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Name: * Alexander Dowthwaite

Email address: * alexdownthwaite@gmail.com

Date of meeting: * Tuesday 13 April 2021

Agenda item title: * 6.1 Planning Permit Application: TP-2020-89, Queen Victoria Market (Trader Shed), 16-94 Peel Street, Melbourne

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

As a regular at the market for many years, I am dismayed by the proposed plans to transform the Trader Shed, Northern Shed and Food Court. The architectural expression of these proposals is unsuitable and will severely damage the traditional robust character of the market that all Melbourne residents know and love. The decision to advance with plans of this nature, which have been rejected by the public in all previous stages, is unfortunate and will lead to a permanent diminishment of the market's character and role in the City of Melbourne. If it is the committee's intention to sterilise the market of its human character and ensure that only 'activated' soy latte hockers and purveyors of overpriced knick knacks are left, then proceed with these plans. If, however, the last alternative to supermarkets in the city is to remain supporting a real economy, real traders and real families then please reject these plans.

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

phone or Zoom in
support of your
submission: *

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*

Name: * Heather Lawrence

Email address: * heather.ethicaltradingaustralia@gmail.com

Date of meeting: * Tuesday 13 April 2021

Agenda item title: 1 and 2

*

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

My submission is to speak to matters of the Queen Victoria Market Precinct Renewal.

and Community Renewal in these extra ordinary times.

I wish to offer ideas with Councillors for additions to the Renewal goals and Plans from precovid times and offer some ideas to rethink what "Renewal" might mean post covid?

These ideas ask Future Melbourne Committee to consider what contemporaneous approaches might be needed along with the physical "Renewal" plans of buildings and infrastructure for the QVM.

Can we take the opportunity for the current assumptions about "Renewal" to be rethought with a broader systems approach?

Could there be an opportunity for the QVM to become a site for Social and Environmental Impact with the possibility of becoming the largest Social Enterprise Market in the world!

Please indicate whether you would like to address the Future Melbourne Yes

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

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

Name: *

colin gunther

Email address: *

colingunther50@gmail.com

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

QV MARKET NEW SHEDS

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

I agree with the council plan, the market is tired and not even the traders bother turning up . two new sheds and the park will rejuvenate the area . it is unfortunate the car park is being replaced as the less cars the better,

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

No

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*

Name: * Hanan Mark

Email address: * hananone@tpg.com.au

Date of meeting: * Sunday 11 April 2021

Agenda item title: Future Melbourne Committee meeting QVM

*

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

I would like to submit these objections and object to QVM P/L CONTINUED verbal diarrhea PROPOSITIONS that the market will benefit in the future.

1. These new 'sheds will not benefit either traders or existing customers. In fact, they will seriously inconvenience both groups and function to the detriment of current market operations.

Contrary to the planning documentation, these operational changes were NOT supported by the Peoples Panel.

In particular with regard to the Traders Shed, the Peoples Panel argued against 'gold plating' trader facilities.

The proposed infrastructure, storage and operational changes suggest a 'shopping centre' operational model.

Traders will be forced to store goods and perishables in the new sheds.

The plans show no appreciation of the way the market works and how it is different to a shopping centre e.g.

(quote) 'the unorganised and cluttered appearance of the Market and stock infers that improved storage and facilities are necessary.'(p58).'

The changes will restrict the hours and movement of traders. The northern shed would cut off traffic access from Queen Street. Traders would have to load and unload produce at designated times.

Centralising delivery, unloading and re-stocking of fresh produce is appropriate for a supermarket in a shopping centre, not a market with multiple traders.

Furthermore, market management is aware that the new Trader Shed as designed, provides insufficient storage for current (or increased) volumes of trade and numbers of traders .

2. There is no known history of OHS risk with the present market operations.

Nevertheless, traders have presented alternative ideas to management for modernising storage and distribution within the market and reducing risk of pedestrian injury. These ideas, which are borne of experience, would cost a fraction of \$40million, and provide a much more workable solution.

In fact, the new facilities will increase OHS risks, for example pallet jacks will be moving goods across Queen St from the Trader Shed storage to the other sheds in market operating hours.

Also, the new Munros carpark is unsuitable for vans.

Where will traders leave their vans during the day after they have unloaded?

How will they separate pedestrians and vehicles in the new Munro's underground car park?

3. The provided planning documentation acknowledges there may well be an Increase in logistical conflict.

Quote 'The reduced delivery points and restricted loading hours ...seek to consolidate loading by reducing the number of loading areas in and around the Market ... and reduce the number of forklifts moving around the Market.

This will improve the traffic and parking network around the market.' p.46

In reality it will be a logistic nightmare to manage traders all trying to load and unload in Queens St in fixed times – outside trading hours? Which start at 6am????

Quote: 'Two loading zone spaces will be provided for traders with vehicles required to enter and unload at a 45 degree angle. These spaces are advised to be designed in accordance with Australian Standards and will be able to accommodate vehicles up to 12.5m (Heavy Rigid Vehicles).' ...Plus waste collection vehicles.

However P46 of the Delegated Planning Report for the Northern Shed admits ... 'it is noted that there are a large number of vehicles that arrive to deliver to the market and the provision of two spaces may not be sufficient to accommodate all the loading requirements. This however is an internal operational issue which has no doubt been assessed by QVM and therefore is left for their determination and resolution of any issues. '

And P56 'The planned changes to the delivery operations do not resolve logistics issues. This is a matter for the managers of the Market to consider. '

!!!!!!

4. Remarkably there is not one reference in the planning documents to the impact of the scale of these works on traders' businesses during construction.

Considering the effects of Covid and the current works on the market having been drastic.

There is more reference to the impact of the works on trees than the impact on traders (p61 Northern Shed Report)!!!!!!

5. Would refusal really affect reasonable economic use of the place? The renewal program was initiated in 2014, in a vastly different climate in the city.

The Business Case for renewal dates from 2017 with an update in 2019. How about thinking through the consequences of Covid on the city, its businesses and its residents before committing to this?

What about the assumption that the future development of Franklin Street is viable in the current indeterminate situation? What happens to the promised 500 additional car spaces if it doesn't go ahead?

There were over 120 objections from the public to these structures. The documentation supplied for the planning application does not do them justice.

5. Mayor Capp makes much of the job creation (900? 400?) but how many jobs will be lost as a result of the changes to market operations driving traders away?

6. Decline of the market is not due to poor infrastructure but by the ongoing management attempt to change it. As the planning documentation explains, the 'changing character of market operations' and 'future events ensuring an economic future for the market'.

The documentation states that this proposal is 'economically justified by improved functional efficiency and by the increased space freed up by greater consolidation of loading, waste, and storage, which can be used for other purposes. (p.58).'

What other purposes? The truth is that these proposed new sheds foreshadow changes to the market operations and purpose, with many fewer traders in a 'boutique market' and an entertainment precinct.

7. According to P55 'The removal of the car parking spaces along Queen Street will help reduce car reliance within the immediate surrounds. This is supported by abundant public transport providing access to and from the Market' But 'the closing of roads in the area (Franklin St) and restrictions on traffic will make it harder for current market patrons to access the market. Historically 50% of visitors to the day market came by car. Even locals. People in cars buy more goods'

It was once again very evident over Easter – with much trading conditions, especially in General Merchandise – how dependent the Market is on its country and suburban customers – very evident over Easter. How does public transport and removal of 73 accessible carparking spaces help these crucial customers?

Nevertheless, on P54. 'The removal of car parking and introduction of pedestrian focused landscaping is supported as it will enhance the Market experience and enjoyment. '

How will eliminating convenient parking enhance the market experience?

What kind of successful business deliberately tries to piss off its best customers?

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*

Name: * Catherina Toh

Email address: * cewtho@bigpond.net.au

Date of meeting: * Tuesday 13 April 2021

Agenda item title: Planning Permit TP2020-89 and TP 2020-101 QVM

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

My detailed concerns about the Queen Victoria Market Planning Permits TP2020-89 and TP 2020-101 are set out below. My overall serious concerns with this and the whole process is the refusal of the Council and QVM management to listen and take on board the many voices of traders, customers, residents and other concerned parties about these plans. The proposals continue to roll on unchanged, concerns unheeded even in the light of the seismic events of 2020. They are also being pushed and pushed through seemingly by those without a real understanding or lived experience of QVM, its history, its purpose, its traders and its customers. And without any appreciation of what it means to run a business at the market as a trader. Have any of you actually spent substantive time at the market with the traders and customers or are the visits just with tape measures to work out how much space you can have? If you mostly shop at supermarkets and department store food halls then this would explain the lack of vision and appreciation of the heart and soul of a world class fresh food market with a long proud history and heritage. And creating construction jobs is a short term gain for very long term pain. This is just wrong.

1. New Sheds & Trader Facilities

Rather than benefiting traders and customers, the new sheds will seriously inconvenience traders and make it more difficult for customers. The sheds will also be to the detriment of smooth and safe market operations. These operational changes were NOT supported by the Peoples Panel despite claims to the contrary.

The changes will restrict the hours and movement of traders. The northern shed would cut off traffic access from Queen Street. Traders would have to load and unload produce at designated times and how will these times be allocated and managed to ensure equity, smooth, safe and easy access? Centralising delivery, unloading and re-stocking of fresh produce is appropriate for a supermarket in a shopping centre, not a market with multiple independent traders.

What the proposed infrastructure, storage and operational changes provide for is a sterile deeply misplaced vision of a 'shopping centre' operational model. This is a fresh food market not a shopping centre or a suburban department store food centre. The plans show no understanding of the way the market works and how and why it is different to a shopping centre. QVM is on par with the great fresh food markets in the world and it is horrifying to think that this place of great cultural heritage is in danger of being obliterated by uninformed, myopic and misplaced notions of "improvement" and "progress" meaning bright lights, shiny fit outs and air-conditioning.

On top of this the planned new sheds will not provide sufficient space for all existing traders to store their stock – as admitted by QVM Management. Do the traders have to draw lots or take turns in accessing storage?

2. Job creation

Mayor Capp has made much about job creation that this "renewal" will bring but like all other politicians, state and federal, seems to think that only construction jobs with a short to medium life are worth creating and having. What about longer term job prospects at the market if it is to be a sustainable and profitable business for the traders? We will end up losing traders (some of them family businesses at the market for generations) and have a collection of outlets and chain stores run by fewer, more transient employees. And people working in the gig economy. How can this be good for jobs and Melbourne?

3. Car parking and access

According to P55 "The removal of the car parking spaces along Queen Street will help reduce car reliance within the immediate surrounds. This is supported by abundant public transport providing access to and from the Market".

How does this recommendation tie in with the fact that historically 50% of visitors to QVM during the day come by car. Even locals. People in cars buy more goods. People come once a week or once a fortnight or once and month and stock up big.

This was so evident in lockdown with the 5 km limit. The devastation to trading was as clear an indication as possible that the majority of market customers come from more than 5 km away and drive in. It was once again very evident over Easter – with much better trading conditions, especially in General Merchandise – how dependent the Market is on its country and suburban customers. How does public transport and removal of 73 accessible carparking spaces help these crucial customers?

But persisting with this again on P54. "The removal of car parking and introduction of pedestrian focused landscaping is supported as it will enhance the Market experience and enjoyment."

How will eliminating convenient parking enhance the market experience? What kind of successful business deliberately tries to piss off its best customers? What manager and really trustee of QVM deliberately discourages more than 50% of its traders' customers from coming to spend.

Please indicate No
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submission: *

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*

Name: * Jane Stanley

Email address: * jstanley49@bigpond.com

Date of meeting: * Tuesday 13 April 2021

Agenda item title: Queen Victoria Market

*

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

There are an estimated 700 traders at QVM. Based on modelling of other markets (recently including Preston Market) total employment is likely to be around 2,500 people behind stalls. These retailers sell goods produced or made by others, and use transport services in bringing these goods to the market, so the overall employment generation is likely to be over 6,000 people (the employment multiplier). The money from sale of goods is likely to be around \$120M per year but as this is circulated the total contribution to the economy is likely to be around \$300M per year (the economic multiplier). If Council is going to assess proposals on the basis of either short or long term job creation, it is important to consider the impact on market traders, and the consequent loss of jobs and economic productivity in the short or long term. We are comparing this impact with a reported increase of 400 short term jobs and zero long term jobs. Perhaps this impact assessment has been done but it is not evident in the information available to the public. I could not see that any such assessment had been done when the original business case for the market redevelopment was prepared.

I have recently been preparing best practice guidelines for the operation of markets in Papua New Guinea, working for the UN. That country has a 10,000 year heritage in agricultural productivity and the operation of markets is a critical component of the economy, with many markets accommodating over 2,000 traders. I have drawn on international experience in drafting the best practice guidelines for these markets, and then validated the

recommendations in workshops with market managers, local governments and other stakeholders. Essential learnings are that markets operate best as a joint venture between the traders and the market managers because:

- the traders have most expertise in how the market functions
- the market operates as a more profitable business for the Council if it supports the productivity of the traders
- traders are likely to support the concerns of market managers about ensuring the health and safety of market operations – recently extending to COVID–safety operating standards.

A collaborative approach is critically important for QVM as it seems that for the past few years it has not had a market manager with significant experience or training in how markets should be run. I am therefore surprised to hear that the current operational proposals have been developed without significant input from the traders, and are being advanced despite the fact that many traders think they will adversely affect their businesses.

I do want to raise some concerns about waste management, as this is an area where I have previously compared the costs and benefits of applying different technologies to processing organic wastes for local government in Australia as well as market managers overseas. I think the system currently being proposed needs a lot more explanation, especially around risk management as well as environmental impacts. Where will the vents go to and how will odours be managed? I understand that the previous trials of waste processing on site failed because of a high incidence of vandalism, so how will this be managed (eg to prevent blocking the macerators or the surface couplings for the trucks)? How will periodic interruptions to collection arrangements be addressed? Will there be any build up of biogas in the tanks given that fruit and vegetable wastes will be mixed with meat and fish wastes (from raw foods as well as discards from meals) and that collection will not necessarily be carried out on a daily basis. What happens if there is a strike? How has the required capacity of the system been assessed given periodic and seasonal variations in likely waste volumes?

It would also be appropriate to indicate where the various waste streams will be taken. Is it intended to take the organic sludge to landfill, or to add it to a composting process somewhere? If contamination can be avoided there would be much better ways of achieving Highest Net Value than these options, and it is appropriate to clarify end processes in a situation where local government is being urged to promote a more circular economy.

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



[qvm_employment_and_waste.docx](#) 16.36 KB • DOCX

Please indicate Yes
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submission: *

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- the traders have most expertise in how the market functions
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-
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I have read and acknowledge how Council will use and disclose my personal information.

Name: *

Charles Sowerwine

Email address: *

c.sowerwine@gmail.com

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

6.1: TP-2020-89, Queen Victoria Market (Trader Shed)

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



[rhsv_submission_fmc_21.04.13_trader_shed.docx](#) 44.60 KB ·

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

Yes



ROYAL HISTORICAL SOCIETY OF VICTORIA INC.

239 A'Beckett Street, Melbourne 3000

Submission to the Future Melbourne Committee 13 April 2021

Agenda Item 6.1

TP-2020-89, Queen Victoria Market (Trader Shed)

The Officers Report lists the key issues as 'urban design and built form, traffic, and the objections received'. On behalf of the Royal Historical Society of Victoria, we disagree.

The key issue is not design, although that remains problematic. The key issue is whether Council will turn its back on 143 years of the Queen Victoria Market operating as a traditional open market as per People's Panel Recommendation 2: 'The key driving significance of the Market is its ongoing use as a well maintained traditional, open-air market, engaging in the sale of fresh fruit and vegetables, dairy, fish, meat and general merchandise.'

Trader Shed is one of four components of 'Option A' or the 'renewal' plan, which is an adaptation of the discredited Doyle Plan. Like the Doyle Plan, the current 'renewal' plan—two key components of which you are called upon to approve tonight—aims to increase the rents stall-holders pay by shifting the market to 'events' and 'value add', which means fast food. The report before you makes this clear: 'Centralising storage, waste, and loading which will free space for future events; ensuring a sustainable economic future for the Market' (p. 54). We have shown in earlier submissions that the increased revenue detailed in the Economic Justification for Option A is only possible with a shift to a more value add model.)

Given that it is the proposed Northern Shed that is at the heart of this proposed shift in the market's traditional mode of operation, we will deal more fully with this issue in our submission regarding Agenda Item 6.2. The proposed Trader Shed is a product of the plan to shift market operations to a more value add model, because in that model family stall-holders would be replaced by outfits employing many more wage workers. Trader Shed contains a wide range of facilities for such workers.

The proposed Trader Shed contains extensive storage, far beyond what traders have sought. Neither traders nor the People's Panel have called for a massive increase in storage, still less for the so-called Point of Sale storage/uniform stalls. Indeed, the People's Panel warned that 'Feedback from many of the traders involved in this panel has been that much of the infrastructure (change rooms, showers, lunchrooms) given in our remit is not desired by the traders. Traders are concerned that the gold plating of infrastructure will lead to higher costs and rent to their businesses'.

Find out more about us on our website www.historyvictoria.org.au

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

ABN 36 520 675 471

The enormous volume required for all this means that to accommodate them much bulkier structures are required, thus compromising design principles. Recommendation 5 of the People's Panel envisaged that Trader Shed could include 'waste mgmt; storage; public amenities; and beautification'. No mention was made of 'central logistics, plant and trader amenity space' or the many other facilities now crammed into the proposed Trader Shed. And, importantly, the People's Panel specified that the new structure 'be designed in sympathy to the existing heritage environment'.

This brings us back to the problem of the design. The RHSV, like the People's Panel, recognises the need for better waste facilities and sees this site as appropriate for an appropriately scaled infill building that responds sympathetically to its environment and whose building envelope is roughly similar in bulk and rhythm. The heavy-handed brutalist treatment of the proposed Trader Shed, especially as perceived on exiting the Deli and looking toward the rounded arches of the Meat Market, makes this a completely inappropriate design response.

Council will choose tonight whether to continue on the path to 'modernise' and 'sanitise' the market and destroy its character or to recognise the value of the QVM as cherished by generations of Melbournians. We urge Councillors to reject this proposal and to review plans for the market before proceeding.

(Professor) Charles Sowerwine, Chair,
Heritage Committee, RHSV.

Privacy acknowledgement: *

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

Name: *

Mary-Lou Howie

Email address: *

howie.marylou@gmail.com

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

6.1 Planning Permit Application: TP-2020-89, Queen Victoria Market (Trader Shed) 6.2 Planning Permit Application: TP-2020-101, Queen Victoria Market (Northern Shed),

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



[ohs_submission_april_21.docx](#) 432.62 KB · DOCX

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

Yes

6.1 Planning Permit Application: TP-2020-89, Queen Victoria Market (Trader Shed)

6.2 Planning Permit Application: TP-2020-101, Queen Victoria Market (Northern Shed),

To the councillors at the City of Melbourne, you must ask yourselves

Why the community resistance to the City of Melbourne's plans to redevelop Queen Victoria Market has continued for so many years?

Why the constituents you represent have never wavered in their opposition to the proposed plans for the market since the Robert Doyle administration?

Why QVM management and QVM Board is NOT working collaboratively with traders to achieve a more desirable outcome for all?

Friends of Queen Victoria Market Inc's many supporters have sent countless submissions opposing the council's proposed plans for the Trader and Northern Sheds during the COVID lockdown, and again, now, for the revised plans that the council is seeking planning permits from themselves to progress the demolition and excavation work to realise these plans.

Queen Victoria Market is the last remnant of Melbourne's vibrant market culture. World-wide major cities make efforts to protect what is commonly known as 'Old Cities'. But it would appear not so in Melbourne. Over many years this has been the place where students, migrants, the well-to-do and those of lower socio-economic social strata chose to shop for life's essentials. A place where visitors and customers from near and far select vegetables, purchase value-for-money goods, sink their teeth into an American hot doughnut or a bratwurst with mustard and trimmings, and sip good coffee.

It's the very fact that the market in no way resembles a modern shopping precinct that ensures its charm and relevance. And this is what is at stake.

The 'renewal', here, in the form of the northern and trader sheds, is not a 'substantial upgrade' that will protect the traditional market; but rather a fundamental change in its nature and operations, which will turn the QVM into a bland, generic, more expensive, commercial enterprise of little interest to visitors.

The focus for this submission is on OH&S issue and the elimination of forklift usage at QVM. The war against trader forklift use at the market is in most part the rationale for these extensive and expensive plans.

OH&S Risk – One can't argue the importance of public safety despite there being no objective documentation showing risk to public safety at QVM. However better management practices would alleviate potential issues. Safety of both traders & customers is an obvious responsibility of both traders & management working in tandem.

In addressing these issues surely it doesn't require large scale excavating and an intrusive and expensive modern building.

There have been collaborative United Workers Union/trader/management talks around developing an alternative at-grade strategy for forklift haulage eg safe access routes, spotters, boom gates, safety forklift features etc. These talks were postponed then stalled by QVM management. Evidence of these negotiations are available from the United Workers Union & QVM forklift drivers.

Much is said about potential risk/ conflict but there is no historical evidence of existing movement being unsafe. Ie no records of accidents at the market.

Expert advice from OH& S expert Dr Gerry Ayers (bio below) agrees with the alternative strategy cited above to make the market safe for both traders & the public. These are simple, realistic and cost effective. Dr Gerry Ayers refers to the Victorian OHS Act state legislation which declares that it is the joint responsibility of traders and management.

bio Dr Gerry Ayers

Gerry has worked in the construction industry for over twenty-five years. He started work as a builder's labourer. He has a PhD and a Master's Degree in OHS, and a Graduate Diploma in Occupational Hazard Management. He sits on many OHS committees and boards that address all manner of issues to do with OHS, has written numerous articles and has presented many papers (both locally and internationally) on a vast range of OHS issues. He is also a guest lecturer at Melbourne University, RMIT University and Federation University and is a strong advocate of the right of workers to be involved in workplace OHS decision making.

Paradoxically, moving all logistics/traffic to Queen St has the potential to increase the possibility of accidents.

By removing all vehicles from the lanes between the sheds and all storage to the Trader shed will mean increase in the movement of goods across the market & through the public walkways/aisles. The busy visibility of trader operations behind their stalls in the laneways throughout the trading day is an intrinsic part of the market culture.

Logistics

The closing of the car park (contrary to People's Panel recommendation 3) and removal of vehicles from the sheds means that ALL loading & unloading will be moved a constrained area in Queen St between the upper & lower market. Queen St will be closed to other vehicles, as will Therry St. This means that bulk shoppers (who are not all Business to Business) will have to transport their goods manually to the new multi-level car park under the Munro building, or (more likely) go elsewhere.

Only a limited number of loading bays (5 or 6 across the 2 new sheds) will be provided, meaning each trader will have a limited time frame to unload before 9am. Fruit & veg traders will struggle to return from Epping, load & unload within this time frame, and hardworking traders who already do long hours will have to start 2 hours earlier for deliveries & set up.

Why it won't work for traders:

Case study 1: Vic Market high volume fruit & vegetable trader

- *This PE Leaseholder occupies a large stall renting 10 spaces*
- *It is a family run business – with all operations executed and directed by the family with a small team of employees.*
- *Tasks include: purchasing stock from Epping, unloading, sorting produce for needs for each trading day, storing excess produce then parking the large 12 tonne truck which requires 2 parking bays. Unsold produce is then re-loaded on the truck at the end of trading for storage.*
- *To off-load and reload usually takes 2 employees along with the business owner driving the forklift. For safety, pallets need to be taped up for stacking requiring more time.*
- *The rest of the day is spent at the stall where much of the stock is stored ready for topping up as needed. The remainder, after sorting, is warehoused in the Franklin St warehouse.*
- *Volumes vary eg month of Xmas (often two truck loads are needed), Easter, Mothers' Day, Fathers' Day, are when the demand is higher and so is the volume*
- *The time of year & season impacts on unloading eg in summer there is much produce variety. December- to the end of February are busy months with diverse seasonal summer produce which is often more delicate.*
- *The early morning operation takes at least 1 hour to unload, and position pallets eg from a pallet of oranges purchased a portion eg only 5 boxes, may be required for the day. This operation occurs with the many lines of fresh produce that are sold.*
- *The entire operation is time consuming and complex. If it was to occur in the proposed northern shed loading dock it would hold up other trucks queuing to unload creating chaos.*
- *The market is not like a supermarket where trucks arrive, unload and leave leaving the next stage to supermarket employees. Family business are the operators at each stage from trucking to Epping, trucking to QVM, unloading & sorting, stocking to their stall, to warehousing , then parking their large truck, then servicing customers.*

Costs incurred:

- *\$2,200.00 per week for 10 stands*
- *\$2,400.00 per month for warehouse expense (Franklin St shed)*
- *\$950.00 per quarter for truck parking*
- *\$150.00 per week towards electricity*
- *Plus employee wages*
- *This business relies on quantity/volume turnover to be profitable*

H Shed

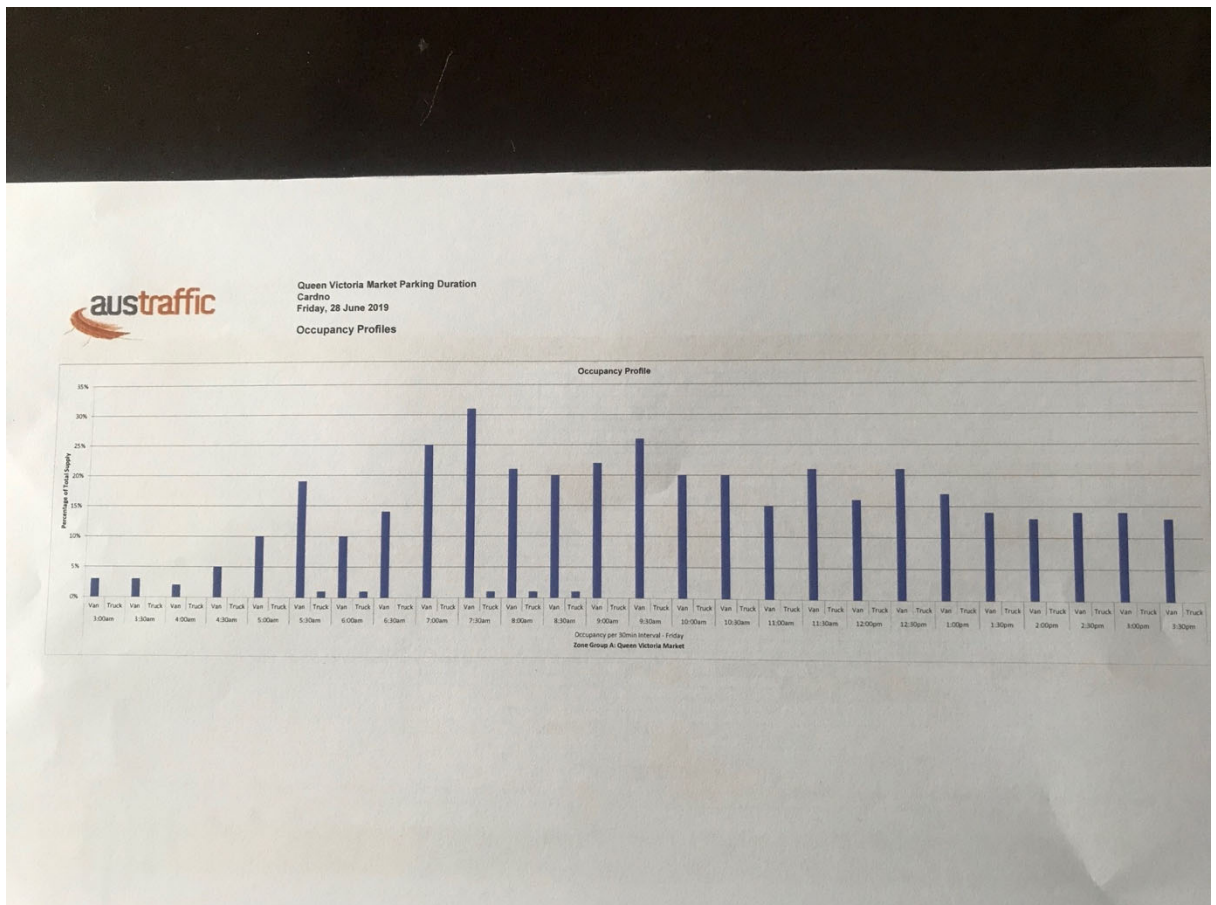
- *There are approx 8 fruit & veg vendors in H shed*
- *There is no fruit & veg trader with less than 3 stands to their stalls*
- *Many of these vendors park their trucks (often smaller vehicles) at their stalls to save expenses, to off-load and load more easily & to provide extra, convenient on-site storage for topping up throughout trading hours.*

Case study 2: Bill's Farm in the Deli Hall - Malcolm McCullough & Mark Scott (owners)

- *This business has 65 suppliers & 680 products*
- *Each week orders are made to 50 – 60 suppliers,*
- *Each week 220 products are ordered from 50 suppliers in order to maintain supplies and fresh turn over.*
- *Most deliveries take place between 7am & 2 pm*

- Tuesday - 20-25 deliveries
- Thursday – 15 – 20 deliveries
- Friday - 10 deliveries
- Many of these small delivery vans park in Therry St. close to the Deli Hall to make their deliveries.

Cardno Safety & Logistics Management Report Appendix demonstrating delivery times & frequency



The conflict of vehicles backing out from Trader Shed as others pull into Northern shed unloading bays increases the probability of accidents in this constrained loading time period.

Traders will still need to move goods from Northern Shed to Trader Shed, and then from Trader Shed to the stalls means triple handling. Furthermore, the viability of their business relies on fruit & veg traders being able to move goods and access storage during trading hours. In OHS terms, there will be more trader vehicles (electric pallet jacks etc) in the shared pedestrian zone (Queen St) than at present.

It is nowhere explained where traders will park their vehicles after they have unloaded.

To quote international market expert, Dr Jane Stanley who claims that 'market improvements need to come from the traders because they are the experts on how the market operates'. (Interview, 3AW Tom Elliot 12 April)

“Mr Wynne (Victorian Planning Minister) said the bigger picture of plans for the market was more concerning”; “I think there are serious questions about the integrity of the market as it is understood by Melburnians ... with the potential to erode its best elements,” he said”; there were “very serious questions that remain unanswered” about the proposed redevelopment”; “Serious hurdles remain in relation to the historic preservation of the market with this new redevelopment,” he said “The proposal is also underpinned by two massive residential developments that as Minister for Planning I have got serious concerns about.” Ref. The Age, April 16, 2019, Clay Lucas.

We should be guided by the Burra Charter regarding the conservation of our precious heritage. It states it all much more elegantly than we can.

‘The Burra Charter advocates a cautious approach to change: do as much as necessary to care for the place and to make it useable, but otherwise change it as little as possible so that its cultural significance is retained.’

Re Agenda 6.1 and 6.2 I object these plans and call on council to defer approving the planning permits for the trader and northern shed and to initiate an independent review and assessment by an external organisation for the community to assess and comment.

Yours respectfully,

Mary-Lou Howie President, Friends of Queen Victoria Market Inc

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

*

Name: * Leah Moore

Email address: * tamjewellery@gmail.com

Date of meeting: * Tuesday 13 April 2021

Agenda item title: Queen Victoria Market demolition, construction of a building zone and works

*

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

I'd like to object to the above planning permit. Having Queen st open and easily accessible to traffic at all hours that the market is open is vital for the survival of the entire market. The fresh produce traders need delivery vans and trucks to deliver produce to and from them, this happens throughout the day, at all hours. At the main times, between 7am and 10am, there can be anywhere between 20 and 30 vans and small trucks in Queen St, unloading to the various fresh produce stalls and picking up from them as well to stock various restaurants in the city and far beyond, including Phillip Island. The beauty with Queen St is its ease of access to all stalls in the market, making it great for quick pick-ups and drop offs.

The general merchandise traders rely on it to for deliveries from wholesalers. This can be at any time of the day and now that the bike lanes have been installed in Peel st, a lot of delivery drivers have lost that easy access point and the loading zones in A shed won't work.

The peoples panel voted to keep Queen St open, the majority of traders want to keep Queen St open, so why won't the COM and market CEO listen.

This is a working market, not a show market. Deliveries happen any time of the day, as they do anywhere else in

the city or at shopping centers. Restricting delivery times and length will greatly affect every aspect of the market including causing major traffic jams.

With thanks

Leah Moore

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

Privacy acknowledgement: *

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

Name: *

Tristan Davies

Email address: *

melbourneheritageaction@gmail.com

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

6.1

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

Yes

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

*

Name: * Miriam Faine

Email address: * miriam.faine@bigpond.com

Date of meeting: * Wednesday 14 April 2021

Agenda item title: * Planning Permit Application: TP-2020-89, Queen Victoria Market (Trader Shed), 16-94 Peel Street, Melbourne

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

Submission for FMC 13 April Dr Miriam Faine, Secretary, Friends of Queen Victoria Market

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Yet country and suburban customers flocked to QVM over Easter – especially in General Merchandise. It was clear once again how many Victorians still value and even depend on the traditional market, as an economical and varied one stop city shop.

The evident decline of the market over the last 10 years is not due to lack of community support for a traditional market or to outdated infrastructure, but rather to the ongoing attempt by management and the Council to undermine the traditional market.

This planning documentation states candidly that this proposal is 'economically justified by improved functional efficiency and by the increased space freed up by greater consolidation of loading, waste, and storage, which can

be used for other purposes.' (p.58).

What other purposes? The truth is that these proposed new sheds foreshadow further changes to the market operations and purpose, with fewer traders in a 'boutique' food and crafts market, together with an extended entertainment precinct which will be made available for events hire.

2. This \$40million worth of construction will not benefit existing traders or customers. In fact, the new sheds and the operational changes they represent will seriously inconvenience both groups and function to the detriment of the current market.

The new Trader Shed as designed, provides insufficient storage for current (or increased) volumes of produce trade and numbers of traders. Market management and the renewal team are aware of this.

Contrary to the planning application, these operational changes were NOT supported by the Peoples Panel. In particular with regard to the Traders Shed, the Peoples Panel argued against 'gold plating' trader facilities.

The planning applications show no appreciation of the way the market works and how it is different to a shopping centre e.g. (quote) 'the unorganised and cluttered appearance of the Market and stock infers that improved storage and facilities are necessary.'(p58).

The proposed infrastructure, storage and operational changes suggest a 'shopping centre' operational model. Traders will be forced to store goods and perishables in the new sheds. Centralising delivery, unloading and re-stocking of fresh produce is appropriate for a supermarket in a shopping centre, not a market with multiple traders.

The hours and movement of traders will be restricted. Traders will be forced to load, and unload produce at designated times.

As a result, the new facilities will increase OHS risks, for example electric pallet jacks will be moving goods across Queen St from the Trader Shed storage to the other sheds in market operating hours.

Also, the new Munros carpark is unsuitable for vans. Where will traders leave their vans during the day after they have unloaded? How will pedestrians be separated from delivery vehicles in the new Munro's underground car park?

Traders have presented alternative ideas to management for modernising storage and distribution within the market and reducing risk of pedestrian injury. These ideas, which are borne of experience, would cost a fraction of

\$40million, and provide a much more workable solution for the current market.

3. The planning permit documentation TP-2020-101 acknowledges there will be an increase in logistical conflict. Quote P56 'The planned changes to the delivery operations do not resolve logistics issues. This is a matter for the managers of the Market to consider '.

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It will be a logistic nightmare to manage traders all trying to load and unload in Queens St in fixed times – outside trading hours? Which start at 6am????

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But P46. 'it is noted that there are a large number of vehicles that arrive to deliver to the market and the provision of two spaces may not be sufficient to accommodate all the loading requirements. This however is an internal operational issue which has no doubt been assessed by QVM and therefore is left for their determination and resolution of any issues. '

It seems evident that these new sheds foreshadow a much-reduced scale of produce market.

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Especially considering that the effects of Covid on the market (as with other CBD businesses) together with the current renovation works, have been drastic.

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Lord Mayor Capp makes much of the short-term job creation (900? 400?) but many other jobs will be lost as a result of the changes to market operations driving traders away. There are 6000 jobs in the market directly at risk. Market expert Dr Fiona Stanley suggests 25,000 jobs are dependent on the market.

5. Yes, the current market needs some updating. But the council needs to drop its 'renewal agenda to change the market' and rather take serious and bona fide account of views of market community and the wider Victorian community.

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How about thinking through the consequences of Covid on the city, its businesses and its residents before recommitting to this?

What about the assumption that the future development of Franklin Street is viable in the current indeterminate situation? What happens to the promised 500 additional car spaces if it doesn't go ahead?

The Doyle Agenda was set out in the Master Plan. The future vision for Queen Victoria Market is of a thriving and diverse marketplace that is loved by locals and a must see for tourists.

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The vision contains the following 'strategic directions' which again do not encompass the QVM as we know it.

- ♣ A market of markets. A place that supports and encourages sustainable market trading in all its varieties.
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In QVM context, this means traders have always used their vehicles to store and transport goods within the market. This new infrastructure is intended to remove open storage and vehicles from the sheds, which means repurposing

the sheds for a different form of trading operation. The traditional design of the QVM sheds follows the exigencies of a traditional open-air market with stalls set up and taken down on market days. Underground storage (and proposed retail 'pods and 'pop-up' enclosed stalls) will destroy the social as well the built heritage of the market. This is entirely contrary to preserving the heritage value of the QVM. The sheds in this case may be 'preserved', but as mere simulacra.

According to P55 'The removal of the car parking spaces along Queen Street will help reduce car reliance within the immediate surrounds. This is supported by abundant public transport providing access to and from the Market' But as objectors stated: 'the closing of roads in the area (Franklin St) and restrictions on traffic will make it harder for current market patrons to access the market. Historically 50% of visitors to the day market came by car. Even locals. People in cars buy more goods'

How does public transport and removal of 73 accessible carparking spaces help these crucial customers?

Nevertheless, on P54. 'The removal of car parking and introduction of pedestrian focused landscaping is supported as it will enhance the Market experience and enjoyment. '

How will eliminating convenient parking enhance the market experience for customers (as opposed to sightseers)?

What kind of successful business deliberately tries to piss off its best customers?

7. The market's profitability has declined over the past 7 years. (However, historically there has been little publicly available information on market financials.) Revenues (largely rental based) have increased at a relatively steady rate since 1998 but costs have grown at a faster rate since 2010. The increased costs related to the night market and events program, as well as director fees and consultancy fees relating to the renewal. Until Covid, the traditional market operations continued to be sustainable (in both senses of the word).

The 2019 forecast based on the implementation of the renewal program, projected revenue of approximately \$45 million in 2028/29, an increase of \$20 million per year with profits approximately \$10 million per year. (Of course, these forecasts did not take Covid into account). However, the large capital cost to these works and future works, does not appear to be taken into account in these forecasts. These are also major capital works. All capital works have depreciation and maintenance costs. These costs are not identified in the financial forecasts, which are therefore misleading.

To the contrary, the current proposed works will not in themselves provide revenue and may not provide benefits as

assumed. The new delivery arrangements will not deliver any increased income to the market. The trader facilities will also not produce any increase in revenue directly.

The projected increase in revenue and profit can only occur if rents rise accordingly (or the market seeks other sources of income). Renewal documents project that revenue from traders to nearly double in ten years, from \$7.996 million in 2019 to \$15.469 million in 2029 (Economic Justification, Table 5, p. 19), a rise of 193 per cent or 19.3 per cent per annum. Traders in fresh produce cannot sustain annual increases of 19–22 per cent.

Such rent increases would only be possible if many traditional stalls were replaced with ‘non-traditional,’ ‘higher order retail,’ and hospitality. This will change the nature of the market. It would mean the end of the market in its ‘ongoing role ... as a fresh meat and vegetable market’ (VHR Statement of Significance).

Furthermore, more than half of the Upper Market, that is the car park and Sheds K, L, M and N, will be used for non-market purposes, mostly for ‘events’ on a commercial basis. (Again, there are assumptions here in terms of Covid and crowds).

However, such events can occur only on weekends, i.e., Sat & Sun – 2 of 5 days trading (plus Wed after-hours for the Night Market). Therefore, for much of the week, these sheds would be empty, thus compromising the economic (and physical?) future of the market.

Furthermore, the QVM will be competing to hold such ‘events’ with Docklands, Fed Square, Domain, Showgrounds, Birrarung Marr etc – all CoM spaces that compete with each other.

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FOQVM and the market community ask that Councillors call a moratorium on the renewal plans and postpone the construction of these sheds until their purpose and that of the Renewal is reviewed,

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



[council_submission_for_13_april.docx](#) 137.94 KB · DOCX

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

Submission for FMC 13 April Dr Miriam Faine, Secretary, Friends of Queen Victoria Market

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Privacy acknowledgement: *

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

Name: *

Tony Ansaldo

Email address: *

tansaldo@hotmail.com

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

Queen vic market

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

Verbal submission to talk about the new construction and regarding what will help traders rather than what's being presented

Submissions will not be accepted after 10am.

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

Yes

Privacy acknowledgement: *

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

Name: *

frank fontana

Email address: *

frankiefontana99@gmail.com

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

vic market

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

Yes

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

*

Name: * Daniel Soussan

Email address: * sdoussan@tract.net.au

Date of meeting: * Tuesday 13 April 2021

Agenda item title: * 6.1 Planning Permit Application: TP-2020-89, Queen Victoria Market (Trader Shed), 16-94 Peel Street, Melbourne

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

Dear Lord Mayor, Deputy Lord Mayor and Councillors,

Tract Consultants acts on behalf of City of Melbourne with respect to the planning permit applications for the proposed Queen Victoria Market (QVM) Trader Shed and Northern Shed, which are due to be considered as agenda items 6.1 and 6.2 at the Future Melbourne Committee meeting this evening.

On behalf of our client and the broader project and design team we would like to thank the City of Melbourne's planning department for their considered assessment and recommendation for each project.

The proposal before you tonight has been guided by the QVM Master Plan and is the result of a highly collaborative design approach including engagement with QVM Pty Ltd, the Office of the Victorian Government Architect (OVGA), Heritage Victoria and the City of Melbourne planning and urban design departments.

These projects have been specifically designed to respond the objectives of the QVM Master Plan for the Q1, Q2 and Market Cross C2 Precincts, and are consistent with the People's Panel Principles. Specifically, the projects include:

- The delivery of necessary infrastructure to support the ongoing role of the QVM as a retail and visitor destination.
- Improved amenity for the traders, with dedicated facilities including bathrooms, showers and community areas for their use.
- Enhanced sustainability outcomes for the QVM, with a particular focus on waste management and recycling.
- An improved public realm including increased safety with clearer delineation of loading areas to reduce conflict between loading vehicles and pedestrians.

Throughout the design process, the project team have been cognisant of the sensitivity of the QVM – its importance to Melbourne’s architectural and cultural heritage, and its authentic character as a metropolitan produce market.

NH Architecture have developed a design response which is sympathetic to this context, with the Trader Shed designed adopting a functional form (appropriate to a functional market building) which maintains the sight lines of the adjoining heritage buildings and adopts complimentary materials. With the removal of the originally proposed canopy, the Northern Shed presents an even lighter touch to the site with public realm interventions proposed to allow for segregated loading and improved pedestrian safety.

We are happy to advise that the project team have reviewed, and are comfortable with, the recommended conditions set out in the officer reports.

We thank you for your time and consideration of this matter.

Yours sincerely,

Daniel Soussan
Senior Principal Town Planner
Tract Consultants Pty Ltd

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

Privacy acknowledgement: *

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

Name: *

James Brady

Email address: *

ajbrady@cobwebs.id.au

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

QVM Renewal

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



[biodigester_submission.docx](#) 21.74 KB · DOCX

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

No

We are local residents residing close to Vic Market and frequent customers. We object to the two planning permits before council tonight .

We believe the proposed changes will make life more difficult for traders who are leaving QVM in droves, make food and goods more expensive, homogenise the market to resemble a shopping mall while robbing QVM of its authentic character and charm, the hallmark of its elevated national & state heritage status.

This submission relates to, Agenda item 6.2 Planning Permit Application: TP-2020-101 Queen Victoria Market (Northern Shed)

In this submission we will focus on just one issue: our concerns about the community risk of the council's proposed waste management biodigester at Queen Victoria Market.

There is no documentation to indicate that that a risk management assessment of the system has been completed and this needs to be made available to the public.

According to Biogasworld.com 'Frequently, human errors, equipment breakdowns or equipment misuse are the causes of accidents. Risks include fire and explosion, confined space hazards, asphyxiation, gas poisoning, high -pressure gas or liquid leaks, and those associated with rotating mechanical equipment and disease'.

The anaerobic organic waste solution system to divert food waste from landfill, a commendable objective, is to be located in the centre of the market below the proposed busy pedestrian and public thoroughfare, and in front of the proposed \$4.5m refurbished food court, between the upper and lower market on Queen St. This system is capable of producing flammable gases under certain circumstances which, if not managed assiduously, have the potential for terrible consequences.

The market community needs to be assured about the following:

- How the Council will address risks from any break down in the proposed daily emptying of the sludge tanks. If organic wastes are left for any time to decompose in the absence of air (ie anaerobic digestion) they can produce biogas, which will build up pressure **and is potentially explosive**. This is especially the case if vegetable and fruit wastes are mixed with fish and meat wastes as well as discarded cooked foods. The underground/enclosed location does not appear to provide for flaring of gas or other forms of extraction.
- That the tanks will be emptied every trading days rather than only when the tanks are full? (the report states the sludge will be pumped out 'up to 5 times per week'). Waste from the meat, fish and food halls can start the biogas production process if temperatures rise to 37degrees.
- That the essential venting of the unit won't cause a strong odour near the food court. The trial biodigester in A shed had to be stopped during trading hours due to the reek it emitted causing distress to both nearby traders and customers. It is not clear where the vents will be located.
- What the provisions are for ensuring that there are no failures in the system such as tank capacity being insufficient for periodic high volume waste production,

breakdown of the maceration equipment, disruptions to collection arrangements, blocked pipes or damaged surface coupling used for piping out to the trucks.

- And furthermore, what the end destination of the processing and use of the various waste streams will be given the need to achieve Highest Net Value in the context of a circular economy.

Melbourne has had its fill of toxic waste accidents. To locate an underground system that has any kind of potential risk in the centre of a busy public space requires a rigorous risk assessment and provision of information to address the understandable concerns of traders and the general public.

Given there is plenty of space in and around Vic Market and to avoid the potential of hazardous risks, the back-of-house system should be located away from a public thoroughfare.

Paradoxically, so much is made of OH&S compliance concerning the operations of Vic Market, a rethink in location of the waste management system given its risk potential must be considered.

Ann and Jim Brady

Privacy acknowledgement: *

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

Name: *

Stan Liacos

Email address: *

stan.liacos@qvm.com.au

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

6.1 Planning Permit Application: TP-2020-89, Queen Victoria Market (Trader Shed), 16-94 Peel Street, Melbourne

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

Please see submission attached

Submissions will not be accepted after 10am.

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



[qvmpty2.pdf](#) 98.51 KB · PDF

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

No

12 April 2021



Justin Hanney
Chief Executive Officer
City of Melbourne
GPO Box 1603
MELBOURNE VIC 3001

Dear Justin,

Re: Planning Application for proposed new facilities at Queen Victoria Market:
"Trader Shed" and "Northern Shed"

I am conscious that Council is considering the design and planning merits of these applications at its meeting on Tuesday 13 April 2021.

The purpose of the letter is to reconfirm QVM Pty Ltd's strong support for these proposals.

We have worked closely with representatives at the City of Melbourne over many years now to accurately inform and ensure the proposed new facilities retain the heritage and character of the Market, whilst importantly also meeting the current and future needs of Market traders, operations, customers and visitors.

The proposed infrastructure developments are critical to improving the safety and efficiency of Market operations and providing traders with facilities that meet their business needs, while also enhancing the customer and visitor experience. Specifically, the new facilities are essential infrastructure that will enable the Market and traders to meet food, health and safety requirements.

For ease of reference, please find attached a copy of our original Planning Submission submitted last year.

Yours sincerely,

Stan Liacos
Chief Executive
Queen Victoria Market Pty Ltd

From: Wufoo

Sent: Monday, 12 April 2021 4:06:25 PM (UTC+10:00) Canberra, Melbourne, Sydney

To: CoM Meetings

Subject: Future Melbourne Committee meeting submission form [#1458]

Privacy acknowledgement: *

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

Name: *

Pamela McKain

Email address: *

p.mckain@optusnet.com.au

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

6.1 and 6.2

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



[future_melbourne_committee.docx](#) 4.06 KB · DOCX

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

No

12th April, 2021

FUTURE MELBOURNE COMMITTEE.

As an avid user of the QVM (for the past 40years) I am once again wishing to convey my frustration at what is being proposed and pushed as a positive for Melbourne.

I have my doubts about the latest plans which will influence the day to day functioning of the Queen Victoria Market for both the Traders and regular customers wishing to access this marvellous facility both now and in the future.

- The intention to block off vehicle access via Franklin to Therry and Queen streets and in fact changing the whole vehicle movement around this area will be counter-productive to the viability and sustainability of the Market.**
- The Blyth statement regarding the availability of public Transport near QVM misses the whole point of why people travel to the market to get their supplies. People use their vehicles because it would be impossible for most to carry everything by hand. Not to mention the number of Inner-City Restaurateurs who rely on and shop daily for their fresh produce here. People with vehicle disability stickers will no longer be able to shop at the market because of the restricted number of parking bays that will be available.**

I am alarmed about the intention of plonking the two loading Bays and Waste disposal area, plus the Traders shed which will dominate the Queen street section between the East and Western areas. This is going to be an absolute disaster in the making for the current Traders in the fruit and vegetable market.

I know the Munro street development is intended to dominate the Therry street area for at least another 2 years, so if this current plan is implemented mayhem will take over and the QVM traders will suffer badly. No one wishes to go to an area dominated by trucks, street managers etc.

I can hear someone saying oh that is just a management and logistics problem that can be managed, but I totally disagree... In my mind I have seen the slow undermining of the Market by the current dispassionate management practices. We understand this was the initial premise back in 2014 to free up inner city land, but this is a new era in 2021.

I do not see millions of people flocking to Melbourne for a few years to come in this time of Covid, so these plans are a wish list on a wish list.

A Market as unique as the QVM deserves a better understanding of how to progress and retain a vibrant facility without destroying the Traders ability to trade, and the very customer experience that makes up a fresh food market.

Yes, it is a bit messy and a bit old, but dangerous!, I beg to differ. I would like to see how many dangerous incidents, or lives that have been lost over the last 10years let alone the last 100 years.

These plans are loosely drawn from you average Supermarket in the suburbs, which has more control over when truck deliveries take place. However, an outdoor market of this kind is made up of dozens of individual traders who act independently and will find this new plan incredibly difficult to meet the demand of time restrictions for loading and unloading fresh food. Fresh food is the very thing that people who come to QVM are looking for, they are not looking for days old food which has been stored in cold rooms.

The current mindset behind these plans ignores the fact that they will change our QVM and not for the better.

Thank you for your consideration.

Pamela McKain.

Lord Mayor and Councillors
City of Melbourne

Dear Cr Griffiths,

I object to the erection of a trader shed and a northern shed on Queen Street.

Such developments are inappropriate to the heritage aspects of the market.

I consider that the current illustrative plans for a \$4½ million rebuild of the Food Court are ugly and would detract from the market buildings and precinct. ["Fears \$40m plan for Queen Vic Market will turn it into a shopping centre", Chloe Booker, The Age, 8 April 2021]

The proposed two buildings on Queen Street for a "trader shed" and "northern shed" are likewise inappropriate for the heritage place, and serve no useful purpose. There are already customer toilets between Queen Street and Elizabeth Street. Trader bathrooms and meeting area are not required.

Even if they were, they could be provided in the Monroe development.

May I draw Council's attention to open-air markets elsewhere, such as in Parma and Orvieto in Italy, and in Zagreb in Croatia, where traders set up stalls in open squares and sell their produce, whether it be fruit and vegetables and other general merchandise. These markets operate without trader bathrooms and meeting rooms, or even customer toilets, storage facilities, or waste or recycling facilities.

The same applies to open-air farmers' markets throughout Melbourne and Sydney.

It is disappointing to see that Council and council officers continue to make false statements about the Queen Victoria Market. For example, Mr Laicos, chief executive of the market, said that "the facilities that we have ... have not seen development since the 1800s." [ibid]

May I again remind Council and Council officers that a new building incorporating toilets and washing facilities was erected in the 1980s; that the meat and fish market building was extended to Queen Street in the 1980s, that the food court was erected since then, and the shops along Victoria Street were opened up and put to use by traders.

The proposed building fronting Queen Street is hideous; is an affront to the market streetscape. ["Heritage Victoria approves Queen Victoria Market development", <http://architectureau.com/articles/queen-victoria-market/> 7 December 2020]

May I add that I have been a customer of the Queen Victoria Market since the early 1970s. On a number of occasions I have pointed out to Council that refrigeration facilities are not required; that what is wanted is FRESH fruit and vegetables, not refrigerated fruit and vegetables, and that Farmers' Markets have thrived because the fruit and vegetables are FRESH, usually picked the day prior.

The large supermarkets Woolworths and Coles have run successful campaigns that their fruit and vegetables are fresh, yet there has not been any similar campaign about the Queen Victoria Market.

Sincerely,
R. A. Vowels,

This email has been checked for viruses by Avast antivirus software.

<https://www.avast.com/antivirus>

Privacy acknowledgement: *

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

Name: *

Nick Bourns

Email address: *

Nick.Bourns@nharch.net

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

6.1 Planning Permit Application: TP-2020-89, Queen Victoria Market (Trader Shed), 16-94 Peel Street, Melbourne

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

N/A – not intending to speak but will be available for any questions re: architecture / design.

Submissions will not be accepted after 10am.

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

Yes

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

*

Name: * Rocco Tripodi

Email address: * info@marketjuice.com.au

Date of meeting: * Tuesday 13 April 2021

Agenda item title: 6.1 Trader Shed

*

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

I write as the owner of a fruit and vegetable trader at QVM. I support the permit application as we, as traders, are in desperate need of these facilities in order to run efficient businesses that meet both customer and health department needs. These needs are echoed by fellow traders in the dairy hall and meat and fish hall.

Traders who have vision, can see beyond the short term disruption in order to have a thriving market for years to come.

Importantly, i urge you to continue to support traders by providing the necessary infrastructure to run our businesses and make our market a place where the next generation of traders can also prosper.

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

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

*

Name: * Janice Lim

Email address: * janlim77@yahoo.com

Date of meeting: * Tuesday 13 April 2021

Agenda item title: QVM redevelopment

*

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

To whom it may concern

I am writing to you as a loyal and committed customer of the Queen Victoria Market. The value of the market was brought home to me during the horrid year that was 2020. To be able to visit the market (which luckily was within 5km of my home), come home with fresh delicious produce that was affordable and high quality gave me and my family so much joy in an otherwise bleak period.

For me, what I value is the authenticity of the market – the fact that it is a gritty, working market with salt-of-the-earth characterful traders. The proposed plans to gentrify the market and turn it into a soul-less sanitised entertainment 'precinct' will drive its customer base away – we don't need a shiny, new market – we should be investing in maintaining it as a working market by the people for the people.

Please indicate whether you would like to address the Future No

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

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

*

Name: * Paul Howie

Email address: * paulhowie77@yahoo.com.au

Date of meeting: * Tuesday 13 April 2021

Agenda item title: * 6.1 Planning Permit Application: TP-2020-89, Queen Victoria Market (Trader Shed), 16-94 Peel Street, Melbourne &

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

Dear Council

Please do not interfere with the market. These proposed developments will start to turn this historic slice of Melbourne's history and biggest / best working market into a supermarket, and in the meantime, interfere with the enjoyment of traders and shoppers while work's are undertaken. A seven story development (including 4 subterranean floors) is unnecessary – loading and storage of produce on ground level in plane view is one of the joys of a working market; I don't believe traders would want/need 'amenities'; and the public amenities are already there (although they could do with a refurb).

Please leave the market to its gradual, organic evolution and do not interfere with unnecessary works, especially those that seem intended to introduce gentrification, ultimately higher prices and an elitist shopping environment that can be found elsewhere in Melbourne.

PH

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

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

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

*

Name: * Rocco Modaffari

Email address: * theeggspertsqvm@bigpond.com

Date of meeting: * Tuesday 13 April 2021

Agenda item title: 6.1 Trader Shed and 6.2 Northern Shed

*

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

To The Honourable Lord Mayor and committee,

My name is Rocco Modaffari and I am the owner of The EGGsperts at Queen Victoria Market. Our family have been at the market for 7 years. We are proud to be working as a family in what we believe is the best market in Australia. However, now is the time for much needed upgrades and renovations. Both the Trader and the Northern sheds would help assist us to run our business more efficiently and effectively by saving time in bring our stock from the Franklin St stores in all types of weather conditions. Having better storage closer to where we trade would make it more convenient. Better trader ammenities would make it more comfortable for us traders and with all waste management under ground, customers won't have to see the cleaners moving waste throughout the market. We always hear that renovating the market, will lose its charm and character but as a trader who depends on the markets viablity to support my family, strongly believe that we need these works more than ever.

Thank you for taking the time in reading my submission.

Please indicate whether you would like to address the Future No

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

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

*

Name: * Eliza Lim

Email address: * helloinspirasia@yahoo.com.au

Date of meeting: * Tuesday 13 April 2021

Agenda item title: Queen Victoria Market

*

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

To Whom It May Concern:

I am writing to express my deep concern about the artist impression of the QVM's new sheds. It looks like any generic shopping centre- which shows no appreciation of the the way the market works and goes against the essence of what makes QVM the much loved icon to all Victorians. This landmark is our heritage. We should be fighting to retain the characteristics of what makes it so unique. Instead from what I can see, the intention is to turn it into a run of the mill 'modern shopping centre'.

My concern also extends to the impact this development & construction will have on the current traders, some, if not most of who have been at the market for many decades. Having just recently weathered the devastating economic impact of the pandemic, this will only add to more uncertainty and further disruption to their efforts to rebuild their business.

I hope we will be able to retain & treasure this iconic market for generations to come, instead of turning it into yet another soulless shopping precinct.

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

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

Name: * Michael Nelthorpe

Email address: * michael@marketingandbranding.com.au

Date of meeting: * Tuesday 13 April 2021

Agenda item title: * Planning Permit Renewal 6.1 , 6.2, 6.3, 6.4, 6.5,6.6 and 6.7

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

Why was this meeting notified to the public with only 3 days notice. Three days to read and study a 168 page document?
Why has Council reduced a 'National listed Heritage site ' to just a precinct?
Where is the Masterplan for the Victoria Market (heritage listed) development ?

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

Privacy acknowledgement: *

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

Name: *

Mia Zar

Email address: *

mzar@tract.net.au

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

6.1 Planning Permit Application: TP-2020-89, Queen Victoria Market (Trader Shed), 16-94 Peel Street, Melbourne

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

Please note – either Mia Zar or Daniel Soussan will address FMC (both registered).

Submissions will not be accepted after 10am.

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

Yes

City of Melbourne

We submit an objection to the above as attached.

Thank you

John McNabb

McNabb Gomes Architects

**Queen Victoria Market
Planning Permit Application No TP-2020-89 Trader Shed**

TRADER SHED G

We object to some of the elements proposed in this development.

The proposal is to erect in place of the under-functioning G shed, located at the eastern side of Queen Street and adjacent to the Meat, Seafood and Poultry trading zone of QVM, a purpose built facility for delivery, storage and processing of these trading functions as well as several additional facilities, namely Upper level trader recreation facilities and additional multi-level underground storage for fruit and vegetable traders perishable produce.

The mechanical plant necessary to accommodate these additional functions is considerable as evidenced by the bulked up and overwhelming superstructure of the proposal which is dressed in a pretentious architectural style of disparate elements- far beyond that of the existing aggregation of buildings. Operational and maintenance costs to serve these additional facilities will also be substantial.

Facing Queen street It has a bow fronted brick pediment propped on steel stilts dominating the streetscape and subordinating its neighbours and a blunt brutalist Eastern and rear end as backdrop to the rare intimate sanctuary open to the sky and threshold between the three key food trading sectors, a space waiting for love and landscape upgrading for shoppers to rest within.

This is a clumsy building observable in the round and capped with a roof shaped of badly contaminated geometry ostensibly blown out of proportion in parts to accommodate functions that are highly questionable as to their need and their location.

The effort to access, transfer and store perishable goods then reversing that process within that trading day as well as competing with other traders for access to lift and movement circulation when they are time and invariably resource poor, casts serious doubts over the sense of this proposal.

This combination of so many functions to be housed within the facility appears to disregard critical analysis and aggravates compatibility and conflict.

It appears to stretch even further the difficult and exacting procedures within restricted time zones a trader with limited resources must undertake to operate their business.

The basis for replacement of G shed does exist however the installation of facilities beside services for Meat, Seafood and Poultry are entitled to be questioned.

Adding more large and heavy vehicles to a limited number of loading bays at G shed proposed with functions beyond its primary needs clearly adds complexity to North Queen Street traffic issues despite the clear advantages of reducing traffic in this critical zone of the market.

SOUTHERN STORES ALTERNATIVE

Removing the perishable food storage eliminates many problems that arise due to their underground storage.

In discussions with traders when introduced to the concept of the Southern stores for delivery, storage and transfer of their perishable goods there is a positive response to the proposal. Besides, several traders do now use it for this purpose.

Whilst the Southern Stores are heritage listed, they are arguably currently underutilised. Their aggregate volume is considerable and far exceeds the volumes required on the storage requirements provided.

They are suitable for re-purposing and upgrading can be taken place within heritage guidelines. They are on an island site traffic wise, on a low graded surface, and together with the advent of the C of M assuming land directly to the South makes possible goods delivery traffic to satisfy QVM ingress and egress without compromising public traffic movement, QVM car parking traffic and allowing C of M development of remaining residual land.

Further, goods movement to trader stalls is achievable as exists now. Programming and separation requirements should not be more complicated as will exist with the G shed storage proposal.

It would be possible for a trader to dial up from their stall area for goods to be automatically retrieved from the Southern Stores, placed on a transfer vehicle and driven to their stall – a far simpler and effective method than can be offered for G shed.

This re-purposing of the Southern Stores will be far more economical in terms of costing, programming and disruption and avoids any invasion to the sensitive central zones of the market.

The other facility included in G shed proposal, the trader recreational facility is, from discussions with traders and their representatives, significantly oversized and will be underused by them. A smaller facility will further ease pressure on G shed housing.

With a significant reduction of requirements for G shed the possibility exists for the waste processing plant to be transferred from the Northern shed to be accommodated in G shed with processing of waste determined either at G shed or taken off site.

Besides a large amount of waste generated at G shed obviates the need for transfer and the underground arteries transferring waste from the satellite distribution centres can be reticulated to G shed thus eliminating the need for the Northern shed in its current proposal and isolating the function within Queen Street solely for recreational purposes and passing vehicular traffic.

This form and bulk of this proposal creates serious disturbance and probable damage to the QVM heritage. Factoring in the capital works outlay, the extenuated works program and disruption to QVM operations, trader viability and public attendance, beside the stress to either recoup funds outlay or the additions to debt it imposes amounts to a considerable risk to QVM.

For all these impositions and risk prone consequences, I urge the City of Melbourne to pause at this juncture of development and undertake an independent analysis of its viability and impact and as well investigate the simpler, less invasive, less costly alternative we offer.

Respectfully submitted,

John McNabb
McNabb Gomes Architects

Privacy acknowledgement: *

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

Name: *

Charles Sowerwine

Email address: *

c.sowerwine@gmail.com

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

6.2 TP-2020-89, Queen Victoria Market (Trader Shed)

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



[rhsv_submission_fmc_21.04.13_northern_shed.docx](#) 48.25 KB

• DOCX

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

Yes



ROYAL HISTORICAL SOCIETY OF VICTORIA INC.

239 A'Beckett Street, Melbourne 3000

Submission to the Future Melbourne Committee, 13 April 2021, Agenda item 6.2

TP-2020-101 Queen Victoria Market (Northern Shed)

The proposed Northern Shed is the key driver of Option A, which, as we argued in our submission regarding Agenda Item 6.1, would revolutionise the market's mode of operation, which is a key part of its heritage value, of its community value, and of its tourism value. The market operates today as when it began operation in 1878. Stallholders bring goods to their stalls in their vehicles, set up their stalls and operate from their vehicles. This results in a jostling, bustling, cluttered jumble which Council has been seeking to modernise and sanitise since Robert Doyle proposed his radical plan in 2015.

This modernisation would result in the QVM becoming like many other modernised markets, based on neat, fixed stalls serving boutique items or fast food with a focus on events. This is the last thing the market needs. No marketing study has shown that the planned revamp of the market would increase the number of visitors coming to purchase. Indeed, studies show the opposite.

Council's 2017 report, 'Queen Victoria Market: Intangible Values', highlighted that 'the most common anxiety was around the Market being "cleaned up" or "sanitised," "made to look like a "food hall" rather than a "working site."' That would 'diminish the experience of being there'.¹ Above all, the report found, visitors to the market value its movement. 'Constant movement is central to the feel of the site, so changes to it will be interpreted as changes to atmosphere.'² The report explained:

The Market never stops moving. Movement was crucial to how shoppers and visitors perceived the goods, produce, environments and other people at the site, ... This was comprised of many different elements: a mix of adults and children of different physical abilities and habits; cars, trucks and forklifts; trolleys, prams and scooters; bins and boxes; and other aspects.³

The intangible or social values established by this report are an essential part of the market's heritage value. The shift to central distribution and, especially, uniform fixed stalls in place of the current beloved hodgepodge goes completely against what is valued in the Market.

¹ Shanti Sumartojo, Joanne Mihelcic, Nicholas Walton-Healey, Bianca Vallentine, [and] Sarah Pink, *Queen Victoria Market: Intangible Values* (Final Report Prepared for the City of Melbourne and the Queen Victoria Market Pty Ltd; Melbourne: digital ethnography research centre, RMIT University, September 2017), pp. 8, 24.

² *Ibid.*, p. 16.

³ *Ibid.*, p. 6.

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

ABN 36 520 675 471

For regular shoppers and traders, the future of the Market is closely associated with anxieties about something being ‘lost’ or ‘taken away’ when the market is redeveloped, particularly around the refurbishment of the sheds’ structure and changes to how goods are delivered or displayed. This is often expressed in terms of the Market being ‘sanitised’ or made to look like a ‘food hall’ rather than a ‘working site’ (Key Insights 1 and 3).⁴

The CoM plan remains to eliminate this characteristic movement, to create ‘a brighter, lighter, cleaner, greener and more pleasant environment that is clearly historic, yet subtly contemporary.’⁵ But that’s not what people come to the QVM for. They come for the atmosphere generated by the way the market operates, by the gritty reality of unpackaged foodstuffs, by the handling and movement of goods, by the theatre of a working market in which they become participants. They come for its social value.

The People’s Panel noted that ‘any program of restoration and renewal should preserve and maintain the social and intangible cultural heritage significance of the market. It should retain and display all the vibrancy and theatre of a traditional market, including delivery and unloading, setting up and taking down’.⁶

Not only would the current proposed Northern Shed destroy the market’s vitality, it would also be unworkable. Page 46 of the Delegated Planning Report for the Northern Shed notes ‘that there are a large number of vehicles that arrive to deliver to the market and the provision of two spaces may not be sufficient to accommodate all the loading requirements. This however is an internal operational issue which has no doubt been assessed by QVM and therefore is left for their determination and resolution of any issues.’

We have here a revolutionary proposal to upend the market’s whole mode of operation and the best Council can do is say that it has ‘no doubt’ been assessed by QVM! This points again to the underlying model. This centralised distribution system would not work with a multitude of individual small stall-holders bringing goods to their stalls. It presupposes that there will be a reduction in the number of traders and in the bulk of the goods they bring to sell.

The construction of the proposed Northern Shed would mean a huge reduction in market custom by separating the two interdependent parts of the market for many years. And it would particularly affect the trade to restaurants and others who bring trucks to take delivery in Queen Street. No plan appears to have been made to find ways to maintain this trade.

The key driver of these plans is now, as it has been since 2015, a desire to increase the rents paid by stall-holders. The corporatised structure of the QVM, when QVM Pty Ltd was set up in 1995 in the context of Jeff Kennett’s neo-liberal revolution, was designed to make the market pay for itself. Instead of a community service for which rents were expected to defray running costs, the market became a corporate body for which rents were expected to cover the costs of ongoing maintenance and renovation. This was never likely when one considered the costs of maintaining and renovating such a heritage structure.

⁴ Ibid., p. 8.

⁵ Precinct Renewal Master Plan (approved MCC 28 July 2015), p. 16.

⁶ ‘Queen Victoria Market People’s Panel: Participant Report’ (Melbourne City Council, 22nd November 2018), Recommendation 2.

Worse, this changed the aim of the market management. Instead of helping to bring customers to existing stall-holders, management came to look for ways to increase profits, which could only mean increasing rents. And that could only be done by changing the character of the market.

Nevertheless, despite all the glossy brochures justifying the planned 'renewal', and even the 'Economic Justifications' offered in permit applications to Heritage Victoria, there has been no serious marketing study, no argument as to how the planned transformation would attract more custom and enable stall-holders to pay more rent.

Now we have just been through a year of crisis under which the market has suffered terribly. The demographic of Melbourne has changed with the loss of international students and no one knows when or how many will return. But without this demographic, plans for more 'value add' are clearly uncertain at best.

We call on Council to reject this proposal and to initiate a complete review of plans for the market before proceeding further on this path. The Queen Victoria Market is a major asset to the City of Melbourne. It embodies 143 years of community experience. The least Council can do is to review the planned 'renewal'. Overseas experience shows that the conversion of such traditional markets is a one-way street. Once lost, they cannot be reconstituted.

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

*

Name: * Miriam Faine

Email address: * miriam.faine@bigpond.com

Date of meeting: * Tuesday 13 April 2021

Agenda item title: * Planning Permit Application: TP-2020-101, Queen Victoria Market (Northern Shed), 16-94 Peel Street, Melbourne

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

Submission for FMC 13 April Dr Miriam Faine, Secretary, Friends of Queen Victoria Market

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Yet country and suburban customers flocked to QVM over Easter – especially in General Merchandise. It was clear once again how many Victorians still value and even depend on the traditional market, as an economical and varied one stop city shop.

The evident decline of the market over the last 10 years is not due to lack of community support for a traditional market or to outdated infrastructure, but rather to the ongoing attempt by management and the Council to undermine the traditional market.

This planning documentation states candidly that this proposal is 'economically justified by improved functional efficiency and by the increased space freed up by greater consolidation of loading, waste, and storage, which can

be used for other purposes.' (p.58).

What other purposes? The truth is that these proposed new sheds foreshadow further changes to the market operations and purpose, with fewer traders in a 'boutique' food and crafts market, together with an extended entertainment precinct which will be made available for events hire.

2. This \$40million worth of construction will not benefit existing traders or customers. In fact, the new sheds and the operational changes they represent will seriously inconvenience both groups and function to the detriment of the current market.

The new Trader Shed as designed, provides insufficient storage for current (or increased) volumes of produce trade and numbers of traders. Market management and the renewal team are aware of this.

Contrary to the planning application, these operational changes were NOT supported by the Peoples Panel. In particular with regard to the Traders Shed, the Peoples Panel argued against 'gold plating' trader facilities.

The planning applications show no appreciation of the way the market works and how it is different to a shopping centre e.g. (quote) 'the unorganised and cluttered appearance of the Market and stock infers that improved storage and facilities are necessary.'(p58).

The proposed infrastructure, storage and operational changes suggest a 'shopping centre' operational model. Traders will be forced to store goods and perishables in the new sheds. Centralising delivery, unloading and re-stocking of fresh produce is appropriate for a supermarket in a shopping centre, not a market with multiple traders.

The hours and movement of traders will be restricted. Traders will be forced to load, and unload produce at designated times.

As a result, the new facilities will increase OHS risks, for example electric pallet jacks will be moving goods across Queen St from the Trader Shed storage to the other sheds in market operating hours.

Also, the new Munros carpark is unsuitable for vans. Where will traders leave their vans during the day after they have unloaded? How will pedestrians be separated from delivery vehicles in the new Munro's underground car park?

Traders have presented alternative ideas to management for modernising storage and distribution within the market and reducing risk of pedestrian injury. These ideas, which are borne of experience, would cost a fraction of

\$40million, and provide a much more workable solution for the current market.

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It will be a logistic nightmare to manage traders all trying to load and unload in Queens St in fixed times – outside trading hours? Which start at 6am????

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It seems evident that these new sheds foreshadow a much-reduced scale of produce market.

4. Remarkably, there is not one reference in the planning documents to the disruptive impact of building works of this scale on traders' businesses during construction.

Especially considering that the effects of Covid on the market (as with other CBD businesses) together with the current renovation works, have been drastic.

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How about thinking through the consequences of Covid on the city, its businesses and its residents before recommitting to this?

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The vision contains the following 'strategic directions' which again do not encompass the QVM as we know it.

- ♣ A market of markets. A place that supports and encourages sustainable market trading in all its varieties.
- ♣ A Melbourne experience. A place to experience Melbourne's local character, liveability and identity.
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In QVM context, this means traders have always used their vehicles to store and transport goods within the market. This new infrastructure is intended to remove open storage and vehicles from the sheds, which means repurposing the sheds for a different form of trading operation. The traditional design of the QVM sheds follows the exigencies of a traditional open-air market with stalls set up and taken down on market days. Underground storage (and

proposed retail 'pods and 'pop-up' enclosed stalls) will destroy the social as well the built heritage of the market. This is entirely contrary to preserving the heritage value of the QVM. The sheds in this case may be 'preserved', but as mere simulacra.

According to P55 'The removal of the car parking spaces along Queen Street will help reduce car reliance within the immediate surrounds. This is supported by abundant public transport providing access to and from the Market' But as objectors stated: 'the closing of roads in the area (Franklin St) and restrictions on traffic will make it harder for current market patrons to access the market. Historically 50% of visitors to the day market came by car. Even locals. People in cars buy more goods'

How does public transport and removal of 73 accessible carparking spaces help these crucial customers?

Nevertheless, on P54. 'The removal of car parking and introduction of pedestrian focused landscaping is supported as it will enhance the Market experience and enjoyment. '

How will eliminating convenient parking enhance the market experience for customers (as opposed to sightseers)?

What kind of successful business deliberately tries to piss off its best customers?

7. The market's profitability has declined over the past 7 years. (However, historically there has been little publicly available information on market financials.) Revenues (largely rental based) have increased at a relatively steady rate since 1998 but costs have grown at a faster rate since 2010. The increased costs related to the night market and events program, as well as director fees and consultancy fees relating to the renewal. Until Covid, the traditional market operations continued to be sustainable (in both senses of the word).

The 2019 forecast based on the implementation of the renewal program, projected revenue of approximately \$45 million in 2028/29, an increase of \$20 million per year with profits approximately \$10 million per year. (Of course, these forecasts did not take Covid into account). However, the large capital cost to these works and future works, does not appear to be taken into account in these forecasts. These are also major capital works. All capital works have depreciation and maintenance costs. These costs are not identified in the financial forecasts, which are therefore misleading.

To the contrary, the current proposed works will not in themselves provide revenue and may not provide benefits as assumed. The new delivery arrangements will not deliver any increased income to the market. The trader facilities will also not produce any increase in revenue directly.

The projected increase in revenue and profit can only occur if rents rise accordingly (or the market seeks other sources of income). Renewal documents project that revenue from traders to nearly double in ten years, from \$7.996 million in 2019 to \$15.469 million in 2029 (Economic Justification, Table 5, p. 19), a rise of 193 per cent or 19.3 per cent per annum. Traders in fresh produce cannot sustain annual increases of 19–22 per cent.

Such rent increases would only be possible if many traditional stalls were replaced with 'non-traditional,' 'higher order retail', and hospitality. This will change the nature of the market. It would mean the end of the market in its 'ongoing role ... as a fresh meat and vegetable market' (VHR Statement of Significance).

Furthermore, more than half of the Upper Market, that is the car park and Sheds K, L, M and N, will be used for non-market purposes, mostly for 'events' on a commercial basis. (Again, there are assumptions here in terms of Covid and crowds).

However, such events can occur only on weekends, i.e., Sat & Sun – 2 of 5 days trading (plus Wed after-hours for the Night Market). Therefore, for much of the week, these sheds would be empty, thus compromising the economic (and physical?) future of the market.

Furthermore, the QVM will be competing to hold such 'events' with Docklands, Fed Square, Domain, Showgrounds, Birrarung Marr etc – all CoM spaces that compete with each other.

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FOQVM and the market community ask that Councillors call a moratorium on the renewal plans and postpone the construction of these sheds until their purpose and that of the Renewal is reviewed,

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



[council_submission_for_13_april.docx](#) 137.94 KB · DOCX

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

Submission for FMC 13 April Dr Miriam Faine, Secretary, Friends of Queen Victoria Market

Planning Permit Application: TP-2020-89, Queen Victoria Market (Trader Shed), 16-94 Peel Street, Melbourne

Planning Permit Application: TP-2020-101, Queen Victoria Market (Northern Shed), 16-94 Peel Street, Melbourne

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

*

Name: * Daniel Soussan

Email address: * dsoussan@tract.net.au

Date of meeting: * Tuesday 13 April 2021

Agenda item title: * 6.2 Planning Permit Application: TP-2020-101, Queen Victoria Market (Northern Shed), 16-94 Peel Street, Melbourne

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

Dear Lord Mayor, Deputy Lord Mayor and Councillors,

Tract Consultants acts on behalf of City of Melbourne with respect to the planning permit applications for the proposed Queen Victoria Market (QVM) Trader Shed and Northern Shed, which are due to be considered as agenda items 6.1 and 6.2 at the Future Melbourne Committee meeting this evening.

On behalf of our client and the broader project and design team we would like to thank the City of Melbourne's planning department for their considered assessment and recommendation for each project.

The proposal before you tonight has been guided by the QVM Master Plan and is the result of a highly collaborative design approach including engagement with QVM Pty Ltd, the Office of the Victorian Government Architect (OVGA), Heritage Victoria and the City of Melbourne planning and urban design departments.

These projects have been specifically designed to respond the objectives of the QVM Master Plan for the Q1, Q2 and Market Cross C2 Precincts, and are consistent with the People's Panel Principles. Specifically, the projects include:

- The delivery of necessary infrastructure to support the ongoing role of the QVM as a retail and visitor destination.
- Improved amenity for the traders, with dedicated facilities including bathrooms, showers and community areas for their use.
- Enhanced sustainability outcomes for the QVM, with a particular focus on waste management and recycling.
- An improved public realm including increased safety with clearer delineation of loading areas to reduce conflict between loading vehicles and pedestrians.

Throughout the design process, the project team have been cognisant of the sensitivity of the QVM – its importance to Melbourne’s architectural and cultural heritage, and its authentic character as a metropolitan produce market.

NH Architecture have developed a design response which is sympathetic to this context, with the Trader Shed designed adopting a functional form (appropriate to a functional market building) which maintains the sight lines of the adjoining heritage buildings and adopts complimentary materials. With the removal of the originally proposed canopy, the Northern Shed presents an even lighter touch to the site with public realm interventions proposed to allow for segregated loading and improved pedestrian safety.

We are happy to advise that the project team have reviewed, and are comfortable with, the recommended conditions set out in the officer reports.

We thank you for your time and consideration of this matter.

Yours sincerely,

Daniel Soussan
Senior Principal Town Planner
Tract Consultants Pty Ltd

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

Privacy acknowledgement: *

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

Name: *

James Brady

Email address: *

ajbrady@cobwebs.id.au

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

QVM Renewal

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



[biodigester_submission.docx](#) 21.74 KB · DOCX

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

No

We are local residents residing close to Vic Market and frequent customers. We object to the two planning permits before council tonight .

We believe the proposed changes will make life more difficult for traders who are leaving QVM in droves, make food and goods more expensive, homogenise the market to resemble a shopping mall while robbing QVM of its authentic character and charm, the hallmark of its elevated national & state heritage status.

This submission relates to, Agenda item 6.2 Planning Permit Application: TP-2020-101 Queen Victoria Market (Northern Shed)

In this submission we will focus on just one issue: our concerns about the community risk of the council's proposed waste management biodigester at Queen Victoria Market.

There is no documentation to indicate that that a risk management assessment of the system has been completed and this needs to be made available to the public.

According to Biogasworld.com 'Frequently, human errors, equipment breakdowns or equipment misuse are the causes of accidents. Risks include fire and explosion, confined space hazards, asphyxiation, gas poisoning, high -pressure gas or liquid leaks, and those associated with rotating mechanical equipment and disease'.

The anaerobic organic waste solution system to divert food waste from landfill, a commendable objective, is to be located in the centre of the market below the proposed busy pedestrian and public thoroughfare, and in front of the proposed \$4.5m refurbished food court, between the upper and lower market on Queen St. This system is capable of producing flammable gases under certain circumstances which, if not managed assiduously, have the potential for terrible consequences.

The market community needs to be assured about the following:

- How the Council will address risks from any break down in the proposed daily emptying of the sludge tanks. If organic wastes are left for any time to decompose in the absence of air (ie anaerobic digestion) they can produce biogas, which will build up pressure **and is potentially explosive**. This is especially the case if vegetable and fruit wastes are mixed with fish and meat wastes as well as discarded cooked foods. The underground/enclosed location does not appear to provide for flaring of gas or other forms of extraction.
- That the tanks will be emptied every trading days rather than only when the tanks are full? (the report states the sludge will be pumped out 'up to 5 times per week'). Waste from the meat, fish and food halls can start the biogas production process if temperatures rise to 37degrees.
- That the essential venting of the unit won't cause a strong odour near the food court. The trial biodigester in A shed had to be stopped during trading hours due to the reek it emitted causing distress to both nearby traders and customers. It is not clear where the vents will be located.
- What the provisions are for ensuring that there are no failures in the system such as tank capacity being insufficient for periodic high volume waste production,

breakdown of the maceration equipment, disruptions to collection arrangements, blocked pipes or damaged surface coupling used for piping out to the trucks.

- And furthermore, what the end destination of the processing and use of the various waste streams will be given the need to achieve Highest Net Value in the context of a circular economy.

Melbourne has had its fill of toxic waste accidents. To locate an underground system that has any kind of potential risk in the centre of a busy public space requires a rigorous risk assessment and provision of information to address the understandable concerns of traders and the general public.

Given there is plenty of space in and around Vic Market and to avoid the potential of hazardous risks, the back-of-house system should be located away from a public thoroughfare.

Paradoxically, so much is made of OH&S compliance concerning the operations of Vic Market, a rethink in location of the waste management system given its risk potential must be considered.

Ann and Jim Brady

Privacy acknowledgement: *

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

Name: *

Stan Liacos

Email address: *

stan.liacos@qvm.com.au

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

6.2 Planning Permit Application: TP-2020-101, Queen Victoria Market (Northern Shed), 16-94 Peel Street, Melbourne

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

Please see submission attached

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



[qvmpty1.pdf](#) 163.98 KB · PDF

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

No

12 April 2021



Justin Hanney
Chief Executive Officer
City of Melbourne
GPO Box 1603
MELBOURNE VIC 3001

Dear Justin,

Re: Planning Application for proposed new facilities at Queen Victoria Market:
"Trader Shed" and "Northern Shed"

I am conscious that Council is considering the design and planning merits of these applications at its meeting on Tuesday 13 April 2021.

The purpose of the letter is to reconfirm QVM Pty Ltd's strong support for these proposals.

We have worked closely with representatives at the City of Melbourne over many years now to accurately inform and ensure the proposed new facilities retain the heritage and character of the Market, whilst importantly also meeting the current and future needs of Market traders, operations, customers and visitors.

The proposed infrastructure developments are critical to improving the safety and efficiency of Market operations and providing traders with facilities that meet their business needs, while also enhancing the customer and visitor experience. Specifically, the new facilities are essential infrastructure that will enable the Market and traders to meet food, health and safety requirements.

For ease of reference, please find attached a copy of our original Planning Submission submitted last year.

Yours sincerely,

Stan Liacos
Chief Executive
Queen Victoria Market Pty Ltd

Privacy acknowledgement: *

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

Name: *

Nick Bourns

Email address: *

nick.bourns@nharch.net

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

6.2 Planning Permit Application: TP-2020-101, Queen Victoria Market (Northern Shed), 16-94 Peel Street, Melbourne

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

N/A – not intending to speak but will be available for any questions re: architecture / design.

Submissions will not be accepted after 10am.

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

Yes

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

*

Name: * Rocco Tripodi

Email address: * info@marketjuice.com.au

Date of meeting: * Tuesday 13 April 2021

Agenda item title: 6.2 Northern Shed

*

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

I write as the owner of a fruit and vegetable trader at QVM. I support the permit application for the Northern Shed.

The market has struggled for many years to maintain a clean, hygienic environment, often resembling 3rd world markets.

The Northern Shed offers the opportunity to to help clean up our market. The use of technology and modern day infrastructure provides efficiency in a safe environment. Best of all, it is predominantly out of sight.

i ask that you to continue to support traders by providing the necessary infrastructure to run our businesses hygienically and make our market a place where the next generation of traders will want to work.

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

phone or Zoom in
support of your
submission: *

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

*

Name: * Bob Evans

Email address: * bobe@internode.on.net

Date of meeting: * Tuesday 13 April 2021

Agenda item title: * Agenda item 6.2 Planning Permit Application: TP-2020-101 Queen Victoria Market (Northern Shed), 16-94 Peel Street, Melbourne

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

Question for the Lord Mayor

The final Dot Point of Clause 8.2 Traffic recommends that a formal independent desktop Road Safety Audit of the proposed development should be undertaken prior to construction, at the developer's expense, which should include the vehicular / bicycle / pedestrian access arrangements, loading and waste arrangements & circulation / layout. The findings of the Audit should be incorporated into the detailed design, at the developer's expense.

Has council or the Queen Victoria Market management conducted an audit to determine the number and size of trucks and vans which unload produce and merchandise at the market's various unloading points either daily or weekly at any time before the market began limited operations due to the Covid-19 restrictions?

Does council have an estimate of how many trucks and/or vans can be unloaded at the North Shed bays in the time allowed during the specified loading period? Where will traders be able to park their vehicles after they've unloaded them at the North Shed?

I refer you to Clause 8.2 Dot Point 11 of the Traffic section in which Council's Infrastructure and Assets section concedes that there are a large number of vehicles that arrive to deliver to the market and the provision of two spaces may not be sufficient to accommodate all the loading requirements. Can you please reassure traders this operational issue has been considered by QVM and a solution found to this inadequacy?

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

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

*

Name: * Marisa Wilkins

Email address: * marisa@internode.on.net

Date of meeting: * Tuesday 13 April 2021

Agenda item title: * Agenda Item 6.2 Planning Permit Application: TP-2020-101 Queen Victoria Market (Northern Shed), 16-94 Peel Street, Melbourne

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

Question for the Lord Mayor

Since Heritage Victoria has disallowed the construction of a retail pod and a canopy over the proposed Northern Shed (refer: Agenda Item 6.2 Attachment 3, Vic Heritage Permit P32629) as well as other features, will council or the Queen Vic Market management instruct its architects NH Architecture to produce revised drawings or models that give a more complete picture of what this piece of infrastructure will look like so that traders and market patrons can assess the practical and visual impact of the Northern Shed on A, B and C sheds as well as the renovated Market Food Hall?

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

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

*

Name: * David Legge

Email address: * dslegge@ozemail.com.au

Date of meeting: * Tuesday 13 April 2021

Agenda item title: * 6.2 Planning Permit Application: TP-2020-101, Queen Victoria Market (Northern Shed), 16-94 Peel Street, Melbourne

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

I am objecting to the 6.2 Planning Permit Application: TP-2020-101, Queen Victoria Market (Northern Shed), 16-94 Peel Street, Melbourne 6.2 Planning Permit Application: TP-2020-101, Queen Victoria Market (Northern Shed), 16-94 Peel Street, Melbourne. The proposed works are part of a fundamentally flawed plan to "redevelop" the market. The bushiness case that was used to justify this plan is seriously flawed. The basic issue that cannot be explained is how the market will improve or retain its importance to Melbourne and Victorians if the access is severely restricted and the car parking is not accessible. The most important customers come by car and blocking Franklin Street this will become very difficult. The traffic plan is seriously flawed in that it does not explain how cars will get from Peel Street to the underground car parks. The sheds now being up for approval are not necessary and do not improve the operation of the market in a commercial sense. The significant shift in the whole notion of life in the city of Melbourne requires a complete re-think of this project. The Council needs to encourage residents not destroy the city by over development that serves no long term purpose.

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

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

City of Melbourne

We submit an objection to the above as attached.

Thank you.

John McNabb

McNabb Gomes Architects

MCNABB GOMES
ARCHITECTS
2/45 MILTON STREET
WEST MELBOURNE
VICTORIA 3003
t /f +61 3 9329 1176
mcnabbgo@gomes.com.au
www.mcnabbgomes.com.au

Queen Victoria Market
Planning Permit Application No TP-2020-101 Northern Shed

13.4.2021

NORTHERN SHED

We object to the proposed existence of this facility.

This proposal placed at the Northern end of Queen Street, terminus of the QVM axial circulation spine and opening to Victoria Street, the Northern perimeter avenue to the CBD.

It accommodates 2 incompatible functions: one a back of house activity, the other a front of house activity.

The back of house facility is a waste collection centre fed from both a network of underground arteries as well as from large vehicles, maybe waiting several in line and dispensing waste from the proposed G shed to offload at grade to the underground processing plant.

The other function is a recreational space for the public provided in the same space planned for those large commercial vehicles.

This key zone of the Northern end of QVM to accommodate high and large vehicles, which may occur in multiples- and others waiting in line- simply is overwhelming for the public and Queen Street West side shedding and the East side Food Hall. It is rendered complex with a smattering a smattering of forms rising from the pavement for engineering and access purposes.

Separate time programming will exist for these 2 functions however the task of making good after shutdown of waste collection with hosing, brooming of waste spillage and odour amelioration, then the set up of furniture from storage all whilst a watching public wait to occupy, and with inevitable delays and breaches to operations, renders it a futile and absurd proposal.

As much of the waste to be dumped is sourced from G shed- and would contain hard bones- it is perplexing that G shed has been dismissed as preferred location for this operation.

This is an invasive, disruptive and illogical imposition, physically, environmentally and operationally of a back of house operation spatially shared with a front of house operation. It is questionable and appears to be untested as to its merits from concept to performance, maintenance and service delivery that should not be permitted to invade, obstruct, dominate and truncate the QVM axial spine.

This proposal creates serious disturbance and probable damage to the QVM heritage. Factoring in the invasion to the QVM campus, the capital works outlay, the extenuated works program and disruption to QVM operations, trader viability and public attendance, beside the stress to either recoup funds outlay or the additions to debt it imposes then the futility and absurdity of the proposal may just round out completely.

For all these impositions and risk prone consequences, I urge the City of Melbourne to pause at this juncture of development and undertake an independent analysis of this proposals viability and impact and as well investigate the simpler, less invasive, possibly less costly alternative in G shed where much of the waste is sourced.

Respectfully submitted,

John McNabb
McNabb Gomes Architects

Privacy acknowledgement: *

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

Name: *

Denis Leviny

Email address: *

denis_1967@hotmail.com

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

Planning Permit Application: TP-2020-570

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

Yes

Privacy acknowledgement: *

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

Name: *

Tristan Davies

Email address: *

melbourneheritageaction@gmail.com

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

6.3 Planning Permit Application: TP-2020-570, 165-167 Exhibition Street, Melbourne

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



[tp2020570_165167_exhibition_street_mha_objection.doc](#)

463.36 KB · DOC

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

Yes

12 April 2021



Supported by the National Trust
www.melbourneheritage.org.au
melbourneheritageaction@gmail.com

Statutory Planning
City of Melbourne
GPO Box 1603 M
Melbourne VIC 3001

planning@melbourne.vic.gov.au

Re: TP-2020-570, 165-167 Exhibition Street, Melbourne, demolition and additions

Melbourne Heritage Action objects to this application.

It involves a version of facadism, where only three external walls are proposed to be retained, and new construction projecting beyond the retained walls.

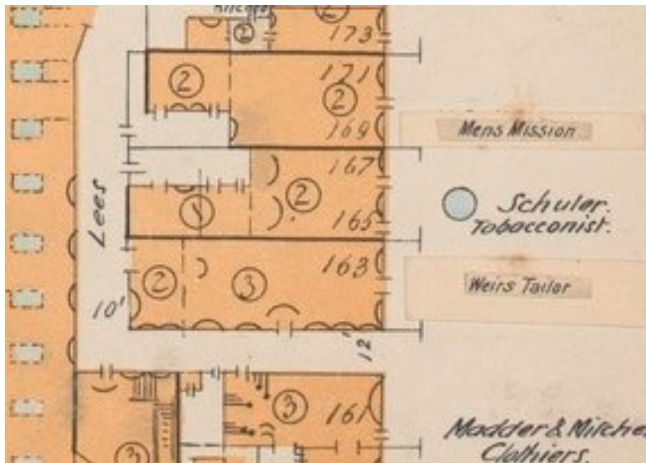
Given it involves a heritage building rated 'Significant', and the new City of Melbourne Heritage Guidelines, the extent of demolition is completely unsatisfactory. Even if it were rated as Contributory, the extent of demolition would still be unacceptable.

We note that the application does not include a heritage assessment, and that the planning report fails to assess the application according to the new guidelines.

Research

We have done some research of our own since it is lacking in the application. The City of Melbourne records that it was built in 1858, and the unpainted chimney behind shows the plain pale coloured bricks that it is made of, under the later paint.

The earliest mention we can find of it being called the Shakespeare Hotel, as noted on the painted signage on the side wall, revealed in the early 1990s, is 1869. The 1890s Board of Works map shows that there was a verandah, and newspaper searches indicate it was a Chinese herbalist in this decade. The 1910 Mahstedt map shows it as a Tobacconist, and that it had two doors, one on the southern end, the other in the middle, perhaps implying that the upper floor had a separate entry. The 1923 Mahstedt is the same, whereas the c1984 photo by Graeme Butler for the City of Melbourne heritage study shows what looks like a 1950s shopfront with tiled surround and a central door.



Mahstedt 1910



Butler 1984

Extent of demolition

It is proposed to demolish the rear wall of the front section of the building, all internal structure, and the roof, as well as the partly original rear wing.

The building, built in 1858, is graded as 'Significant'.

Therefore the relevant demolition Heritage Guideline is :

“Partial demolition, in the case of significant buildings, and of significant elements or the front or principal part of contributory buildings, will not generally be permitted.”

Clearly the policy does not envisage demolition of the majority of the fabric of building as proposed here. Even if it were graded as Contributory, the “front or principal part” should be retained. This is defined for residential buildings as “generally considered to be the front two rooms in depth, complete with the structure and cladding to the roof, or that part of the building associated with the primary roof form, whichever is the greater”. Though once a hotel, it was probably originally a shop with residence above, and so the primary roof form is the relevant guideline. If it was considered a non-residential building, then “front or principal part is generally considered to be one full structural bay in depth complete with the structure and cladding to the roof or generally 8-10 metres in depth”.

Clearly the retention of only three external walls does not meet this guideline in any way.

There is also an original chimney on the north side, clearly visible from the rear lane, in the unpainted face brick that the front façade would have been originally. Though it would no longer be visible if a large rear addition is made, it should be retained.



Chimney and intact rear brickwork clearly visible from the rear laneway

Effect of new works

We note that it is a proposed condition to set back the rooftop pergola so that it would not be dominating in views of the building, but we note that it is proposed to add new structure above the side wall, and the front parapet, which would also be dominating and unsympathetic. Even though the side view may be obscured at some point in the future, this may never occur, and so the new structure will be highly visible.

We also note that the proposed new shopfront is no more sympathetic than the current. The design of the shopfront is very important, since there is no verandah, and so it should be as sympathetic as possible. This could take the form of heavy timber framing, or an interwar style shopfront with bronze framing with a tiled base, with the door inset in a spayed opening.

Preferred outcome

It would be far preferable that the whole of the front section of the building be retained, together with its internal structure. The rear wall can be opened up perhaps with a wide archway, creating the desired floor area. The main change would be that there would not be room for a rooftop deck, unless it was restricted to the 1st floor roof of the rear addition.

A more sympathetic shopfront, along with removal of paint from the front façade, would also be preferable.

Kind regards,
Rohan Storey
Vice -President

Melbourne Heritage Action

Privacy acknowledgement: *

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

Name: *

Lucas Paterno

Email address: *

lpaterno@urps.com.au

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

6.3 Planning Permit Application: TP-2020-570, 165-167 Exhibition Street, Melbourne

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

Submissions will not be accepted after 10am.

Short verbal submission on behalf of permit applicant.

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

Yes

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

*

Name: * Chris Thrum

Email address: * mineralsands@hotmail.com

Date of meeting: * Tuesday 13 April 2021

Agenda item title: * 6.4 Plans Endorsement : ID – 2020–2, Ikon Park Redevelopment, Princes Park, Carlton

*

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

Dear City of Melbourne Meeting Group Team

This is a written submission in regards to the Future Melbourne Committee Meeting of April 13, 2021 and in particular Agenda Item 6.4 Plans Endorsement : ID – 2020–2, Ikon Park Redevelopment , Princes Park, Carlton.

I support the recommendation from the management team that the Future Melbourne Committee resolves to endorse the submitted plans and the technical documents that were included.

Thanks to the management team and the officers from the planning group who have put in a lot of work in regards to this matter. I wrote to the FMC when this matter was raised at the 18th August 2020 FMC meeting.

This is a tremendous project for Melbourne and it should be greenlighted.

In regards to the home of the AFLW , the Match Day Facilities Stand, if there could be significant signage to indicate that it is the Home of the AFLW that would be appropriate.

Best regards

Chris Thrum

From: c t <mineralsands@hotmail.com>

Sent: Monday, 17 August 2020 11:32 PM

To: CoM Meetings <com.meetings@melbourne.vic.gov.au>

Subject: Carlton Recreation Ground Princes Park Carlton

Dear City of Melbourne Meeting Group Team

This is a written response in regards to Agenda Item 6.1 Ministerial Planning Referral : ID – 2020–2 Carlton Recreation Ground, Princes Park, Carlton. FMC Meeting 18th August 2020.

AFLW is an exceptional, entertaining elite sport that is growing in popularity. It's appropriate for the City of Melbourne to support the ambition to develop Princes Park and create a world class venue for the AFLW, it's administrators, players, supporters and volunteers.

It is appropriate to acknowledge that the ground is on Wurundjeri country in the Kulin Nation.

It was at Princes Park that the first AFLW match between Carlton and Collingwood was played before a sell out crowd. A feat that Gillon McLaughlin appreciated at the time. So there is important history concerning the AFLW here.

In regards to the broadcast standard lighting requirements and the general lighting around the ground for safety and amenity, having a dialogue with commercial television technicians and the theatrical lighting teams from the John Summer Theatre and the Malthouse Theatres would help.

In regards to concerns about overshadowing, there should be consideration given to the fact that there is an asphalt car park on the western side of the ground. The City of Melbourne should not discourage future plans to include developers and builders seeking exemptions concerning overshadowing in this area.

Further opportunities to expand and improve facilities over the car park should be considered. With appropriate setbacks at the upper levels.

There should be child minding facilities at this site, as well perhaps creating a Kindergarten. Have a look at the facilities at Melbourne Park, Roland Garros in France and Wimbledon that the women have. That is the benchmark, and that is why the green light should be given for building absolute, world class facilities above the car park and around the ground.

That should be the ambition. With consideration given to incorporating Rudolf Steiner aesthetics.

Of course this is Carlton's home ground, and its illustrious history should be factored and embedded into future projects. 1995 of course was a great year for Carlton, winning the Premiership with what many consider one of the best teams ever. And years later fans would watch Kouta at Princes Park alter the course of matches, moving

mountains, parting waves. Kouta was a God to the Carlton faithful.

Carlton of course engineered one of the coups of the 20th century by managing to convince Ron Barassi to play for and coach Carlton.

1970.

Jezza, The Flying Doormat, Diesel, the Dinosaur , Sticks kicking a goal in time on in the third quarter, from the paint, just when the team needed it ;all great characters of the club.

Carlton were able to convince the Hawthorn captain David Parkin to be the coach.Mentoring the players with best endeavour.

Carlton are so good that even Robert Walls could coach them to a Premiership.

Fraser Brown at the 1999 Preliminary Final. Carlton celebrated that win like a Grand Final win. Dennis Pagan, Wayne Carey and North Melbourne Football club appreciated that performance. Justin Murphy and the cognoscenti applauded as well.

I support the principle of the amendment and the redevelopment of the ground. However, consideration must be given to extend and expand the vision over the car park, and aim for an optimal , brilliant upscale world class venue.

Princes Park is the home of Carlton and will be a brilliant home for the AFLW.

Best regards

Chris Thrum

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

Hi Karen,

I got your out of office yesterday and just want to confirm attendees for the proponent for tonight's FMC. Is the below information adequate? Presumably there will be a zoom link that we can share?

Also, are you able to share the list of speakers for tonight's FMC?

Regards

Michael Henderson
Associate



Contour Consultants Aust Pty Ltd
PO Box 1040
Level 1/283 Drummond
Street Carlton Victoria 3053

Contour.net.au

We are continually monitoring the current situation involving COVID-19 but for us, it's business as usual. Get in touch with our team via email or mobile.

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Hi Karen,

Representatives for the proponent in relation to tomorrow nights FMC will be:

- Chris Townshend QC / Board member of Carlton FC
- Cain Liddle / CEO Carlton FC
- Mark Lo Giudice / President Carlton FC
- Patty Kinnersly / Board Member Carlton FC
- Vaughan Connor / Contour Town Planning

Specifically, our approach to making a submission tomorrow night will be that it is led by Chris Townshend QC.

Vaughan, Cain, Mark and Patty do not intend to make a submission, and instead we will be there to answer any questions. I'm therefore hoping that all can join the meeting via the same link and be 'on screen' together.

Hopefully this works, otherwise please give me a call or email.

Regards

Michael Henderson
Associate



Contour Consultants Aust Pty Ltd
PO Box 1040
Level 1/283 Drummond
Street Carlton Victoria 3053

Contour.net.au

We are continually monitoring the current situation involving COVID-19 but for us, it's business as usual. Get in touch with our team via email or mobile.

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Dear Sir/Madam

Please be advised that the above planning permit application will be considered at a meeting of Council's Future Melbourne Committee (Planning portfolio). The details of the meeting are as follows:

Date: 13 April 2021
Time: 5.30pm
Venue: Online Meeting

The agenda papers for this meeting can be viewed at www.melbourne.vic.gov.au/committees and are available from 2pm, five days prior to the meeting. Please refer to the enclosed Fact Sheet for instructions on how to obtain a copy of these papers.

To make an online submission, please use the following link:
<https://comdigital.wufoo.com/forms/rly4bj60tdagsg/>

Alternatively, you can find the Council and Committee meeting submission form on the following page of Council website:
<http://www.melbourne.vic.gov.au/AboutCouncil/Meetings/Pages/CommunicateWithCouncil.aspx>

If you require any further information, please do not hesitate to contact the responsible officer: Connor Perrott Connor.Perrott@melbourne.vic.gov.au

Yours sincerely

Planning Business Support Team
Planning and Building Branch

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

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

*

Name: * Vijay Sivaraj

Email address: * vijay@drumscafe.com.au

Date of meeting: * Tuesday 13 April 2021

Agenda item title: Food Hall concept design – Queen Vic Market

*

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

We have been trading As Drums–Sri Lankan Streetfood since 1996. I am one of the original talent and the Lord Mayor's Commendations recipient in 2016. For the last 20 years we have been asking the Management to refurbish the Food Court. We had major issues such as flooding in the store, no proper air condition or heating. The roof is completely worn out.

After all these years of neglect, the problems of Covid-19 and the future interruption to our businesses of 5 months during the renovation and the extra expense we have to do our renovation of our cafe on the back of Covid-19 lockdowns, we know it has to happen if we are going to survive into the future. This project is a MUST for the future of the Food Court. This will give us certainty for our future.

Thank you

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

phone or Zoom in
support of your
submission: *

Privacy acknowledgement: *

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

Name: *

JOE VITALE

Email address: *

crus7368@bigpond.net.au

Date of meeting: *

Monday 12 April 2021

Agenda item title: *

ITEM 6.6 FOOD COURT CONCEPT DESIGN

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



[food_court_submission_2.docx](#) 13.51 KB · DOCX

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

No

I was one of the original tenants from when the FC was opened in June 1994 with Cafe Verona Italian coffee pasta pizza etc then 6 years later bought Q75 serving breakfast coffee hamburgers etc.

Our leases were 6 year terms and with in each lease term we were required to renovate our premises to be granted a new lease so in my time I have renovated my businesses 6 times and in that time the QVM has only done a minor facelift ONCE .

We have suffered for close to 30 years with no air-condition and substandard facilities despite the many requests for an upgrade and air conditioning .

I was a participant on the Queen Victoria Peoples Panel and one of the key recomendations that came out of those discussions which Sally Capp announced on 3AW Neil Mitchell that air conditioning was a must and would be installed in the FC as soon as possible .

So you can imagine my joy when I was advised by Mark Bullen that the FC was about to be re designed and were seeking the tenants input

We the tenants spoke about the obvious air conditioning ,more natural light , the Queen st facade needed work , the seating needed to be increased and designed to make it a lot more user friendly for both single patrons and family groups and the space being able to be used for events especially at night (office parties , product launches , meetings etc) .

A few weeks ago all the tenants of the FC had a preliminary meeting with Mark Bullen and the architects to show us their concept visuals and needless to say we were unanimous in our approval it covered all the points were concerned with .

After all these years of neglect ,the problems of Co Vid and the future interruption to our businesses of 5 months during the renovation ,and the extra expense of our own remodeling of our cafes on the back of CO VID lockdowns we know needs to happen if we are going to survive into the future .

Once again we the FC tenants are ecstatic with the proposal , it covers all our needs

JOE VITALE

C/- CAFÉ VERONA GROUP PTY. LTD
TRADING AS CAFÉ VERONA AND Q75
Crus7368@bigpond.net.au

Privacy acknowledgement: *

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

Name: *

Stan Liacos

Email address: *

stan.liacos@qvm.com.au

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

6.6 Queen Victoria Market Precinct Renewal – Food Court Concept Design

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

Please see submission attached

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



[qvmpty1.pdf](#) 163.98 KB · PDF

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

No

12 April 2021

Justin Hanney
Chief Executive Officer
City of Melbourne
GPO Box 1603
MELBOURNE VIC 3001



Dear Justin,

Re: Queen Victoria Market Precinct Renewal – Food Court Concept Design

I am conscious that Council is considering the Queen Victoria Market Food Court Concept Design at its meeting on Tuesday 13 April 2021.

The purpose of the letter is to reconfirm QVM Pty Ltd's strong support for the proposed Food Court Concept Designs.

We have worked closely with representatives at the City of Melbourne over many years now to inform Market Renewal plans and ensure we respectfully retain the heritage and character of the Market, whilst importantly also meeting the current and future needs of Market traders, operations, customers and visitors.

Many of the great traditional markets around the world have undergone significant restoration and reinvention to remain relevant and meet modern standards and expectations. This has particularly been the case in notable great market cities including Barcelona, Madrid, London, Porto, Tokyo, Vancouver and Seattle. Sydney's popular and famous Fish Market is also currently undergoing a complete redevelopment and reinvention.

The Food Court has received no capital investment since the 1990s and the building and facilities are in urgent need of essential repairs, upgrades and compliance works, including the replacement of the roof which requires significant ongoing maintenance due to leaks and recurring flooding issues. The Food Court dining area is outdated and tired, requiring investment to better connect it to the rest of the Market and transform it into a contemporary, accessible and appealing space for a range of customers and visitors, as well as serving nearby workers, residents and students.

These essential works and dining area improvements are critical to the future viability of this space as a functioning food court and will further enable greater utilisation of the dining area out of traditional Day Market trading hours for events and activations.

Importantly, the proposed Concept Plans have been informed by feedback from current Food Court operations, which have received general support based on recent discussions. Provided as an

attachment is a summary of how the proposed Design Concepts respond to key feedback from current Food Court traders.

QVM Pty Ltd has had initial conversations with current Food Court traders and is in the process of developing assessment criteria and Expression-of-Interest documentation to ensure the future hospitality offer and mix in the Food Hall will be commensurate with the significant investment proposed by Council.

Yours sincerely,

Stan Liacos
Chief Executive
Queen Victoria Market Pty Ltd

Queen Victoria Market Pty Ltd
PO Box 12415 A'Beckett Street Melbourne VIC 8006
T (03) 9320 5822 **F** (03) 9320 5822 **E** info@qvm.com.au
ABN 44 069 959 771

Attachment 1 – How proposed Design Concepts respond to current Food Court trader feedback

Trader Feedback	Proposed Design Concept
Air conditioning needs resolution	Part of current plans
Entry to Queen Street is critical and supported idea of having the ability to open up to Queen Street	Traders support the current openable windows
Seating layout needs to meet contemporary food hall arrangements	Part of current plans
Idea of having a cooking demonstration area was supported by all	Part of current plans
If possible, need to increase seating	Internal seating capacity increased from 197 to 245 (final numbers to be confirmed)
Flooding / leaking at Food Court seating area needs to be resolved	New roof to resolve issues
Explore flexible use of space for events or functions	Still to be determined but a definite possibility
Landscaping arrangement to suit the space	Part of current plans
Flooring finish to be upgraded to meet appropriate aesthetic standards for food halls	Part of current plans
Weather protection along Victoria street is required (noted that this is not within the food court scope)	Not within Scope
Resolution on ageing canopy	Part of current plans

Privacy acknowledgement: *

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

Name: *

Cynthia Lim

Email address: *

clim13@yahoo.com

Date of meeting: *

Tuesday 13 April 2021

Agenda item title: *

Item 6.6

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



[qvm_copy.docx](#) 12.95 KB · DOCX

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

No

It is concerning to see the artist impression of the QVM's new sheds. It looks like a shopping centre(!!!!) - which shows no appreciation of the the way the market works and goes against the essence of what makes QVM the much loved icon to all Victorians.

The impact of the scale of this major construction will be incredibly detrimental for the current traders; who have no doubt have already weathered the impact of loss/decline of trade recently (COVID 19).

Let's keep fighting for our beautiful QVM.