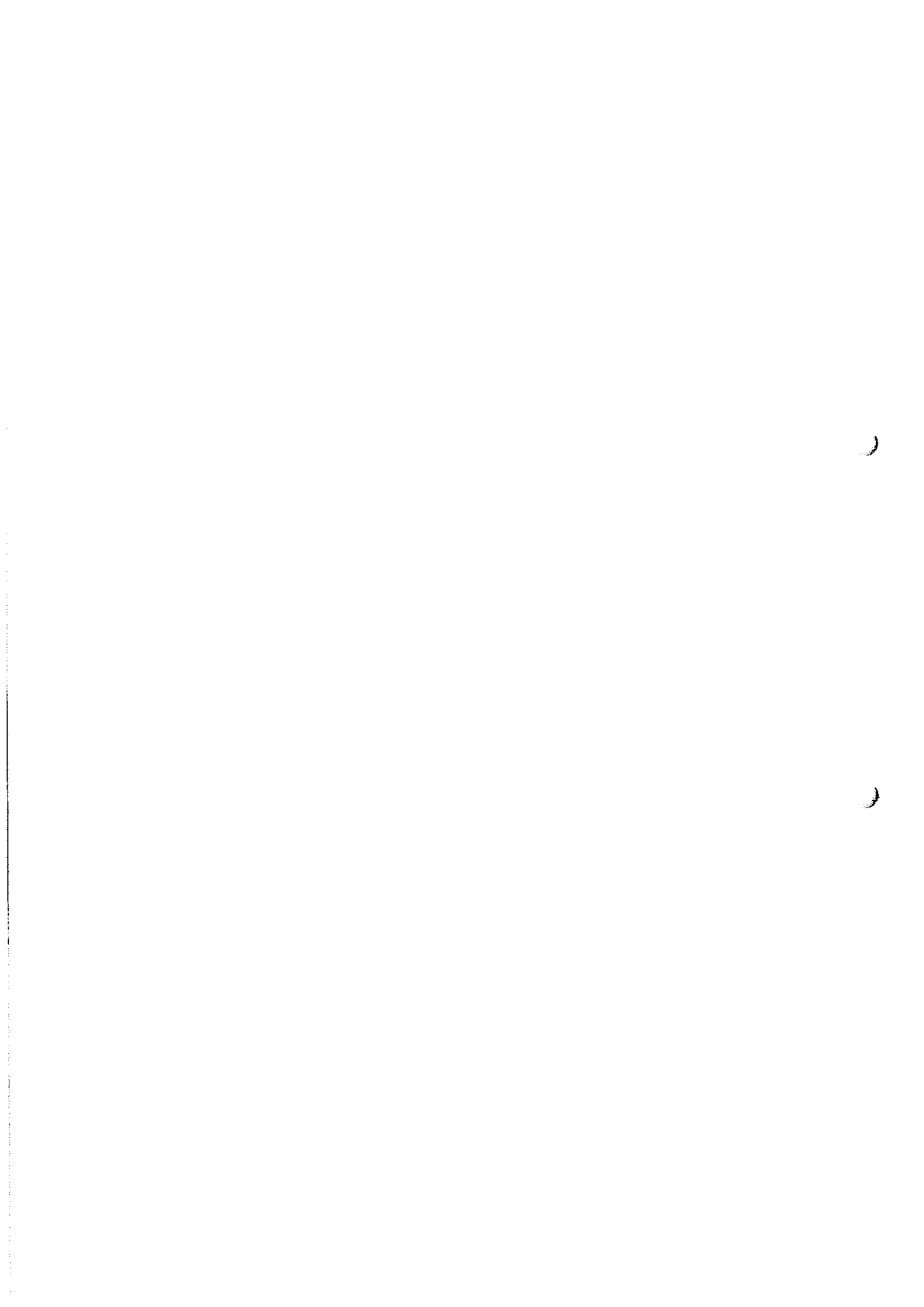
- 1. *Remove the Pedestrian Signals outside the Mantra in City Road. A part of the plan that needs to be implemented as a priority.*
  - i. As the plan proposes these signals should be removed and barriers installed to prevent pedestrians crossing City Road between the Arts Centre and Southgate Avenue. This should be an early action by VicRoads
- 2. *Road Safety Cameras to modify Driver behaviour and lower speed limits than 60kph are needed.*
  - i. The role of road safety cameras to alter driver behaviour is well documented in road safety literature in Australia and overseas. The City Road East sector is designated a 60kph sector and both heavy goods vehicles carrying placarded loads and cars ignore this on a regular basis. Enforcement of speed needs to be considered as part of a total solution to traffic management.
  - ii. Council needs to lobby VicRoads to pursue this as a viable mechanism to alter driver behaviour in the subject area and Road Safety Cameras are a key element of this.



- iii. Consideration needs to be given to reducing the designated speed limit in the area to 40kph as it is in the City Grid.
3. *A strategy is required to move all Heavy Goods Vehicles WITHOUT Placarded Loads onto CitiLink*
- i. Many operators of HGV without placarded loads use City Road East as a way of bypassing tunnel tolls.
  - i. This practice occurs on a 24/7 basis. Council needs to examine with VicRoads truck curfews for non-placarded loads as a matter of urgency.
  - ii. Road pricing for all heavy goods vehicles needs to be considered on City Road East to provide the correct economic signals to operators.
4. *Road Pricing Options a position is required:*
- i. The use of Road Pricing to alter all vehicle movements and patterns must be examined with VicRoads, State Government, and TransUrban. The use of Tolls and Time of Day pricing are valuable tools to send clear signals to road users as to their true costs and incent them to alter not only their travel patterns but also road behaviour. A policy on road pricing in this section of road needs to be formulated and pursued with VicRoads and the State Government.
  - ii. Road pricing mechanisms cost recover not only the externalities of the high traffic flows on the neighborhood but also enable funding of upgrades to key congestion areas. For example Tolling of access to Power Street would send a pricing signal to drivers entering the City as well as City Road and enable critical infrastructure to be funded to better manage traffic flows in the area.
  - iii. Since City Road serves as a bypass to the CityLink tunnel road pricing should be introduced to eliminate the economic bypass in operation today.
5. *Removing the Ban of HGV carrying Livestock and Placarded Goods from using the CitiLink Tunnel. The discussion needs to be commenced.*
- 1. The existing ban was put in place some 20 years ago. Since that time both vehicle design as well as tunnel safety has improved. Council should open the debate in the current plan by flagging the option.
  - 2. As a trial all HGV vehicles could be directed onto the Tunnel and away from City Road in off peak periods (e.g. 8.00pm to 6.00am) with an off-peak pricing incentive to the Toll for HGV as low as Zero. This would serve to demonstrate that access was possible in a safe and secure manner to skeptics.
  - 3. Completing the outer ring road will enable all HGV to use the outer ring road and avoid the area completely. Once in place, banning all HGV from City Road is a viable option as they can use either the Tunnel or the Outer Ring Road.

Regards

**David R Hamilton**



**Kate Sullivan**

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**From:** Wufoo <no-reply@wufoo.com>  
**Sent:** Tuesday, 21 June 2016 11:49 AM  
**To:** CoM Meetings  
**Subject:** Council and Committee meeting submission form [#690]

**Name: \*** Tony Penna  
**Email address: \*** [president@southbankresidents.com.au](mailto:president@southbankresidents.com.au)

**Contact phone number (optional):** 90282774

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

**Date of meeting: \*** Tuesday 21 June 2016

**Agenda item title: \*** Agenda 6.4 – City Road Masterplan

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



Alternatively you may attach your written submission by uploading your file here: [submission\\_fmcc\\_meeting\\_no\\_84\\_agenda\\_item\\_6.4\\_city\\_road\\_masterplan.pdf](#)  
114.15 KB · PDF

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

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

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

City of Melbourne, Council Meeting Room, Melbourne Town Hall Administration Building  
21 June 2016, 5.30pm – Meeting No.84  
Agenda Item 6.4 City Rd Master Plan

### **Submission to Future Melbourne Committee**

Southbank Residents Association commends the City of Melbourne and its officers on this landmark plan for Southbank.

City road is a significant thoroughfare through the heart of Southbank and nearly all residents have a connection with this road. We are extremely pleased with the extensive community engagement and consultation to get to this master plan.

It is a truly exciting project and will assist with giving Southbank residents that 'local' identity is has been missing. Therefore the priority on City road west is most appreciated as this will have the biggest impact to residents.

Of significance is the open space this plan is offering. Southbank has the lowest open space allocation per resident in the municipality. The creative transformation of the currently under-utilised space at the Kings way overpass is a real credit to this Council and its Officers. This will also provide a much needed recreational options to our residents.

We are however still very disappointed with the number of heavy vehicles that must use this road and make our streets feel unsafe and unsightly. We realise this is a responsibility of VicRoads which Council has little control over, but we ask this Council to continue to lobby for a solution to this problem.

Of course with the excitement within the community for this project, we certainly hope this project will proceed without delays.

We acknowledge the amendments to the plan to City road east owing to the 'Domain Parklands Masterplan'. We also feel this would be better suited within that plan.

Overall, well done!

Tony Penna  
President  
Southbank Residents Association



**Kate Sullivan**

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**From:** Wufoo <no-reply@wufoo.com>  
**Sent:** Tuesday, 21 June 2016 4:42 PM  
**To:** CoM Meetings  
**Subject:** Council and Committee meeting submission form [#692]

**Name: \*** Chris Arnott  
**Email address: \*** [chris.arnott@aither.com.au](mailto:chris.arnott@aither.com.au)

**Contact phone number (optional):** 61 420 313 906

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

**Date of meeting: \*** Tuesday 21 June 2016

**Agenda item title:** 6.4 City Road Master Plan

**Alternatively you may attach your written**



**submission by uploading your file here:** [submission\\_future\\_melbourne\\_committee\\_21\\_june\\_2016\\_6.4\\_city\\_road\\_master\\_plan\\_chris\\_arnott.pdf](#)  
107.67 KB - PDF

**Please indicate whether you would like to address the Future Melbourne** No

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\*



## **Future Melbourne Committee 21 June 2016 - 6.4 City Road Master Plan**

I am a very keen bike rider/commuter and a member of Bicycle Network Victoria. I live in Middle Park and commute by bike daily into Elizabeth Street via Moray St, through Queensbridge St.

I raise the following concerns respectfully, and constructively concerning the City Road Master Plan (the Plan).

This submission summarises existing correspondence with the Council and outlines my concerns regarding choices to preference motorist and public transport over the incorporation of safe bike lane facilities during two sets of road and tram works. Subsequently, I have concerns about the safety of two priority bike routes identified in Figure 3.5.7 on page 93 of the Plan.

### Queensbridge Street bike route

Figure 3.5.7 on page 93 of the Plan shows an existing (green) bike route along Queensbridge Street. As I have alerted the Council, this is not the case. There are small, but significant breaks in this network in both North and South directions, created as a result of road treatment conducted in late 2015 following tram works and the installation of a super-stop.

As a cycle commuter for more than 20 years, I have seen many road treatments and route changes. I believe there are few more dangerous arrangements than the provision of excellent bike routes that completely disappear. This is the case in both directions on Queensbridge Street. Since the road treatment, the lanes are either painted into the kerb (northbound) or discontinued (southbound).

The Queensbridge bike route is identified as a designated bike route into and out of the western-end of the CBD, and is shown as such in the City of Melbourne's recently endorsed Strategy (as part of the IMAP Network Vision). I am therefore disappointed that there is still no clear acknowledgement of this issue, let alone a date for a solution and urge Council, in line with the Strategy's goal "to deliver a connected network," to acknowledge and rectify this issue.

### Clarendon Street-Spencer Street bike route

In addition to the lack of clarity around the Queensbridge route, Figure 3.5.7 does not provide any guidance on Council's plan for cyclists arriving at Clarendon Street via the two routes shown in green on the map. Clarendon Street-Spencer St is also identified as a SmartRoad priority route in the Strategy and is the main south-flowing route out of the Hoddle Grid.

As I have pointed out in previous correspondence, while good infrastructure exists up to this point, there is nothing from the Clarendon Street-Spencer Street intersection onwards. Decisions made during recent VicRoads/Yarra Tram works on the corner of Normanby Road/Clarendon Street appear to have preferenced motorists and public transport over the incorporation of safe bike lane facilities. As a result, cyclists are forced onto the footpath or to run the gauntlet on Clarendon Street. I find the choice to not install bike lane facilities not just unfortunate, but hard to comprehend.

Given the logistics and cost to design and complete major works at both sites, to not incorporate bike access on these routes is clearly a significant lost opportunity and additional cost at a later date. It is difficult to see how we can achieve the vision "to make Melbourne a cycling city" when cars and public transport are repeatedly preferenced over the construction of safe bike routes.

I am happy to discuss any of the above with Council, visit and ride the Clarendon-Spencer St route with you, and be of assistance in any way possible.

Safe riding and kind regards,

Chris Amott

