
Name: * Ewan Ogilvy

Email address: * ewanogilvy@bigpond.com

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

Council meeting

Date of meeting: * Tuesday 12 December 2017

Agenda item title: * Item 6.2 [TP-2017-188] 123-135 Bouverie St Carlton

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

Submission from Carlton Residents' Association is attached

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



[mcc_meeting_12_dec_2017_item_6.2_tp2017188_123135_bouverie_st_signed.pdf](#)
179.76 KB · PDF

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The Carlton Residents Association Inc
A0034345G ABN 87 716 923 898
PO Box 1140 Carlton Vic 3053
planningcra@gmail.com www.carltonresidents.org.au

11 December 2017

The Lord Mayor and Councillors,
City of Melbourne,
GPO Box 1603 Melbourne VIC 3001

Dear Lord Mayor and Councillors

MCC Meeting 12 Dec 2017 Item 6.2 [TP-2017-188] 123-135 Bouverie St

The Carlton Residents Association supports the redevelopment of this site for a student housing complex, but we have serious concerns over the impacts on two heritage properties.

Amenity Impact on the Queensberry Children's Services facility

It is a fact that the proposed development of a 14 level building just 4.5 metres from the outdoor play area of this facility will seriously degrade the microclimate of this space. We cannot accept the assertion in the officer's report that there is "insufficient scope within the planning scheme to require additional modifications to the development to reduce shadow to a commercial outdoor area." In our view, the CI 15 of the Planning Scheme [Built Environment and Heritage] provides sufficient scope to seek a better outcome. More specifically, this clause includes the following provisions:

- Planning should achieve high quality urban design and architecture that [inter alia] "Minimises detrimental impact on neighbouring properties", and
- Require development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape **and climate**. [Emphasis added]

There is nothing in the Planning Scheme [and the Design and Development Overlay 61 in particular] that would provide unqualified support for a development that exceeds the preferred maximum height of 40 m at this location. For the City North Area, the intention is to establish a mid-rise scale of buildings of from 6 to 15 storeys. The key objectives articulated in this Overlay underline the importance of responding much more sensitively to the context.

Heritage Impacts of proposed development

In our view, the provisions of the DDO 61, as they relate to heritage matters, must be given much more weight. They include the following key objective: "To ensure that new buildings respect the rich heritage fabric of the area and that new buildings that adjoin the heritage buildings respect their height, scale, character and proportions."

This DDO also includes quite unambiguous guidance in relation to the desired setbacks over the street edge height. It must be emphasised that these setbacks of 6 metres [for Bouverie Street] and 4 metres for laneway frontages, are intended for all developments, even where there are NO heritage considerations. These setbacks have NOT been adopted in the current proposal.

Accordingly, we cannot accept the assertion in the officer report, that the minimal setbacks provided "strikes the appropriate balance between the preferred built form outcomes of DDO61 and the relevant policy directions of Clause 22.05." [The Local Heritage Policy].

Final Comment

A key objective of the Association is to interpret and apply the performance based provisions of the Planning Scheme fairly, so that the interests of no one party are unfairly privileged over the interests of another party. In our view, this development fails this key test.

Yours sincerely

Ewan Ogilvy [for the Carlton Residents Association]

From: Jonathan Hutchings [<mailto:Jonathan.Hutchings@alliedpinnacle.com>]

Sent: Tuesday, 5 December 2017 8:40 PM

To: Robert Doyle AC - Lord Mayor of Melbourne

Subject: Planning Permit Application for Younghusband site - implications on Kensington Mill

Dear Lord Mayor Robert Doyle,

I am writing to you on behalf of Allied Pinnacle. Allied Pinnacle owns the Kensington flour mill. Immediately adjacent to our mill, Impact Investment Group (IIG) is planning to develop the former Younghusband Woolstores at 2-50 Elizabeth Street, 1-7 Elizabeth Street and 2-12 Barrett Street Kensington in five stages in line with a Masterplan. Although we support development of the site, we have a number of concerns about the plan put forward by IIG.

The present development proposal is for Stages 1 and 2 (of 5) (Phase 1) to occur at 2-50 Elizabeth Street and 2-12 Barrett Street, and is for a mixed development comprised of uses including office, art and craft, education, restaurant, food and drink premises, industry, and a car park. This planning application is on the agenda for consideration next week.

Our concerns are laid out below.

Kensington mill

The Kensington mill is a key part of Allied Pinnacle's supply chain and is vitally important part of Victoria's food production infrastructure. Across Australia, flour provides 20% of human dietary energy requirements. The Kensington mill produces approximately 50% of the flour milled in Victoria.

The Kensington mill has been in operation for almost 100 years. Given the cost, a new mill is very unlikely to be built in Victoria for generations. Allied Pinnacle intends to operate the mill at the current site for many, many years to come.

Given the importance of the mill and its continuing operation on the site, the mill needs to be protected as Kensington area develops. The City of Melbourne has been and continues to be supportive of our operations at Kensington.

Traffic and carpark issues

We believe the IIG plans do not offer enough carparking for the site. Under current planning guidelines and given the proposed uses for the site, IIG should be providing more than 400 carparks in phase 1 of their development. As part of a Green Travel Plan, Allied Pinnacle understands that offering less carparks will reduce car trips and encourage use of alternative and more sustainable forms of transport. However, carparking supply at a level that is less than inner-city locations such as Southbank and Docklands is too low.

The undersupply of carparking will materially increase reliance on Elizabeth Street's on-street car spaces. This insufficient car parking is expected to have the flow on effect of increased traffic around the Allied Mills site as employees and visitors circulate the surrounding street network looking for parking. This could detrimentally impact

Allied Mills' ability to have clear ingress and egress to and from its site from Elizabeth Street with the heavy industrial trucks typically utilised. These vehicles require large turning circles and relatively clear roads to facilitate safe and efficient access.

Exacerbating this issue is the change of rail gauge in western Victoria from broad gauge to standard gauge. As the rail line and siding at Kensington is broad gauge, the site can no longer accept grain delivery by train from western Victorian growers. This has the impact of reducing grain supply via rail and increasing grain delivery by truck increasing the truck movements at the site.

Allied Pinnacle is supportive of the objectives of the City of Melbourne for the Arden-Macaulay precinct to promote a shift in transport priorities on the road network and encouraging a long-term modal shift from private vehicles.

Allied Pinnacle believes more time is required to properly assess the impact of the development on the mill given the change in rail gauge causing a change in our operation; to give consideration to the level of carparking required; and to consider the traffic implications more broadly. Therefore, we request more time to understand the traffic implications of a development of this size.

Future issues

Part of the Masterplan proposal (submitted to Council as a supporting document with the Stage 1 and 2 proposal) involves accessing 2-50 Elizabeth Street directly north of Allied Mills' existing site access. Given the heavy industrial traffic entering and exiting the Allied Site, this creates a traffic conflict and safety risks, including pedestrian conflict risks.

Allied Pinnacle proposes a voluntary road closure between the Allied Site at 52-112 Elizabeth Street and the IIG site at 2-50 Elizabeth Street. This proposal is supported by IIG and, based on reactions at a recent consultation meeting, the proposal is supported by local residents.

Allied Pinnacle asks that Council supports this road closure.

In summary, Allied Pinnacle is supportive of the development of the Arden-Macaulay precinct however efficient operations at the Kensington mill needs to be protected in order to provide food to Victorians. We have concerns over the traffic implications of the proposed development and the size of the development described in the Masterplan.

I can be contact at any time to discuss on

I will also call you to discuss which I hope is fine with you.

Yours sincerely,

Jonathan Hutchings



ALLIED PINNACLE

Jonathan Hutchings
GENERAL MANAGER - INTEGRATION & TECHNOLOGY

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Name: * James Fitzgerald

Email address: * james@impact-group.com.au

Contact phone number (optional): 0412037671

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

Date of meeting: * Tuesday 12 December 2017

Agenda item title: * PLANNING PERMIT APPLICATION: TP-2017-606

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



[knpm9.12open_letter_to_councillors20171211_final.pdf](#)

1.25 MB • PDF

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11 December 2017

City of Melbourne Councillors
Melbourne Town Hall
120 Swanston Street
Melbourne VIC 3000

Dear City of Melbourne Councillors,

Re: Younghusband Wool Store Rejuvenation – Stage 1 Planning Application (TP-2017-606)

We write to you to provide additional context to Agenda Item 6.4 for the Council Meeting scheduled for 12 December 2017 which is related to Planning Application TP-2017-606.

Impact Investment Group (“**Impact**”) purchased the properties at 2-50 Elizabeth Street and 2-12 Barrett Street Kensington (“**Younghusband Wool Store**”) in December 2016 after the previous owner abandoned their plans for an intensive residential redevelopment on the site.

Impact has spent the last twelve (12) months developing our plans for the site and engaging deeply with Council, the local community and traders. The community collaboration process was led by Leanne Hodyl and Desley Renton, both former City of Melbourne staff and engaged by IIG, who have been involved with the Kensington community for over a decade.

Who is Impact?

As a Melbourne-owned and based funds manager, Impact’s overall goal is to shift capital towards investments that blend financial returns with deep social and environmental impact. We lead by example in our investments, and are one of Australia’s first B-Corporations (bcorporation.com.au).

We have been investing in Melbourne and Australian real estate since 2013, and are the team behind the following:

- [the Commons Brunswick](#) and Hobart, which have spawned the Nightingale Housing Model.
- conversion of 401 Collins Street [into WeWork’s first signed leased premises in Melbourne](#), and full remediation of the heritage sandstone façade.
- the world’s (soon-to-be) [largest timber building](#) located in Fortitude Valley, Brisbane.
- significant sustainability upgrades to [the EPA Building at 200 Victoria Street Melbourne](#).
- [the Cape Eco Housing Development in Cape Paterson](#), which includes Australia’s first certified 10-star home.

For many of our real estate projects, we co-invest with other values-aligned people in syndicates. We have over 400 co-investors across our property portfolio.

What are our plans for Younghusband?

We are proposing to reposition Younghusband as one of Australia’s most innovative and sustainable heritage precincts. It will have a sole focus on commercial uses with a strong connection to the local community via conferencing, new public realm, cooperative warehousing, coworking, artists and artisans, manufacturing sales, conferencing, and food and beverage. In addition, we are proposing to establish and operate a carbon and water neutral precinct which includes just under 1MW of rooftop solar.

Given the scale of the project, and taking into consideration the needs of existing tenants and the local community, we will need to implement this plan over three stages (“**Masterplan**”). We are yet to determine the full development program for further stages, however we have applied for a planning permit for Stage 1 to get things moving. Our proposal for Stage 1 is set out in the Council permit application TP-2017-606.

We believe in honesty, transparency and a collaborative relationship with all our stakeholders. On this basis, we initiated a comprehensive community engagement process to learn from the local community. We welcomed over 300 people through the property over a four-month period via:

- walk and talk tours;
- listening workshops; and
- round table discussions.

We were also highly accessible on online forums and social media, and made every attempt to engage with our most vulnerable members of the community through the Kensington Association, Kensington Community House, Good Karma Network, and local Rotary Clubs. We were also welcomed by countless people in their homes to share their vision for Kensington and the City of Melbourne.

This process culminated in us producing the Masterplan documents for the Younghusband rejuvenation. These Masterplan documents outline all project stages and were submitted to Council for information purposes only as part of the Stage 1 permit application. **We included the Masterplan to be transparent about our broader vision, however the Masterplan documents do not form part of Council permit application TP-2017-606.**

What is included in the permit application TP-2017-606?

Currently, 26% of the net lettable area of Younghusband is unlettable due to building non-compliance. Stage 1 includes the upgrade and adaptive reuse of two of the four large wool stores to bring them up to building code standards, and will provide the foundation for a vibrant commercial precinct.

The works in Stage 1 include, but not limited to:

- a “light-touch” design and building approach to heritage restoration works, which includes replacement of the damaged roof, replacement and/or repair of all windows, and repointing of the existing brickwork façade;
- creation of publicly accessible spaces including restoration of the iconic bluestone laneway through the site, and upgrade of the old railway siding to create a pedestrian boulevard from Kensington Railway Station to Younghusband. This siding upgrade will create memorable views and greater connection for commuters on the Craigieburn Line;
- upgrade of all mechanical services (including fire systems and disability access);
- significant sustainability upgrades to the properties; and
- creation of an internal Town Square and various voids in the building to distribute natural light for our tenants and visitors.

The proposed uses of a redeveloped Stage 1 include, but not limited to:

- commercial office and artisanal manufacturing;
- co-working and co-warehousing; and
- food and drink premises to serve tenants and the public.

Two weeks prior to the lodgement of the Stage 1 permit with Council we facilitated an information night with the public and presented our permit application in detail. We provided links to the documents in full to those members who attended.

During the advertising period, the Stage 1 permit application received strong support from the local community, as evidenced by the supporting submission from the Kensington Association.

How have we approached traffic and parking issues?

We believe that our approach to the rejuvenation of Younghusband appropriately appreciates and responds to the concerns of the local residential and commercial community. We are aware that some nearby businesses, including Allied Pinnacle, have lodged objections based on car parking and traffic concerns.

Traffic and car parking issues have been thoroughly investigated and reported upon by Movendo Traffic Engineers in our permit application. Our Stage 1 proposal focuses on a demand management approach to traffic and car parking. We will discourage private motor vehicle use through the implementation of a comprehensive, and industry-leading, Green Travel Plan.

Although we will provide 60 car spaces on site for Stage 1, Younghusband is located within close proximity to three railway stations (Kensington, Macaulay, and South Kensington) and the future North Melbourne Underground Station. The precinct is uniquely placed to take advantage of active transport.

As a result, Council's traffic engineers have provided written support for the Stage 1 permit application.

We determined early in the process that Allied Pinnacle were a key stakeholder in the planning process. On this basis, we conducted discussions with Allied Pinnacle as soon as we settled on the site in December 2016. Following various meetings with their Legal Representatives (Mills Oakley), we provided Allied Pinnacle with our draft Traffic Masterplan and Stage 1 Traffic Impact Assessment. Allied Pinnacle then lodged an objection to the Stage 1 application.

We believe the Stage 1 application, and our comprehensive engagement process with Allied Pinnacle, should address their concerns. We note that any objectors, who still maintain their concerns with aspects of the proposal, have the right to appeal the Notice of Decision to the Victorian Civil and Administrative Tribunal (VCAT).

What are we seeking from Council?

Given that Council's officers have completed a comprehensive assessment of the Stage 1 proposal, and have recommended that the proposal should be supported through their planning reports, **we respectfully request that Council support the Stage 1 application in its current form and proceed to issue a Notice of Decision to grant a permit.**

The Stage 1 proposal is consistent with the outcomes outlined in the Melbourne Planning Scheme. It will be an exemplar for the rejuvenation of the Arden-Macaulay renewal area.

Importantly, Younghusband seeks to provide greater integration of Kensington with Melbourne's CBD, increase services and job opportunities for locals, and set a new standard of sustainability for Melbourne and the State of Victoria.

Kind regards



Danny Almagor
Chairperson
Impact Investment Group

Name: * Jim Weatherill

Email address: * jimweatherill@hotmail.com

Contact phone number (optional): 0407331515

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

Council meeting

Date of meeting: * Tuesday 12 December 2017

Agenda item title: * TP-2017-743

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

Regrettably I am unable to attend the Council Meeting on Tuesday 12th December 2017, due to a prior commitment.
I have attached my submission.

Privacy acknowledgement: *

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

Redevelopment of the Lady Huntingfield Children's Centre

Planning Permit Application TP-2017-743

- The Lady Huntingfield Children's Centre is the only building in the block bounded by Haines, Dryburgh, O'Shanassy and Abbotsford Streets that was not designed by renowned early Australian modernist architect Peter McIntyre. The City Gardens complex is bisected by Plane Tree Way which is lined by 20 Plane Trees listed on the Exceptional Tree Register. It is indeed a unique part of the City of Melbourne. More effort is required to ensure that the proposed new, modern, children's centre, complements the existing historic environment, and adds to the area.
- Car parking. Staff and parents currently use Plane Tree Way for parking and access to the Centre. The other day 9 cars involved with the Centre were parked in Plane Tree Way. Some parents use Plane Tree Way for dropping off and picking up their children. My understanding is that with the proposed redevelopment there will be no access to the Centre from Plane Tree Way, other than emergency access. All public access will be from Haines Street. Presumably there is no intention for Centre staff parking in Plane Tree Way; however reality is that staff will still park there and walk around to the front of the Centre in Haines Street, because of the limited parking available in Haines Street and adjacent streets. Construction sites in the immediate vicinity ensures parking is already at a premium, and street parking will become an even greater issue when the new apartments opposite Gardiner Reserve are occupied and once construction starts on the Children's Centre and then when it starts functioning with increased capacity and an expanded role.
- Consideration should be given to creating an underground car park, under the new redeveloped Centre. If a fee was charged I feel confident that it would be commercially viable, the use not being restricted to Centre staff, but also local residents with insufficient off street parking, and commuters looking for a car park close to the city and a tram.
- The Centre boundary to Plane Tree Way. It is understood that a fence is planned to divide the Centre from Plane Tree Way. The material and nature of this fence is important. Currently the City Gardens Complex cares for Plane Tree Way; it is landscaped and the garden is well maintained. In fact the only part of Plane Tree Way that is not landscaped is that adjacent to the Centre where the Plane Trees on the Exceptional Tree Register are surrounded by bitumen and parked car. Hopefully the Council will address the matter of landscaping Plane Tree Way adjacent to the Child Care Centre in its planned redevelopment.

Jim Weatherill

11/12/2017

Name: * Shane Scanlan

Email address: * shane@mediacomms.com.au

Contact phone number (optional): 0419542625

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 12 December 2017

Agenda item title: * 6.8 City of Melbourne submission to the Fishermans Bend Draft Framework and Planning Controls consultation

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

Framework recommendations appears to have been examined only from an internal perspective, and yet they have massive implications for neighbouring suburbs – in particular, Docklands.

No one denies the need for first class transport connections with Fishermans Bend, but they should not be at the expense of Docklands.

Two of recommended bridges (freight and pedestrian/cycling) will not harm Docklands, as long as they are built at the height of the Bolte Bridge.

The third bridge (tram connection at Yarra's Edge) doesn't have to be built at all because a better solution has not been considered.

An alternative option to get trams into Fishermans Bend would be to access LaTrobe St rather than Collins St.

An immersed tube (see https://en.wikipedia.org/wiki/Immersed_tube) could be pre-built and anchored to the Victoria Harbour sea floor without the need for tunnelling.

I understand that Victoria Harbour is 11 metres deep (with another two metres of Coode Island silt for good measure) and that waterways only needs 4.5 metres depth.

Trams would come down LaTrobe St, cross Harbour Esplanade and stop on the water side before dropping into the Harbour, curving around and coming up again on the south side of the river (Ingles St has been suggested).

Such a tram corridor would have the following benefits:

- * Relieve the need to add even more trams to Collins St (which is already full);
- * Relieve the need to pay \$300 million to Yarra's Edge as class action compensation;
- * Potentially save local MP Martin Foley from electoral defeat;
- * Connect with Southern Cross Station (from the other end of Etihad Stadium);
- * Connect with Flagstaff Station, Melbourne Central Station and the new Metro Tunnel CBD North (State Library) station;
- * Activate NewQuay and the urban renewal area of City North; and
- * Confirm the vision of Victoria Harbour (South Basin) as Melbourne's hub of future water-borne commuter ferries.

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

*(No opportunity is
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:

*

From: Lori Fellows [<mailto:lorifellows@inet.net.au>]
Sent: Thursday, 30 November 2017 10:51 AM
To: Robert Doyle AC - Lord Mayor of Melbourne
Cc: office@ellensandell.com
Subject: Yarra's Edge Proposed Tram Bridge - Fisherman's Bend Project

Dear Lord Mayor

I wish to lodge a complaint about the proposed tram bridge from Collins Landing to Lorimer Street, there are so many reasons why this is WRONG!

The trams on Collins Street from Collins landing are absolutely bursting to the seams all day long, 4 new apartment towers have opened and it's difficult to get into a tram. As a senior resident if I can actually get into a tram I have to stand for the whole trip to Elizabeth St. There is now a proposal to put a tram bridge over the Yarra and stop lights in Lorimer Street. This is all for the predicted 80,000 new residents to the Fishermen's Bend project!!! How on earth will they fit more people on the trams?...or are trams going to become virtual trains eg constant trams one after the other on the Collins Street tramline?...imagine the traffic gridlock. What about the 1500+ residents/ratepayers currently residing in the Lorimer Street/Yarra's Edge precinct? This is an absolute gem to have right beside the CBD, I invite you to come on down and experience the beauty.

The little patch of green on the north side of the river beside the ANZ Bank Buildings is used by workers on the Docklands side daily for relaxation during their breaks, it will disappear. Our parkland on the south side of the river at Point Park [which is small] will be shrunk – the tram will run right beside a children's playground. We need more parks close to the CBD not less. This area is a beautiful area, why spoil it?

The tram bridge will prevent most boats that are currently docked at the marina at Yarra's Edge from using the marina. Our current serene and picturesque lifestyle will change, we don't own a boat but certainly don't want the constant disruption of trams and emergency vehicles all hours of the day and night. We want to continue to take our grandchildren to safely play in the park and safely walk and ride their bikes along the designated bike/walking track beside the river.

Residents in the towers on the Yarra at Lorimer St South Wharf are enraged...a tram bridge would cause the marina to be virtually deserted, this is a beautiful gem close to the city...why spoil it?...in the plan is the destruction of two small parks...we need to preserve these little patches of green.

I have lodged my protest with the Fisherman's Bend Project Committee.

Attached a poem I have written in protest.

Regards,

Lori Fellows
1001/100 Lorimer Street
South Wharf 3006.



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A Bridge Not Far Enough Away

What is this news that I hear?

The Govt's latest crazy idea!

An ugly tram bridge over the river

80,000 more folks to deliver!

To develop the place called Fishermans Bend

This will surely be the end

Of life as we know it at Yarra's Edge

Please don't take our little green wedge.

Across the river a tiny patch of green park

Will most likely disappear in the dark

Dozers will arrive and make a mess

No more green where you can de stress

How can they make these bad mistakes

Can we stop this, put on the brakes?

We hardly have any parks and grass

This part of the city has real class

Every day a photo shoot

Don't take away this attribute.

I am loathe to say this but,

The marina will virtually have to shut

No more yachts sailing quietly by

The metres they quoted surely a lie.

Thousands, even more, people on trams
All squished in like 'sardines in cans'!
Trams are already filled to the brim
Push and shove and you might fit in.
We moved to South Wharf for a peaceful life
We don't want sirens blaring rife
No ambos', police and fire brigade
None of us want this reckless downgrade
Trams screeching all night and day
Beside the playground where little ones play
Traffic lights on Lorimer, you've got to be joking!
The traffic there is already choking!

Surname : Keith
Given Names : Sutherland
E-Mail Address : Keith@sutherlandproperty.com.au
Mobile Phone : 0418509430
ePathway Address : 2702/1 Point Park Crescent
ePathway Suburb : Docklands
ePathway State : Victoria
ePathway Postcode : 3008

Subject of the request
Future Melbourne Committee
2 Nature of contact
Feedback
3 Details of issue
Lord Mayor and councillors, Yarra's Edge need not suffer from an inappropriate tram

bridge.

A viable alternative exists, but hasn't been considered.

An alternative option to get trams into Fishermans Bend would be to access LaTrobe St rather than Collins St. An immersed tube (see https://en.wikipedia.org/wiki/Immersed_tube) could be pre-built and anchored to the Victoria Harbour sea floor without the need for tunnelling.

I understand that Victoria Harbour is 11 metres deep (with another two metres of Coode Island silt for good measure) and that waterways only needs 4.5 metres depth.

Trams would come down LaTrobe St, cross Harbour Esplanade and stop on the water side before dropping into the Harbour, curving around and coming up again on the south side of the river (Ingles St has been suggested).

Such a tram corridor would have the following benefits:

- * Relieve the need to add even more trams to Collins St (which is already full);
- * Relieve the need to pay \$300 million to Yarra's Edge as class action compensation;
- * Potentially save local MP Martin Foley from electoral defeat;
- * Connect with Southern Cross Station (from the other end of Etihad Stadium);
- * Connect with Flagstaff Station, Melbourne Central Station and the new Metro Tunnel CBD North (State Library) station;
- * Activate NewQuay and the urban renewal area of City North; and
- * Confirm the vision of Victoria Harbour (South Basin) as Melbourne's hub of future water-borne commuter ferries.

Regards

Concerned Resident

Name: * Johanna Maxwell

Email address: * president@docklandsc.com.au

Contact phone number (optional): 0414267359

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

Date of meeting: * Tuesday 12 December 2017

Agenda item title: 6.8 Fisherman's Bend Draft Framework and Planning controls

*

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

8th December 2017

With regard to the City of Melbourne Management submission to the Fishermans Bend Draft Framework and Planning Controls consultation;

The Docklands Chamber of Commerce represents almost 200 businesses within this precinct, from the largest operations such as the AFL, Lendlease, Ashe Morgan and the Atlantic Group through to sole traders. Our main priorities are to promote business in the area and to advocate on behalf of the wider precinct. It is with the latter in mind that our attention is drawn to the planning surrounding Fishermans bend and in this instance the City of Melbourne Management submission.

Our primary concern is highlighted within this submission several times and that is the unresolved design and

operational issues surrounding the proposed freight bridge spanning Victoria Harbour. It is stated in this management report and further in the original City of Melbourne submission regarding the planning and framework controls that:

- “the future ‘direct road and rail corridor to connect Webb Dock to Swanson/Appleton Docks’ in the form of an elevated road and rail structure (at height of the Bolte Bridge when crossing the Yarra River) will have significant negative impacts on the development of the precincts, particularly in terms of built form, design and amenity” and;
- “The design and detail of the two proposed pedestrian and public transport bridges across the Yarra River and Victoria Harbour need to be resolved as a matter of priority, in particular bridge height, form and operability. These bridges are fundamental to successfully connect Fishermans Bend to the central city and Docklands but need to be designed to ensure the ongoing use of the waterways for river traffic and marine operations.”

We are in agreement that there will be an exponential demand on Victoria’s ports in the coming years and note the ‘Infrastructure Victoria’ report that states the future Bay West port would be a more favourable option in increasing capacity. However, should it be decided that a freight bridge is indeed needed to connect Fishermans bend with the Docklands port then it is imperative that this span does not hinder ongoing use of the waterways for river traffic and marine operations, as indeed it is for any pedestrian or cycle bridges.

The Bolte bridge currently has a maximum clearance of just 28m. The Volvo ocean race yachts berthing in Victoria harbour in late December will have to pass under the bridge at an angle as it is. We have heard rumours of plans for a span as low as 8m which would rule out the heritage fleet, the super yachts that moor at the marina over summer, some of our charter operators, our commuter ferries and certainly any yacht. We seek assurances within the planning process that the design of this proposed freight corridor, or any pedestrian/cycle bridges will not further impinge on this clearance and that the design will be harmonious to the goal of Docklands being a jewel in the crown of Melbourne. We actually see this as an opportunity to further enhance the beauty that is our harbour, rather than limit it’s uses for all generations to come.

Aside from assurances that this freight corridor will not impact on the marine and commercial use of Victoria Harbour we also ask to be involved within the consultative process and to be afforded the availability to organise stakeholder engagement forums connecting all interested parties. Docklands continues to grow and we thoroughly support the development of Fishermans’ Bend and the infrastructure needed to support this precinct. We do however believe that the development of Fishermans’ Bend should not be detrimental to Docklands and that any bridges built impinging on the access to our harbour would be just that. Our waterways are the jewel in the crown for Melbourne and need to be respected and protected for all generations to come.

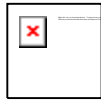
The Docklands Chamber of Commerce will also be lodging a response on behalf of our members to the Draft Fishermans’ Bend Integrated Transport Plan.

Yours in trust,

Johanna Maxwell and Shane Wylie

President and Vice President – Docklands Chamber of Commerce

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



[com_submission_fishermans_bend_08122017.docx](#) 63.67 KB · DOCX

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acknowledgement:

*

8th December 2017

With regard to the City of Melbourne Management submission to the Fishermans Bend Draft Framework and Planning Controls consultation;

The Docklands Chamber of Commerce represents almost 200 businesses within this precinct, from the largest operations such as the AFL, Lendlease, Ashe Morgan and the Atlantic Group through to sole traders. Our main priorities are to promote business in the area and to advocate on behalf of the wider precinct. It is with the latter in mind that our attention is drawn to the planning surrounding Fishermans Bend and in this instance the City of Melbourne Management submission.

Our primary concern is highlighted within this submission several times and that is the unresolved design and operational issues surrounding the proposed freight bridge spanning Victoria Harbour. It is stated in this management report and further in the original City of Melbourne submission regarding the planning and framework controls that:

- “the future ‘direct road and rail corridor to connect Webb Dock to Swanson/Appleton Docks’ in the form of an elevated road and rail structure (at height of the Bolte Bridge when crossing the Yarra River) will have significant negative impacts on the development of the precincts, particularly in terms of built form, design and amenity” and;
- “The design and detail of the two proposed pedestrian and public transport bridges across the Yarra River and Victoria Harbour need to be resolved as a matter of priority, in particular bridge height, form and operability. These bridges are fundamental to successfully connect Fishermans Bend to the central city and Docklands but need to be designed to ensure the ongoing use of the waterways for river traffic and marine operations.”

We are in agreement that there will be an exponential demand on Victoria’s ports in the coming years and note the ‘Infrastructure Victoria’ report that states the future Bay West port would be a more favourable option in increasing capacity. However, should it be decided that a freight bridge is indeed needed to connect Fishermans Bend with the Docklands port then it is imperative that this span does not hinder ongoing use of the waterways for river traffic and marine operations, as indeed it is for any pedestrian or cycle bridges.

The Bolte bridge currently has a maximum clearance of just 28m. The Volvo ocean race yachts berthing in Victoria harbour in late December will have to pass under the bridge at an angle as it is. We have heard rumours of plans for a span as low as 8m which would rule out the heritage fleet, the super yachts that moor at the marina over summer, some of our charter operators, our commuter ferries and certainly any yacht. We seek assurances within the planning process that the design of this proposed freight corridor, or any pedestrian/cycle bridges will not further impinge on this clearance and that the design will be harmonious to the goal of Docklands being a jewel in the crown of Melbourne. We actually see this as an opportunity to further enhance the beauty that is our harbour, rather than limit it’s uses for all generations to come.

Aside from assurances that this freight corridor will not impact on the marine and commercial use of Victoria Harbour we also ask to be involved within the consultative process and to be afforded the

availability to organise stakeholder engagement forums connecting all interested parties. Docklands continues to grow and we thoroughly support the development of Fishermans' Bend and the infrastructure needed to support this precinct. We do however believe that the development of Fishermans' Bend should not be detrimental to Docklands and that any bridges built impinging on the access to our harbour would be just that. Our waterways are the jewel in the crown for Melbourne and need to be respected and protected for all generations to come.

The Docklands Chamber of Commerce will also be lodging a response on behalf of our members to the Draft Fishermans' Bend Integrated Transport Plan.

Yours in trust,

Johanna Maxwell and Shane Wylie

President and Vice President – Docklands Chamber of Commerce

Name: * Chris Thrum

Email address: * mineralsands@hotmail.com

Contact phone number (optional): 0422066973

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

Council meeting

Date of meeting: * Tuesday 12 December 2017

Agenda item title: * 6.11 Confirmation of up to two Councillors to accompany the Lord Mayor on City of Melbourne business mission to Osaka, Japan and Beijing, Tianjin, Wuxi and Suzhou, China – March 2018

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

Dear City of Melbourne Meeting Group Team

This is a written submission in regards to Agenda Item 6.11 Confirmation of up to two Councillors to accompany the Lord Mayor on City of Melbourne business mission to Osaka, Japan and Beijing, Tianjin, Wuxi and Suzhou, China – March 2018.

I support the recommendation from management (Recommendation 5.) that Council nominates up to two Councillors to accompany the Lord Mayor Robert Doyle on the civic and business mission to Osaka, Japan and Beijing, Tianjin, Wuxi and Suzhou, China in March of next year.

Melbourne is an international city and it is important that such missions occur for the City of Melbourne to reach out into the wider world. This mission will be a tremendous opportunity to strengthen relations between Melbourne and Osaka, Japan and Beijing, Wuxi, Tianjin and Suzhou in China.

Best regards
Chris Thrum

email – mineralsands@hotmail.com
Phone – 0422066973

Privacy acknowledgement: *

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

Name: * Stephen Grech

Email address: * sgrech@doingbusinessbetter.com.au

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

Council meeting

Date of meeting: * Tuesday 12 December 2017

Agenda item title: * Point 6.8 – City of Melbourne submission to the Fisherman’s Bend Draft Framework and Planning Controls consultation

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



[submission_to_council_stephen_grech.docx](#)

16.21 KB · DOCX

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Submission to Council 11th December 2017

Meeting No 18

Tuesday 12th December 2017, 5.30pm

Re point 6.8 - City of Melbourne submission to the Fisherman's Bend Draft Framework and Planning Controls consultation.

My name is Stephen Grech and I am a Yarra's Edge marina berth lease holder.

I am making this submission as I believe that many Yarra's Edge (YE) residents, apartment owners, business owners and berth owners including myself will be significantly disadvantaged by the Fisherman's Bend Draft Framework and specifically the implementation of a fixed tram bridge over the Yarra, closing off access to the Marina by tall yachts, threatening the viability of the marina and ultimately devaluing business and real estate assets.

The Yarra's Edge community has discussed the draft framework and in particular proposed tram bridge. Our community representatives include building and planning professionals, and it is their understanding there are many alternatives to the fixed tram bridge, including having an opening bridge (already researched by government to be operationally functional) as well as using an alternative option to get trams into Fisherman's Bend accessing Latrobe St rather than Collins St.

I endorse the proposal by Sutherland Property Consulting to government which would;

- * Relieve the need to add even more trams to Collins St (which is already full);
- * Relieve the need to pay \$300 million to Yarra's Edge as class action compensation;
- * Potentially save local MP Martin Foley from electoral defeat;
- * Connect with Southern Cross Station (from the other end of Etihad Stadium);
- * Connect with Flagstaff Station, Melbourne Central Station and the new Metro Tunnel CBD North (State Library) station;
- * Activate New Quay and the urban renewal area of City North; and
- * Confirm the vision of Victoria Harbour (South Basin) as Melbourne's hub of future water-borne commuter ferries.

I submit the following issues which should be addressed prior to any decision made in respect to the development of a low level tram bridge as documented in the Fisherman's Bend Draft Framework:

- The proposed location of the tram bridge will have a determinant impact on the:
 - financial value of YE properties with a marina view
 - YE Berth owners through the devaluation of their lease
 - longer term impacts on the future viability of the YE Marina
 - the flow of visitors to the cafes and local businesses through the loss of boating, visitors and the look of the surrounds
 - beauty and attractiveness of the area
 - heavy and noisy traffic flows which is a significant safety concern; and
 - many other issues which the proposed low level tram bridge will cause.

- Some people buy holiday houses and others may save for an overseas holiday. Marina Berth and boat owner make a choice to enjoy the lifestyle of a marina setting. People choose to live a life style with a boat at a marina. The Fisherman's Bend Draft Framework takes away our choice of life style. It is not appropriate to be able to use something and then take it away. People have the right to access the waterway.
- I challenge the basis of the statement that only 49 tall boats will be impacted by the development of a low tram bridge. The methodology to determine the number 49 was flawed. The number is more than reported. Data was also not taken into consideration of the volume of tall boat visitors per annum residing on a temporary basis at YE Marina
- The Draft Framework exposes an absence of an impact statement on the financial loss and trickle down effect to local businesses of the reduction of boat numbers to patronage and their spend
- I understand that the proposed tram route will include the introduction of a new Level Crossing. This is contrary to Victorian Labour Election commitment aimed at the removal of Level Crossing.
- The proposed rail bridge possess significant safety concerns
- The proposed rail bridge threatens the Rufus Knight Heron, more commonly known as the Nankeen Night Heron, which is unique and has found its home in YE Marina area
- The proposed rail bridge removes the only grassed area in YE Marina area
- The IAG Supermarket will financially suffer from the reduction in foot traffic from the reduction in active berths at the YA Marina and customers diverted to Woolworths via the proposed location of the tram according to the Fisherman's Bend Draft Framework.

I also understand that the Yarra's Edge community sort legal advice in 2013, when the tram bridge at Yarra's Edge was previously proposed. Advice attained at the time included relevant precedence at law that would support a litigation claim.

Yours sincerely

Stephen Grech

Name: * Chris Thrum

Email address: * mineralsands@hotmail.com

Contact phone number (optional): 0422066973

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

Council meeting

Date of meeting: * Tuesday 12 December 2017

Agenda item title: * 6.8 City of Melbourne submission to the Fishermans Bend Draft Framework and Planning Controls consultation

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

Dear City of Melbourne meeting group team

This is a written submission in regards to Agenda Item 6.8 City of Melbourne submission to the Fishermans Bend Draft Framework and Planning Controls consultation. The City of Melbourne is fulfilling its civic responsibility by being involved and responding to the Victorian State Governments Draft Fishermans Bend Framework.

<http://www.fishermansbend.vic.gov.au/framework>

Framework – Fishermans Bend

www.fishermansbend.vic.gov.au

The draft Fishermans Bend Framework has been released for public consultation and a series of events are planned. Details of how to participate will be released in the ...

In regards to the Community Infrastructure, a Library, perhaps a satellite Library of the State Library of Victoria is vital. Having a library supports the aim of having a smart , knowledgeable community.

Placing a swimming pool in the sports hub would help the social balance of the Montague, Wirraway, Lorimer, Sandridge and the Employment precincts. A swimming pool, such as the one at Fitzroy, with a 50-metre outdoor heated pool would enhance the liveability of the community.

<https://leisure.yarracity.vic.gov.au/locations/fitzroy-swimming-pool>

Fitzroy Swimming Pool | Yarra Leisure

leisure.yarracity.vic.gov.au

Fitzroy Pool is Melbourne's iconic 50-metre outdoor heated pool. Our pool is a favourite summer playground for all Melbournians. We also have an outdoor toddler pool ...

In the Kulin Nation, this is the land of the Boon Wurrung. "The history of the Boonwurrung people dates back many thousands of years. To a time when this land that is now called Melbourne extended right out to the ocean."

<http://www.boonwurrung.org/>

Boon Wurrung Foundation | First People of the Bays (Port ...
www.boonwurrung.org

The Boon Wurrung Foundation represents the traditional people and custodians of the lands from the Werribee River to Wilson Promontory and we are proud members of the ...
For thousands of years the tribes of the Kulin Nation managed the land and water of this area. The tribes of the Kulin Nation had an approach of sustainability. It is appropriate that the concept of Caring for Country is encapsulated into the Fishermans Bend project.

2035 will be the 200th anniversary of the time when the Boon Wurrung saw the Rebecca sail on birrarung (Yarra River) and land at Docklands and the Fishermans Bend area should be a place where Council can activate a dynamic approach to its Reconciliation Action Plan.

The Victorian State Government should consider consulting with Indigenous Architecture and Design Victoria. This will ensure that architects, builders and developers are more engaged with Indigenous culture.

<http://iadv.org.au/>

Indigenous Architecture and Design Victoria
iadv.org.au

Student Support. IADV are keen to assist Aboriginal and Torres Strait Islander people who wish to pursue a career related to design in the built environment
Councillors should thank the officers and sections of the management team involved in the City of Melbourne's detailed assessment of the Framework and planning controls.

The target of 6 per cent affordable housing is a modest and unambitious one, and a target of quadruple this value to 24 per cent would be better for the community.

Talk to any hydro-geologist worth their salt and you will discern that there are big issues in terms of contaminated land at Fishermans Bend and the requirement for a proper cleaning of the affected sites should be a priority.

It is urgent and vital to implement proper public transport infrastructure. There needs to be more specific timelines/ timeframes for delivering the best public transport infrastructure to the area. The new tramline should be built as soon as possible. An underground train line / tunnel should be built from Spencer Street to under the precinct out to Spotswood and Newport stations. After the Metro Tunnel Project is complete that team, workforce and equipment should be sent onto a major, major project of a tunnel under the Fishermans Bend precinct. The team would be ready to build this tunnel at great efficiency and it would provide plenty of great employment opportunities.

Council is aware of the need to protect the requirements of river traffic on the Yarra River.

This area may have an Acute Vulnerability issue regarding sea level rise, major catastrophic weather events and flooding. City of Melbourne and the Victorian Government will have to address this, and they are cognisant of the importance of this. For example, The City of Miami

have this issue and here is their website concerning sea level rise and the government policy that is being activated to deal with major sea level rise issues. Reading this may be instructive.

<http://miamigov.com/sealevelrise/>

sea.level.rise. – City of Miami

miamigov.com

About Recognizing its acute vulnerability to the effects of sea level rise (SLR), in 2015 the City of Miami established its Sea Level Rise Committee.

Staging a Formula E race at Fishermans Bend would be a great way to promote the area. Formula E is a motorsport category focused on electronic vehicles and is an ascending feature in the pantheon of motor sports around the world. Here is a report from the Hong Kong E Prix race.

<https://www.motorsport.com/formula-e/news/hong-kong-eprix-mortara-abt-rosenqvist-985365/>

Hong Kong ePrix: Abt triumphs after late Mortara spin

www.motorsport.com

Daniel Abt was handed his and Audi's first factory victory in Formula E after long-time leader Edoardo Mortara spun from the lead of the second Hong Kong race.

There is much work to be done in fulfilling the potential of this area. Again, Councillors should thank the great work of the officers of the planning team in providing such a detailed assessment of the Fishermans Bend framework.

Best regards

Chris Thrum

email – mineralsands@hotmail.com

Phone – 0422066973

Privacy acknowledgement: *

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

Name: * Catherine Dawson

Email address: * cdawson@xantias.com.au

Contact phone number (optional): 0417394783

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

Council meeting

Date of meeting: * Tuesday 12 December 2017

Agenda item title: * 6.8 City of Melbourne submission to the Fishermans Bend Draft Framework and Planning Controls consultation

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

Submission to Council 11th December 2017 by YCAC

Meeting No 18

Tuesday 12th December 2017, 5.30pm

Re point 6.8 – City of Melbourne submission to the Fisherman's Bend Draft Framework and Planning Controls consultation.

Yarra's Edge Class Action Committee (YCAC)

My name is Catherine Dawson and I represent a Committee called YCAC or Yarra's Edge Class Action Committee, a group that represents Yarra's Edge (YE) residents, apartment owners, business owner's and berth owner's, many of whom are in attendance today and who are all disadvantaged by the Fisherman's Bend Draft Framework and specifically the implementation of a fixed tram bridge over the Yarra, closing off access to the Marina by tall yachts, threatening the viability of the marina and ultimately devaluing business and real estate assets.

I represent the YCAC group and its various members in a voluntary position with the support of the directors of my firm to stakeholder manage lawyers and the 1500 plus apartment owner's, businesses and berth owners to run a class action. I bring to the Committee 25 years' experience in Financial Services.

Xantias Financial Management

I am a Yarra's Edge apartment owner, berth and yacht owner and I am also a property investment adviser and valuer that works for Xantias Financial Management, a Collins St Finance Firm. It is my job to understand implicitly the changing values of real estate assets in Melbourne for our extensive list of investors, who are senior partner's in legal and accounting firms from around Australia, CEO's of the top 100 and overseas investors from Hong Kong and Singapore.

Litigation

The Yarra's Edge community had previously in 2013, when the tram bridge at Yarra's Edge was previously proposed, sort legal advice and were advised that there were indeed various relevant precedence at law that would support a litigation claim.

Further to that advice we have recently engaged with a number of legal firms on the current proposal of a fixed tram bridge over the Yarra. Clearly there is a loss of enjoyment of residents and their lifestyle of living on a Marina, however our firm has already seen that there has been a devaluing of the property and business assets as a result of the Draft Framework. Already the 149 berths at Yarra's Edge have been rendered unsaleable and that financial loss can be

litigated for.

Property Devaluation

Yarra's Edge apartments with views over the Marina, who have for some time been the most expensive and sort after apartments in the Docklands are no longer the investment they were. In fact, our firm will provide evidence that by the time the proposed tram bridge is built there will be a significant loss in capital of between \$50,000 – \$100,000 depending on the position, height, aspect and make-up of the apartment at Yarra's Edge. Considering there are over 1500 apartments that will be effected by this infrastructure we believe, as do the lawyers, this will be a very large and significant litigation case, maybe the largest seen in Victoria outside of the Bushfires that will take place over many years be argued in the Supreme Court and cost up to \$300,000,000 to tax payers.

Alternatives Proposed and supported by YCAC

Our group has access to many property, building and planning professionals and businesses and understand there are many alternatives to the fixed tram bridge, including having an opening bridge (already researched by government to be operationally functional) as well as using an alternative option to get trams into Fisherman's Bend accessing Latrobe St rather than Collins St.

We endorse this proposal by Sutherland Property Consulting to government which would

- * Relieve the need to add even more trams to Collins St (which is already full);
- * Relieve the need to pay \$300 million to Yarra's Edge as class action compensation;
- * Potentially save local MP Martin Foley from electoral defeat;
- * Connect with Southern Cross Station (from the other end of Etihad Stadium);
- * Connect with Flagstaff Station, Melbourne Central Station and the new Metro Tunnel CBD North (State Library) station;
- * Activate New Quay and the urban renewal area of City North; and
- * Confirm the vision of Victoria Harbour (South Basin) as Melbourne's hub of future water-borne commuter ferries.

In Conclusion

Our group would like to reiterate that we support infrastructure to Fisherman's Bend, however not to the detriment of existing Docklands residents, businesses and berth owner's and the closing off of our waterways.

We are currently in conversation and negotiation with a number of class action law firms and intend to appoint one of those firms in early 2018 to pursue compensation through litigation for Yarra's Edge.

Yours Sincerely,

Catherine Dawson.

Catherine Dawson | Property Investment Adviser

B.Bus(Economics/BusinessLaw), DipFinancialPlanning

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NSW RealEstateLicence

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Level 19, 90 Collins Street Melbourne Victoria 3000

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www.xantias.com.au

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



[submission_to_council.docx](#)

18.71 KB • DOCX

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I represent the YCAC group and its various members in a voluntary position with the support of the directors of my firm to stakeholder manage lawyers and the 1500 plus apartment owner's, businesses and berth owners to run a class action. I bring to the Committee 25 years' experience in Financial Services.

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Further to that advice we have recently engaged with a number of legal firms on the current proposal of a fixed tram bridge over the Yarra. Clearly there is a loss of enjoyment of residents and their lifestyle of living on a Marina, however our firm has already seen that there has been a devaluing of the property and business assets as a result of the Draft Framework. Already the 149 berths at Yarra's Edge have been rendered unsaleable and that financial loss can be litigated for.

Property Devaluation

Yarra's Edge apartments with views over the Marina, who have for some time been the most expensive and sort after apartments in the Docklands are no longer the investment they were. In fact, our firm will provide evidence that by the time the proposed tram bridge is built there will be a significant loss in capital of between \$50,000 - \$100,000 depending on the position, height, aspect and make-up of the apartment at Yarra's Edge. Considering there are over 1500 apartments that will be effected by this infrastructure we believe, as do the lawyers, this will be a very large and significant litigation case, maybe the largest seen in Victoria outside of the Bushfires that will take place over many years be argued in the Supreme Court and cost up to \$300,000,000 to tax payers.

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We endorse this proposal by Sutherland Property Consulting to government which would

- * Relieve the need to add even more trams to Collins St (which is already full);
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Yours Sincerely,

Catherine Dawson.



Catherine Dawson | Property Investment Adviser

B.Bus(Economics/BusinessLaw), DipFinancialPlanning

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Name: * Tracie Laws

Email address: * tracie.laws@bigpond.com

Contact phone number (optional): 0418 547 002

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

Council meeting

Date of meeting: * Tuesday 12 December 2017

Agenda item title: * Item 6.7 Proposed Planning Scheme Amendment C320: 154-160 Leicester Street, Carlton (former Corkman Irish Pub)

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

Please see letter attached.

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



[tl_corkman_letter_to_com_11.12.17.pdf](#)

73.52 KB · PDF

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15 Leicester Place
Carlton VIC 3053

Monday 11 December 2017

Cr Nicholas Reece, Planning Portfolio Chair, and
Cr Rohan Leppert, Planning Portfolio Deputy Chair
City of Melbourne
GPO Box 1603
Melbourne VIC 3001

Dear Councillors

RE: MCC Meeting 12 Dec 2017 Item 6.7 Proposed Planning Scheme Amendment C320: 154-160 Leicester Street, Carlton (former Carlton Inn / Corkman Hotel)

I am a property owner and 22 year resident of Leicester Place - the lane behind what *was* the above hotel. I am also a member of the Carlton Residents Association (CRA) and I am aware of their submission to Tuesday evening's (12 December) Melbourne City Council meeting.

I write in full support of the MCC's review of the planning controls for this site, and – in line with the CRA's view – urge that that any amendment to the planning scheme also address and update the Heritage Overlay for this site. I also hope that the changes can be enacted successfully and quickly as fourteen months have now passed since the hotel's illegal demolition and time is running out for action to rectify it.

I remain appalled at the illegal destruction of this heritage place – a place that held not just architectural significance but social, cultural and historic significance in a suburb that has been stripped of most of these histories and places in the years I have lived here.

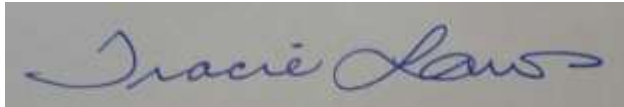
I strongly support the CRA view that it is essential for the Individual Heritage Overlay [HO85] over the former Corkman site to be reviewed, since the site as it stands today has virtually no heritage status – a situation I am sure the owners and developers are well aware of, and likely quite pleased with.

As a nearby resident I am in full support of the proposal to include this Overlay and those individual Overlays to the east [HO84] and south [HO62] in a new Precinct Overlay. I agree with the CRA that this will ensure that we

- the local community and neighbours - could not be sidelined in deliberations over the future of this site as we currently are under the Capital City Zoning.

I look forward to the successful adoption of the above changes as I do to the swift reconstruction of the Carlton Inn by the site's owners - as they have publicly promised.

Yours sincerely

A rectangular box containing a handwritten signature in blue ink that reads "Tracie Laws".

Tracie Laws

Tracie.laws@bigpond.com

0418 547 002

Name: * Lisa Ingram

Email address: * ingram3031@gmail.com

Contact phone number (optional): 0438086753

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

Council meeting

Date of meeting: * Tuesday 12 December 2017

Agenda item title: * PLANNING PERMIT APPLICATION: TP-2017-606 2-50 ELIZABETH STREET, KENSINGTON AND 2-12 BARRETT STREET, KENSINGTON

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

With regards to hours of operation, each use varies its close of business between 5pm and 11pm. While the site is located in a Commercial 2 Zone, it has an interface to the north with a General Residential Zone. The hours proposed, in particular the restaurant, arts and crafts centre (gallery) and education centre, claim to deliver an appropriate balance of maintaining reasonable amenity to the more sensitive uses "to the north" and the revitalisation of the mixed use site itself. Standard amenity conditions would be included in any recommendation for approval, on top of conditions that restrict patron numbers and hours of operation. We live at 5 Bruce St Kensington, within the Commercial zone. We have existing use rights dating from 1889. Nowhere does the Council take into account that there are residential uses WITHIN the zone which have existing use rights. There are sensitive uses on Bruce and Elizabeth Sts as well, not just "to the north".

Hours of operation –

- Food and Drink Premises: 7am–6pm (Monday to Sunday);
- Restaurants: 7am–11pm (Monday to Sunday). We do not expect to be able to hear any noise from this "restaurant" facility operating until 11pm every night of the week. We live in the commercial zone in close proximity to this development and we are not awake at 11pm at night, particularly work nights Sunday to Thursday as a rule. This development is an agent of change. It is an agent of change on the people who live in the commercial zone and have existing residential use rights which are nowhere recognised. This restaurant is a massive 400 seat facility and will presumably result in 400 people spilling on to the streets after 11pm. This late hour of operation will impact us, living within the commercial zone, which is nowhere recognised. 11pm is no real restriction, and 400 people at 11pm is not much of a restriction either. Also the style of the restaurant will make a huge difference to its impact. If it is an events venue with disco music pumping out, this will be entirely different to a restaurant proper, with quiet ambient music. We have no certainty on the tenant of this restaurant and how they will operate,

Despite these concerns we raise, we do support this proposal, we support the developer and their ethos. However the lack of recognition for impacts of residences with existing use rights within the commercial zone is an oversight which is continually ignored, to our detriment. Our

main concern is noise, and particularly noise in the evenings, which we do not have now, and this change has the risk of bringing, unless conditions are set to support the people living round here. The last submission we commented on claimed there were no sensitive uses anywhere, whilst including in their submission an aerial photograph of their building and two or three surrounding ones, one of which was our actual house. We are tired of being ignored and overlooked, when our use rights, amenity, and ability to sleep at nights pre-date everyone else and ought to be upheld.

Allied Mills has to comply with not staging their trucks in our street through the lever of a Section 173. It's the only lever we have and it is effective in making sure we have dialogue and a working relationship with the site. We need such a lever here.

Thank you for your consideration. Kind regards, Lisa

Privacy acknowledgement: *

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

Name: * Oscar O'Bryan

Email address: * oscarobryan@gmail.com

Contact phone number (optional): 0401993329

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

Council meeting

Date of meeting: * Tuesday 12 December 2017

Agenda item title: * Planning Application TP-2017-743, Lady Huntingfield Children's Centre, 89-97 Haines Street, North Melbourne

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

Greetings.

I am a resident and owner of one of the apartments in block D of the City Gardens, which sits directly to the west of the subject development site. I submitted an objection to the planning application for this development on behalf of a number of residents / owners in our block. I'll keep this submission short however I attach the original objection should any of the councilors wish to see it.

I acknowledge that there are a number of cogent reasons why the redevelopment of the Lady Huntingfield center is necessary and desirable. I also acknowledge the old adage that "you can't stop progress".

I remain concerned however that this development as currently proposed and recommended, even with the suggested conditions, will have a more negative impact upon the amenity of local residents than is actually necessary.

In particular I am concerned about the proposed removal of 12 trees within the subject site. The trees on-site - in particular the mature gum trees which line the site - are a big part of the look, feel and general amenity of our apartment block, and the site itself. They are home to rosellas, wattle birds and owls. They create shade and peacefulness, and it would be a real shame to lose them. Could their removal be kept to a minimum?

The issue of overshadowing and privacy is a serious concern particularly for those apartments on the ground floor to the west of the subject site. Their key source of natural light is from the east in the morning. I note that the shadow diagrams provided are based on calculations on the equinox, so the shadowing / reduction in natural light will be worse than indicated in the diagrams for half of the year. This overshadowing will also negatively impact upon the garden beds which face onto the subject site. These concerns could be at least partially addressed by taking one or more of the following actions:

- reducing the maximum height of the proposed building;
- increasing the distance between the perimeter of the proposed building and our apartments;
- changing the orientation of the proposed building / development by 180 degrees, so that the

play area is on the western side of the development and the main external wall is on the eastern side.

I am not confident that the objections made in connection with this planning application have been adequately considered and addressed by the planning department in making the recommendations that it does in its report. Should the council decide to grant the permit as recommended in the report, I will be discussing further with other residents and owners in City Gardens whether we should apply for review of the decision in VCAT. I hope you will consider these and the other concerns voiced further in making your decision on this application. I am available to discuss this further if it is helpful.

Thanks and best wishes
Oscar

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



[objection to application no tp 2017 74.pdf](#)

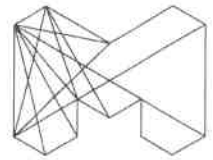
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Privacy acknowledgement: *

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

PLANNING PERMIT OBJECTION FORM

Planning and Environment Act 1987



CITY OF MELBOURNE

Important notes about the objection to permit application

Is this form for me? This is the form to object to a planning permit application where the City of Melbourne is the decision maker. Please do not use this form to object to Ministerial applications.

1. Your objection and the personal information on this form is collected by the City of Melbourne for the purposes of the planning process, as set out in the *Planning and Environment Act 1987* (the Act). If you do not provide your name and address, the City of Melbourne will not be able to consider your objection.
2. Your objection will be available at the City of Melbourne office for any person to inspect, during the relevant period set out in the Act. A full copy of your objection (including your name and personal information) will be made available on request to any person, for a limited period.
3. A summary of your objection will be included in a publicly available planning report, which may be published on Council's website. Your name will not be published in the planning report. Your objection, and the personal information supplied with it, will not be disclosed to any other external party, unless required or authorised by law.
4. You must not submit any personal information or copyright material of third parties without their informed consent. By submitting the material, you agree that the use of the material as detailed above does not breach any third party's right to privacy and copyright. You can request access to your personal information by contacting the City of Melbourne.

See also [Objecting to a planning application](#)

Who is objecting?

Name	Oscar O'Bryan on behalf of Alexandra Kovac, Thomas Hobbs, Amy Lehpamer, Alison Maddock, Jeremy Maddock, John Giffin, Kellie Tainton, George Wood, Elizabeth Wood, Imogen Elsum	Contact No.	0401993329
Postal Address	Unit D22, 312 Dryburgh Street, North Melbourne	Post Code	3051
Email	oscarbryan@gmail.com		

What Planning Permit Application are you objecting to?

Address	89-97 Haines Street, North Melbourne VIC 3051	Application No.	TP-2017-74
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What are the reasons for your objection?

Note: Your objection should state how the proposal will affect you and should relate to matters relevant to the proposed use or development.

Please see following pages

How to Apply and Enquiries:

Mail: Planning Department - City of Melbourne GPO Box 1603 Melbourne 3001	Email: planning@melbourne.vic.gov.au	Tel: 03 9658 9658
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Reasons for objection

0. Introduction

I am writing on behalf of a number of the owners and residents in Block D of the City Gardens complex. Our block of apartments is directly to the west of the Lady Huntingfield site. We have reviewed the application for the planning permit and a number of the associated materials provided with the application. We have a number of concerns regarding the nature and scope of the proposed redevelopment which we have set out below. If you require any clarification or further information regarding our objections, please do not hesitate to contact me.

1. Overshadowing

The proposed plans for the building indicate that the western side of the building would have a height of approximately 10 meters, which is a significant increase from the current maximum height of approximately 6.5 meters. The western perimeter of the building would also be much closer to the adjacent perimeter of our apartments.

This will have a significant impact in terms of the amount of natural light available to our apartments.. For the apartments on the ground floor facing to the east, this is of particular concern because the bulk of the natural light they receive is morning light coming from the west, which would largely be blocked by the proposed building. In the winter months the reduction in natural morning light will be acutely felt as the direct sunshine falling on the east facing apartments helps to warm the building and reduce heating costs.

We note that the shadow diagrams provided are based on calculations on the equinox, so the shadowing / reduction in natural light will be worse than indicated in the diagrams for half of the year.

This overshadowing will also negatively impact upon the garden beds which face onto the proposed building.

We are concerned that this overshadowing will have a significant negative impact upon our enjoyment of our apartments. They will lose a lot of morning light, which is one of the great features of our apartments. We are concerned that this will negatively impact upon property values of our apartments.

2. Privacy and aesthetics

The height and proximity of the proposed building also raises privacy concerns. We note that the proposed building includes west-facing windows on the top floor which would look directly into / onto our adjacent apartments. This may be less of an issue if the windows were to be frosted. We request that this issue be concerned in assessing the application.

There is also the visual impact that the building will have. For the east facing apartments, the only windows overlook the proposed redevelopment sight. Many of us were attracted to the apartments because of the open outlook which the development will obliterate.

The concerns listed in items 1 and 2 could be at least partially addressed by taking one or more of the following actions:

- reducing the maximum height of the proposed building;
- increasing the distance between the perimeter of the proposed building and our apartments;
- increasing the greenery either through more plants (see also point 5) or a green wall;
- changing the orientation of the proposed building / development by 180 degrees, so that the play area is on the western side of the development and the main external wall is on the eastern side.

3. Lack of car parking

We understand that the usual statutory minimum number of car spaces for a development of this size is either 22 or 28 (there is some conflicting information in the application), and the applicant has applied for a reduction of 28, so that there would be no car parking spaces on the site. We believe this is manifestly inadequate given the significantly increased capacity of the centre (from current capacity of 58, to new proposed capacity of 106), and the increased number of staff (from a current number of 18 to a new proposed staff of approximately 45).

The parking situation around the site will be further exacerbated as residents begin to move in to the new developments at 104 Haines and 114 Haines, as both of these developments are under-serviced in terms of car parking. There will be an increased demand in the area for on-street parking

This parking situation will be further exacerbated in the event that Council proceeds with its proposal to expand the park area of Gardiner Reserve, which will result in a further reduction of parking spaces in the area.

4. Traffic congestion and increased use of Plane Tree Way

The amount of people using the Lady Huntingfield centre is going to increase by more than double, with increased capacity for childcare and also new health services being offered. This will result in increased traffic around our block of apartments and in particular through Plane Tree Way. There will be increased wear and tear on the infrastructure of Plane Tree Way which is currently owned and maintained by the body corporate of City Gardens. [The proposal for the Melbourne City

Council to assume ownership of part of Plane Tree Way poses its own issues and problems which we will address in a separate submission]. We already experience people double-parking along Plane Tree Way on a regular basis and this is likely to increase with the increased capacity and usage of the centre.

The concerns could be partially addressed by decreasing the proposed capacity of the childcare centre, which would have flow-on effects in terms of reduced traffic and usage.

5. Removal of trees

The application proposes that 12 of the 19 trees on the site would be removed as part of the redevelopment. We think that this is excessive and will have a significant negative impact upon look, feel, and general amenity of our apartment block, the Lady Huntingfield site itself, and the surrounding block in general. The trees on the site are mature and unique, and the removal of more than half of them would be a significant loss to the amenity of the area.

The trees are also home to local wildlife, including families of wattlebirds, and at least one Tawny Frogmouth owl.

We would ask that Planning Department (and the applicant) consider whether a much lesser number of trees could be removed as part of the development process.

Conclusion

We acknowledge that there are a number of cogent reasons why the redevelopment of the Lady Huntingfield site is necessary and desirable. We do however have significant concerns about the nature and scope of the proposed redevelopment as set out in the current planning permit application. We feel that the current application has a significantly negative impact upon the residents and owners of our apartments. We feel that this negative impact can be reduced if the scope and nature of the development are reduced and adjusted in some (or all) of the ways suggested in this objection form.

We ask that the Planning Department consider these concerns in making a decision on the application. As above, if you require any clarification or further information regarding our objections, please do not hesitate to contact me.

We look forward to your further advice.

Yours sincerely,



Oscar O'Bryan

on behalf of

Alexandra Kovac, Thomas Hobbs, Amy Lehpamer, Alison Maddock, Jeremy Maddock, John Giffin, Kellie Tainton, George Wood, Elizabeth Wood, Imogen Elsum

Name: * Imogen Elsum

Email address: * imogenelsum@gmail.com

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

Council meeting

Date of meeting: * Tuesday 12 December 2017

Agenda item title: * 6.3 Planning Application TP-2017-743, Lady Huntingfield Children's Centre, 89-97 Haines Street, North Melbourne

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

My submission relates to my concerns with Planning Application TP-2017-743 and are outlined below:

I am an owner of apartment D11 in Block D of the City Gardens complex. I brought this apartment just under two years ago, with my key reasons for purchase being the open outlook, well foliated surrounds, and bright feel of the apartment. My apartment sits on the ground floor directly to the west of the Lady Huntingfield site. I am also part of a group of owners/residents for which an objection form has submitted by Oscar O'Bryan on behalf of the group. This current objection form reiterates some of those concerns and focusses on those I believe to be most problematic. As a resident, with the only windows in my residence facing the proposed development site, what I find most objectionable is the proposal of being faced with a two-story building as my only outlook. The reasons I find this objectionable are outlined below:

1. REDUCTION IN MORNING NATURAL LIGHT (overshadowing by proposed development)

According to the shadow diagrams (pg 135-136 of the permit application plan available on the City of Melbourne website), the amount of natural morning light my (and other) apartment receives will be dramatically reduced. The proposed development (10.9 metres high and only metres away from my apartment) will block the natural light the apartment receives. This will impact on the brightness of my living space which, as someone who is affected by seasonal moods, is paramount to my mental health and of particular concern during the winter months. A further concern for the winter months is that the reduction in natural morning light will be keenly felt as currently I rely on the direct sunshine falling on my east facing apartment to help warm the building and reduce heating costs.

2. AESTHETICS AND 'FEEL'

I was attracted to the apartment because, unlike most in inner Melbourne, it was brightly light, with an open and foliage filled outlook. With the proposition of a two-story brick wall only metres from my front door, all these desirable features would be annihilated. Not only is a two-story wall being proposed, but there are also plans (according to the permit application)

to remove several trees that currently provide a barrier between the apartments and the redevelopment site. Furthermore, with the entry/reception area to be directly opposite my apartment there will be significant increased traffic impacting on the noise and privacy of my residence.

These concerns could somewhat be addressed with the following courses of action (the more the better):

1. Reducing the land area of the building. I went to a community consultation in 2016 where I was reassured that all the feedback and consequently the plan, was not to extend the land area. That the building would be extended upwards to enable MCH facilities, but that the open space currently used as play area by the child care, would not be infringed upon. This advice appears to have been disregarded without further community consultation.
2. Changing the orientation of the proposed building. For example, flipping the entire redevelopment by 180 degrees, so that the play area is on the western side of the development and the main external wall is on the eastern side would enable the open space to be somewhat maintained.
3. Dramatically increasing the distance between the perimeter of the proposed building and the apartments AND increasing the greenery/foliage either through more plants or the introduction of a green wall (for the west wall of the proposed development).

Summary

Whilst I acknowledge that the sinking of the current Lady Huntingfield needs to be addressed and this is best done with a new building, I have deep concerns with the proposed development for the reasons outlined here, and in the joint submission that was submitted on behalf of the residents of D Block. The redevelopment in its current proposed form is unacceptable to me as a resident that will look out on the development every day and be deeply affected by the changed lighting, and environment it would create. In its current form, the redevelopment would have a significant negative impact upon the enjoyment of residing in our apartments, quality of life and likely negatively impact the property values of the apartments.

Privacy acknowledgement: *

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

Name: * Stephanie Rennie

Email address: * snrennie@gmail.com

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

Council meeting

Date of meeting: * Thursday 12 October 2017

Agenda item title: * Planning Application TP-2017-188, 123-127 and 129-135 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. We encourage you to make your submission as early as possible.

I reiterate my objection raised in correspondence (also attached) that approval of this planning permit would contravene the Charter of Human Rights and Responsibilities Act 2006, unless the Council can show that it has properly considered the impact of the development on the health of babies and children enrolled at Queensberry Street Children's Centre AND show that the limitation of those children's rights is demonstrably justified in a free and democratic society based on human dignity, equality and freedom.

The Council should note that I have lodged a complaint with the Victorian Ombudsman regarding the University of Melbourne's compliance with the Charter in making its decision to lodge this application. (File number C/17/23043) If I am not satisfied the Council has complied with its responsibilities under the Charter in making any decision to approve this application, I will lodge a complaint with the Victorian Ombudsman regarding the Council's decision.

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



[planning_objection_srennie.doc](#)

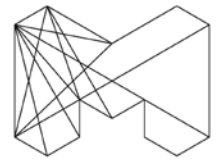
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-

PLANNING PERMIT OBJECTION FORM

Planning and Environment Act 1987



CITY OF MELBOURNE

Important notes about the objection to permit application

Is this form for me? This is the form to object to a planning permit application where the City of Melbourne is the decision maker. Please do not use this form to object to Ministerial applications.

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2. Your objection will be available at the City of Melbourne office for any person to inspect, during the relevant period set out in the Act. A full copy of your objection (including your name and personal information) will be made available on request to any person, for a limited period.
3. A summary of your objection will be included in a publicly available planning report, which may be published on Council's website. Your name will not be published in the planning report. Your objection, and the personal information supplied with it, will not be disclosed to any other external party, unless required or authorised by law.
4. You must not submit any personal information or copyright material of third parties without their informed consent. By submitting the material, you agree that the use of the material as detailed above does not breach any third party's right to privacy and copyright. You can request access to your personal information by contacting the City of Melbourne.

See also [Objecting to a planning application](#)

Who is objecting?

Name	Stephanie Rennie	Contact No.	
Postal Address	Unit 19, 39-41 Abbott Street, Sandringham	Post Code	3191
Email	snrennie@gmail.com		

What Planning Permit Application are you objecting to?

Address	123-127, 129-135 Bouverie Street, Carlton. 3053	Application No.	TP-2017-188
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What are the reasons for your objection?

Note: Your objection should state how the proposal will affect you and should relate to matters relevant to the proposed use or development.

How The Proposal Will Affect Me

My children attend the Queensberry Children's Centre ("**QCC**"), 228 Queensberry Street, Carlton, 2053, which is adjacent to the proposed building site.

The Reasons for my Objection

My objection arises under the *Charter of Human Rights and Responsibilities Act 2006* (Vic) ("**Charter**").

I object to the proposal on two bases:

1. The Council has not been given sufficient information to properly consider the relevant human rights of children enrolled at the QCC and therefore any approval would be a decision made contrary to the *Charter*; and
2. The proposal in its current form, assessed in light of the limited information provided, represents an unlawful limitation of the rights of children, carers and QCC staff and therefore cannot be approved.

Council and Councillors *Charter* Responsibilities

As you are aware, Melbourne City Council, and each councillor, is a public authority as defined by s4 of the *Charter*. Therefore each of you individually, and the council collectively, is obliged to give proper consideration to each relevant human right when making a decision (s38(1) *Charter*).

The Victorian State Government describes Victorian councils' responsibilities under the *Charter* in this way:

The Charter requires local councils (as public authorities) to consider human rights when they make, interpret and apply laws, develop policies and provide day-to-day services.

Local councils must ensure that:

- all council decisions give proper consideration to human rights
- all actions, policies and services are compatible with human rights
- local laws are interpreted and applied consistently with human rights
- people who work on behalf of councils do so in a way that respects human rights.

(source: <http://knowyourcouncil.vic.gov.au/guide-to-councils/consultation-and-complaints/complaint-resolution-bodies>)

Melbourne City Council is one of the few metropolitan councils not to have a published *Charter* policy, or public recognition of its responsibilities under the *Charter*. Examples of the policies and recognition published by other councils include:

City of Kingston: <http://www.kingston.vic.gov.au/About-Us/Plans-Policies-and-Publications/Charter-of-Human-Rights>

Moreland City Council: <http://www.moreland.vic.gov.au/community-care/advocacy-services/human-rights/>

Hobsons Bay City Council: http://www.hobsonsbay.vic.gov.au/files/4f4b9935-1c1c-401d-94af-a4c6010ca4cc/Community_Engagement_Framework_Policy.pdf

Moonee Valley City Council: <http://www.mvcc.vic.gov.au/about-the-council/community-health-and-wellbeing/human-rights.aspx>

Hume City Council:

https://www.hume.vic.gov.au/files/sharedassets/hume_website/publications/social_justice/hume_social_justice_charter_2014.pdf

Southern Grampians Shire Council:

Darebin City Council: is applauded by the Human Rights Commission for its development of policies consistent with the *Charter*. <https://www.humanrightscommission.vic.gov.au/human-rights/the-charter-and-local-government/charter-obligations/elected-council>

Melbourne City Council's failure to develop a *Charter* policy does not exempt it from the *Charter's* application.

The Relevant *Charter* Right

Section 17: Protection of families and Children: 'Every child has the right, without discrimination, to such protection as is in his or her best interests and is needed by him or her by reason of being a child.'

Children have a special vulnerability to environmental factors like dust, noise, vibration and lack of sunlight, by reason of being a child. The World Health Organisation puts it this way:

"Children are especially vulnerable to environmental threats due to their developing organs and immune systems, smaller bodies and airways. ... Proportionate to their size, children ingest more food, drink more water and breathe more air than adults. Additionally, certain modes of behaviour, such as putting hands and objects into the mouth and playing outdoors can increase children's exposure to environmental contaminants." (source: <http://www.who.int/ceh/publications/don-t-pollute-my-future/en/>)

The proposal is unlike many that the Council is called to consider, because it concerns a property that abuts a childcare centre. While the zoning is commercial, the practical reality is that, for the babies and young children enrolled at the childcare, the centre is their residence between the hours of 8am and 6pm each weekday, and they use it for residential purposes: sleep, play, etc. Those children spend a considerable amount of time outdoors in their playground and garden, which is connected to the proposed building site. It is important to note that the purpose-built baby and toddler rooms are at the back of the property, closest to the proposed construction site.

The rights of those children must be properly taken into account when making a decision about the planning application. The rights of those children must not be limited by your decision, except in accordance with s7 of the *Charter*.

It is my submission that, in order to give proper consideration to the rights of the children enrolled at QCC, the Council requires information about the following matters:

1: Noise

The council must understand what types of noise can be expected to emanate from the building site during the childcare operating hours, and how those noises will affect babies and young children enrolled in the childcare centre.

The World Health Organisation advises that children have, by virtue of their immature bodies, a special sensitivity to noise. While a particular type of noise may pose no health risk to an adult, exposure to those same types of noise can have adverse health impacts, both short and long term, for children. Some of this is explained in the WHO training document available here: <http://www.who.int/ceh/capacity/noise.pdf>. That document cites studies showing that: noise increases stress hormones in children, exposure to even low level noise disrupts sleep (noise levels as low as 40-50 dBA result in 10-20% increase in awakening or EEG changes); exposure to noise levels greater than 70 dBA causes increases in vasoconstriction, heart rate and blood pressure.

Specific risks to babies and children posed by noise from the construction site include disrupted sleep (sleep is essential for the healthy development of babies and toddlers); stress and anxiety caused by exposure to unpredictable loud noise, and constant low level noise; reduced ability to use the outside space for play, and reduced ability for sustained quiet play; damage to hearing.

The council has not been provided sufficient information to determine whether what noise is likely to come from the proposed construction site during the hours of the childcare's operation, or the likely impacts of those noises on the children attending the

childcare. Until it receives such information it cannot make a lawful decision under the *Charter*.

Dust

The council must understand what types of dust can be expected to emanate from the building site and in what quantities, and how those dusts will affect babies and young children enrolled in the childcare centre.

The World Health Organisation notes that in relation to children, “upper respiratory infections, such as pharyngitis, laryngitis, sinusitis or otitis media, can be caused by environmental risks such as air pollution” and “Growing evidence suggests that air pollution adversely affects cognitive development in children and early exposures might induce development of chronic disease in adulthood” (source: <http://apps.who.int/iris/bitstream/10665/254678/1/WHO-FWC-IHE-17.01-eng.pdf?ua=1>)

Risks requiring assessment include inhalation, ingestion, slipperiness of outdoor equipment.

Vibration

The council must understand what vibration can be expected to emanate from the building site and into the childcare, and how that vibration will affect babies and young children enrolled in the childcare centre.

Cumulative Impact

Each of the above factors must be considered in light of the nearby construction already taking place – the impact of dust, noise and vibration from the surrounding construction sites.

Falling Objects

During Construction

The council must understand what the risk is of items falling from cranes and other structures during construction, into the childcare yard, as any falling objects present a serious safety risk to the babies and young children enrolled in the childcare centre.

Post Construction

The proposal appears to include elevated, outdoor shared spaces that would allow university students the opportunity to throw items into the childcare yard. This is an unreasonable limitation of the children’s right to safety: the plans must be changed to ensure that objects cannot be thrown from outdoor spaces into the childcare yard.

Sunlight

The council must understand what effect the reduction in access to sunlight will have on babies and young children enrolled in the childcare centre, including its likely effect on their mental health, cognitive development, its effect on the trees and plants in the childcare yard and likely impact on the time spent by children outdoors in active play.

The current plans, if approved, would deprive the children enrolled at the childcare centre access to sunlight during the Winter months, and significantly decrease their access to sunlight during the other seasons. This is an unreasonable limitation on those children’s rights to the protections they require owing to their status as children. Access to sunlight now has an established link to mental health and wellbeing. Outdoor play in nature is now recognised as essential for the healthy development of children. Reduction of sunlight is likely to kill the trees and plants in the yard, and, because it will result in a colder and darker yard, is likely to significantly reduce the amount of time children spend engaging in active play outdoors, with poor health consequences.

(If there is not enough room, attach a separate page)

How to Apply and Enquiries:

Mail: Planning Department - City of Melbourne
GPO Box 1603 Melbourne 3001

Email: planning@melbourne.vic.gov.au

Tel: 03 9658 9658

From: Wufoo

Sent: Monday, 11 December 2017 2:16:59 PM (UTC+10:00) Canberra, Melbourne, Sydney

To: CoM Meetings

Subject: Council and Committee meeting submission form [#1379]

Name: * Carlton Residents Association Inc. Warren Green

Email address: * planningcra@gmail.com

Contact phone number (optional): 0418351968

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

Date of meeting: * Tuesday 12 December 2017

Agenda item title: * 6.7 Proposed Planning Scheme Aendment C320

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



[cra_ltr_to_com.pdf](#)

157.12 KB · PDF

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The Carlton Residents Association Inc
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11 December 2017

Cr Nicholas Reece, Planning Portfolio Chair, and
Cr Rohan Leppert, Planning Portfolio Deputy Chair
City of Melbourne,
GPO Box 1603 Melbourne VIC 3001

Dear Councillors Reece and Leppert

**MCC Meeting 12 Dec 2017 Item 6.7 Proposed Planning Scheme Amendment C320:
154-160 Leicester Street, Carlton (former Corkman Irish Pub)**

The Association understands the need to review the planning controls for this site, but submits that any Planning Scheme Amendment should also address, and update, the Heritage Overlay for this site. According to the Officer Report

The purpose of proposed Planning Scheme Amendment C320 (refer Attachment 1 – Draft Explanatory Report) is to introduce permanent controls by:

- 8.1. Deleting the interim DDO68 (160 Leicester Place, Carlton); and
- 8.2. Amending the existing DDO61 (City North) to introduce permanent built form controls including requiring the reconstruction of the significant heritage building at 154-160 Leicester Place, Carlton.

The reference to Leicester Place in this extract is incorrect, the correct address is **154-160 Leicester Street**. It should also be noted that the former Corkman pub was built in **1856 [not in the 1880's]**.

In our view, it is essential for the Individual Heritage Overlay [HO85] over the former Corkman site to be reviewed, since this site is now a "bomb site" with a very dubious heritage status. We would strongly urge the Council to include this Overlay and those individual Overlays to the east [HO84] and south [HO62] in a new Precinct Overlay. In support of this initiative we offer the following comments:

- The retention of the Corkman site within a Precinct Overlay, would remove any doubt over the heritage status of a site with almost no remaining heritage fabric
- A Heritage Overlay over this site would ensure that any new structure on the site would be subject to the Local Heritage Policy; it would also ensure that the local community could not be sidelined in future deliberations over the future of this site, and
- In the City North Area, there are several useful precedents where contiguous Heritage Places have been incorporated in new [and small] Precinct Heritage Overlays. The Lincoln Square South Precinct [HO1122] is one notable example.

We do hope that the Council will take this opportunity to consolidate the Heritage Overlay controls over these Heritage Places. This would go some way to rectify the wanton destruction of a much loved local pub, and the hopeless condition of the current environment, that can only be described as a bomb site.

Yours sincerely

Warren Green
Convenor of the CRA Planning Group

Name: * Henry Qian

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

Council meeting

Date of meeting: * Tuesday 12 December 2017

Agenda item title: * Invitation to Council Meeting – Tuesday 12 December – TP-2017-743 – 89-97 Haines Street, North Melbourne (Lady Huntingfield Children's Centre)

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

Please refer to the attached written submission for further information.

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



[20171212_mr._henry_qian_wrtn_submission_of_objection._planning_permit_application_tp2017743.pdf](#)
12.33 KB · PDF

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Mr. Julian Larkins
Planning Officer
Planning and Building Branch
City of Melbourne

12 December 2017

Dear Julian

RE: Planning Permit Application: TP-2017-743
Land Location: 89-97 Haines St, NORTH MELBOURNE VIC 3051

I refer to Melbourne City Council's letter dated 20 Oct 2017 and further email correspondence sent to me on 06 December 2017.

Please be advised that I strongly oppose the Council's current proposal of building a childcare centre and maternal health clinic including construction of buildings and works under the Environmental Significance Overlay Schedule 2, and associated reduction in parking requirements due to the following reasons:

The Council's current proposal to demolish the existing, historic Lady Huntingfield Children's Centre and to construct a new two story childcare centre and maternal health clinic building totally failed to properly study and consider the design, profile and characteristics of the neighborhood buildings in particular the City Garden apartments and townhouse residential complex which is home to the Lady Huntingfield Children's Centre owned and operated by Melbourne City Council.

The City Garden apartments and townhouse residential complex is mainly constructed by bricks with late 1970s building styles and color together with the well established gardens and plan trees which provides local residents with an unique little country town type peaceful living environment and atmosphere.

Extremely Depressing Grey Color & Shocking Industrial Type Building Design—Grey Color Metal Box

In strong contrast to the charming, pleasant and little country town appearance of the existing Lady Huntingfield Children's Centre, the Council's proposed design of the new two story childcare centre and maternal health clinic building is dominated by extremely depressing grey color scheme and shocking industrial type building appearance and design which would not only making local residents feeling extremely horrified and depressed but also totally destroying local residents' little country town alike peaceful living environment and atmosphere.

Insufficient Open Space & Building Setback At The Site's Southern Interface Facing Plane Tree Way

The Melbourne City Council should consider pushing the location of the proposed new two story childcare centre and maternal health clinic building further towards Haines St side to allow more open space and building setback at the site's southern interface facing Plane Tree Way to further minimize (1) any possible visual intrusion towards the existing two story townhouses which would be extremely unpleasant to the local residents; and (2) the shadow hanging over the Plane Tree Way

caused by the proposed construction of the new two story childcare centre and maternal health clinic building.

Accordingly with great respect I would like to urge the Melbourne City Council to fully and properly address the aforementioned concerns while deciding what alterations/modifications need to be done to the existing design of the proposed construction of the new two story childcare centre and maternal health clinic building.

Please don't hesitate contact me if you need any further information or clarification.

Thanks.

Yours faithfully



Henry Qian
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Council meeting

Date of meeting: * Tuesday 12 December 2017

Agenda item title: * Lady Huntingfield

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

We want to ensure that the utmost care is taken in maintaining the gum trees on the property. They provide significant shade, character and habitat for native birds. Thank you.

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Name: * Daniel Soussan

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Council meeting

Date of meeting: * Tuesday 12 December 2017

Agenda item title: * 6.2 Planning Application TP-2017-188, 123-127 and 129-135 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. We encourage you to make your submission as early as possible.

Dear Lord Mayor and Councillors

Tract Consultants acts on behalf of Unilodge and the University of Melbourne in relation to the application for a purpose built student accommodation development at 123-135 Bouverie Street, Carlton (Agenda Item 6.2 of Council meeting scheduled for 12 December 2017).

Representatives from the University of Melbourne, Unilodge, Nettleton Tribe (architects) and Tract will be attending the meeting this evening – however we understand that as the matter is being considered at a full Council meeting that there is no opportunity to make oral submissions. We hope that the brief written submission below will be of assistance to the Council in its consideration of the application.

The project team have been working with the City of Melbourne Planning and Urban Design departments over the past few months to respond to initial concerns and to ensure the proposal represents a high quality and affordable student housing building with a high level of amenity and pastoral care for students. This culminated in the formal amendment of the proposal on 24 November 2017 providing the current plans.

We have reviewed the officer report for this application and would like firstly to extend our thanks to the planning department (in particular to Brendan Cousins and Jane Birmingham) for their comprehensive and considered assessment. We have reviewed the proposed planning permit conditions and note that our client has no issues with any of the conditions proposed.

We note that a submission has been received from the Carlton Residents Association in relation to this agenda item. In response to this we would make the following brief submissions:

- We note in the first instance that the CRA supports the redevelopment of the site for student accommodation, which we would wholeheartedly endorse. We note that this qualified support however and that the CRA have raised some concerns with the proposal in terms of the adjoining childcare building and heritage.
- With respect to the concern regarding the impact on the childcare facility we would support the planning officers assessment of this matter. We would note that the nature of the City

North built form controls and the Capital City zoning that has been applied to this site encourages a higher scale of built form on the land, and that any redevelopment of the site would therefore have some impact on its neighbours (particularly given the existing condition is a largely vacant parcel of land at the interface). In the context of the anticipated built form outcomes under DDO61 however we would respectfully submit that the impacts are not unreasonable. The CRA also appear to have conflated the proposed height (which is marginally higher than the discretionary height control affecting the site) with the impacts on the childcare facility – however the difference between a 40m and a 46m high building would in our submission have no appreciable impact on this facility.

– With respect to the heritage concerns we note that the CRA appear to be suggesting that there ought be a 6m setback above the heritage building in lieu of the part 5.6m and 3.5m setbacks proposed. With respect, we would note that this 6m setback under DDO61 is intended to apply above a street wall height which is set under the DDO at 24m to Bouverie Street. The proposal adopts a significantly lower street wall height by adopting the height of heritage building for this datum, and in seeking to balance the higher street wall envisaged under the DDO and the need to retain and respond to existing heritage fabric, has adopted a 5.6m setback for the two levels immediately above the heritage building, with a 3.5m setback for the upper levels. We note that this approach is similar to that which was adopted on the ANMF development on Elizabeth Street (which also included a C graded heritage building, with a building of scale above). The ANMF proposal was considered by the Future Melbourne Committee on 10 February 2014 who recommended via condition (amongst other matters) a 4m setback above the heritage building. We would respectfully submit that providing a slightly reduced setback where the street wall height has been lowered in response to a heritage condition represents an appropriate balancing of competing policy objectives (as required by Clause 10 of the SPPF) and we would agree with the officers that this “strikes the appropriate balance” between the heritage overlay and the DDO provisions.

Having regard to the above, and the detailed material submitted to Council to date, we would respectfully request that the Council uphold the planning officers recommendation and direct that a Notice of Decision to Grant a planning permit be issued subject to conditions.

Thank you again for your attention to this matter.

Yours sincerely, DS

Daniel Soussan_____Principal Town Planner

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