

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Johan Moylan
Email address: *	[REDACTED]
Phone number *	[REDACTED]
Date of meeting: *	Tuesday 4 April 2023
Agenda item title: *	6.1 Planning Permit Application: TP-2022-195 186-190 Lygon Street, Carlton
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Verbal submission
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	Yes
If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *	I wish to make my submission in person

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Name: * Simon Topliss – Warren & Mahoney Architect

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: * 6.1 Planning Permit Application: TP-2022-195 186-190 Lygon Street, Carlton

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

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



[9855_186190lygonstreet_townplanning_architecturaldesign_fmcslices_reduced.pdf](#)

2.03 MB · PDF

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

Yes

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

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



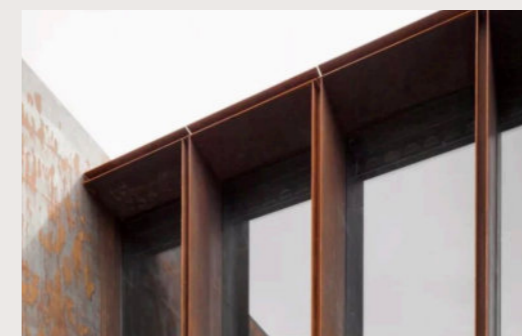
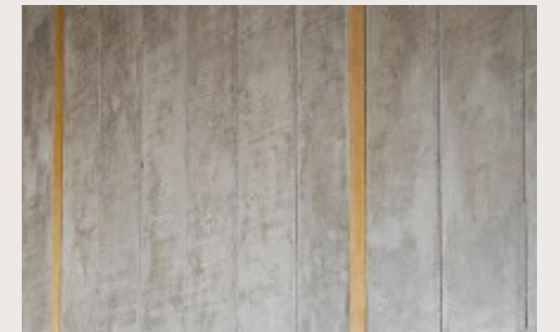
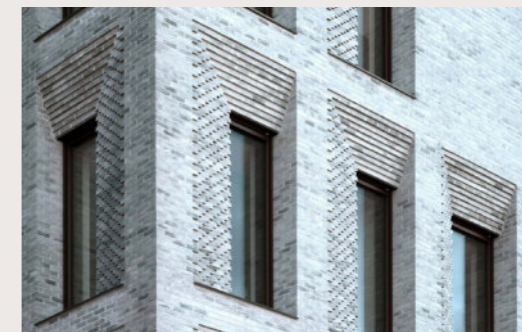
CONTRIBUTION TO CARLTON & CONTEXT



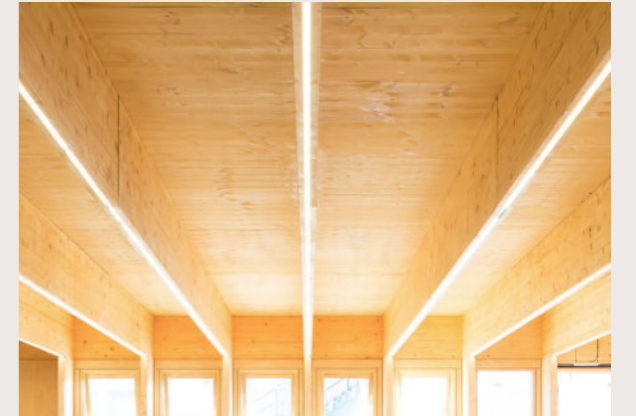
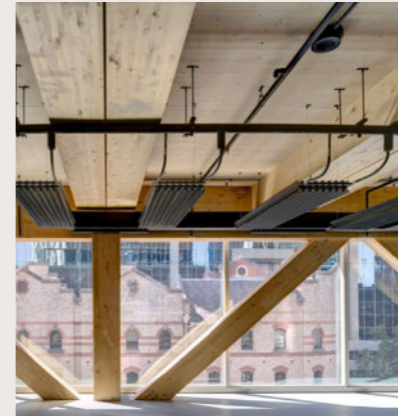
ENHANCING THE STREET LIFE



Warren and Mahoney | 186-190 Lygon Street



QUALITY OVER
COMPLEXITY



INNOVATION & MASS TIMBER

Privacy acknowledgement: *

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

Name: *

mark cleary

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 4 April 2023

Agenda item title: *

planningTP-2022-195

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 own unit [REDACTED] on the building [REDACTED] Pelham St on the south side of Pelham to the proposed development. Our only open/sun/bright area is at the front of our unit facing 186-190 Lygon St. I am happy with the shadow diagrams shown for mid-Sept but the ones that concern us are the diagrams for mid-winter. Why aren't they also shown? Can we see them please? Thank you Mark Cleary

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

No

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

*

Name: * Dylan Heywood

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: 6.1 Planning Permit Application: TP-2022-195 186-190 Lygon Street, Carlton

*

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

Please approve this development – It is unsustainable and runs against the Councils goals of sustainable development to continue to restrict Carlton, an inner city precinct, to two and three story heights at maximum. This is a beautiful new building and will contribute massively to the streetscape. We should be encouraging far more of these kinds of developments in the area.

It is a shame to see that the rooftop bar has been removed from the design as this would contribute to vibrance and activity in the area.

Dylan

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

support of your
submission: *

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

Name: * Dominic Fitzjohn


Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: * Agenda item 6.2 Planning Permit Application: TP-2022-229 6-10 MacArthur Place North, Carlton

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

 [sm_future_melbournecommittee_dominic_fitzjohn_submission_2022_229_.pdf](#)
1.77 MB · PDF

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

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

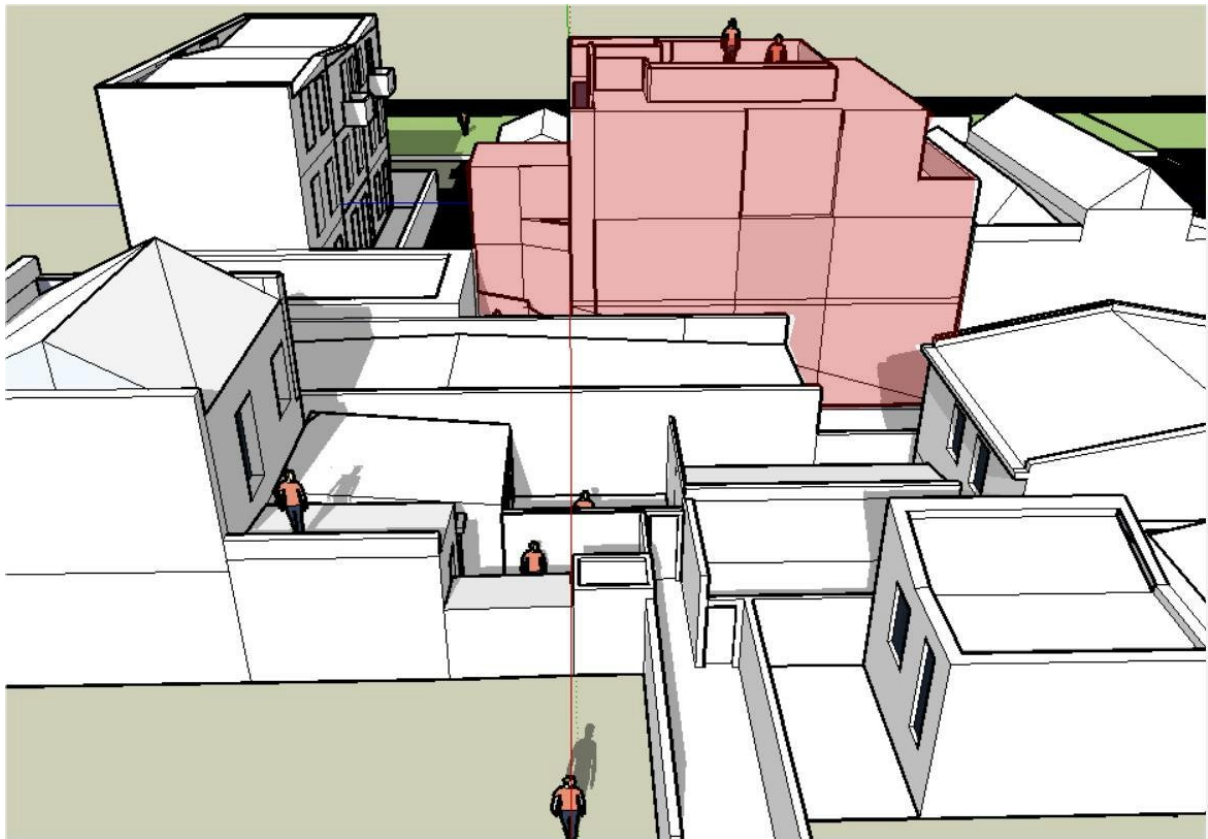
Attn Future Melbourne Committee

Dear Councillors

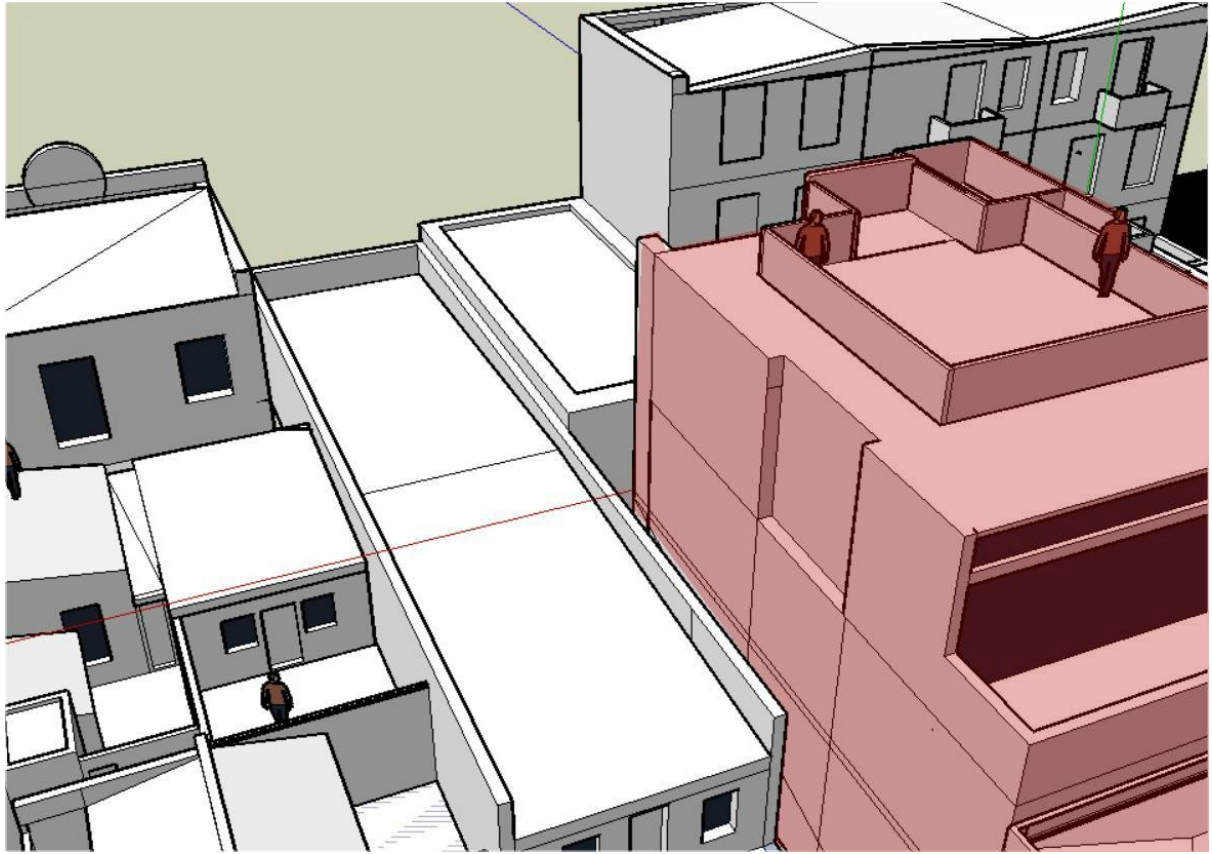
1. We are the owners of [REDACTED] Elgin St Carlton and we have been objecting to the proposed “development” for 6-10 Macarthur Pl Nth Carlton for the past 4 years.
2. The original planning application was submitted in 2018. The proposal is in clear breach of both the letter and intent of heritage planning laws concerning the Carlton area and the recently gazetted Carlton Heritage Study related amendments. I wish to ask questions as follows:
3. If all surrounding property owners were to submit similar planning applications with 85% site coverage up to 10 metre height with 10 metre boundary wall heights for purely profit making motives would the Future Melbourne Committee reach the same conclusion?
4. I draw your attention to and request that you consider the images I have generated of adjoining sites with the same site coverage as the proposal. Please refer to P8 below.
5. Why has the applicant made so little effort to show what the proposal will actually look like and why has this neglect not been corrected?
6. The images that I have generated show that the proposal will be an unsympathetic and visually dominant bulk completely at odds with the substantially intact victorian character of Carlton and will have considerable impacts to privacy, amenity and property values of adjoining owners.
7. I would also like to draw your attention to the possibly deceptive way that the applicants scant visualizations of the proposal might possibly tend to de-emphasise the proposals visual impact.
8. I have included duplicate views from the same viewpoint but with different “viewing angles” to demonstrate how a “wider” viewing angle than normal human vision tends to emphasise the height of foreground objects in comparison to distant objects thus reducing the apparent scale of distant objects ie: the proposal. Please refer to P9 below.
9. The applicants photomontage images were generated with a camera focal length of 21mm.
10. Human vision / central field of view (ie: how the proposal will actually appear) corresponds closely to a 45mm focal length camera lens. The human eye can perceive a wider angle of view but this is peripheral vision and is only meaningful to the human brain as a way of sensing motion beyond the actual central field of vision.
11. Please refer to:
<https://www.cambridgeincolour.com/tutorials/cameras-vs-human-eye.htm>
“Too wide an angle of view and the relative sizes of objects are exaggerated, whereas too narrow an angle of view means that objects are all nearly the same

relative size and you lose the sense of depth. Extremely wide angles also tend to make objects near the edges of the frame appear stretched. ”

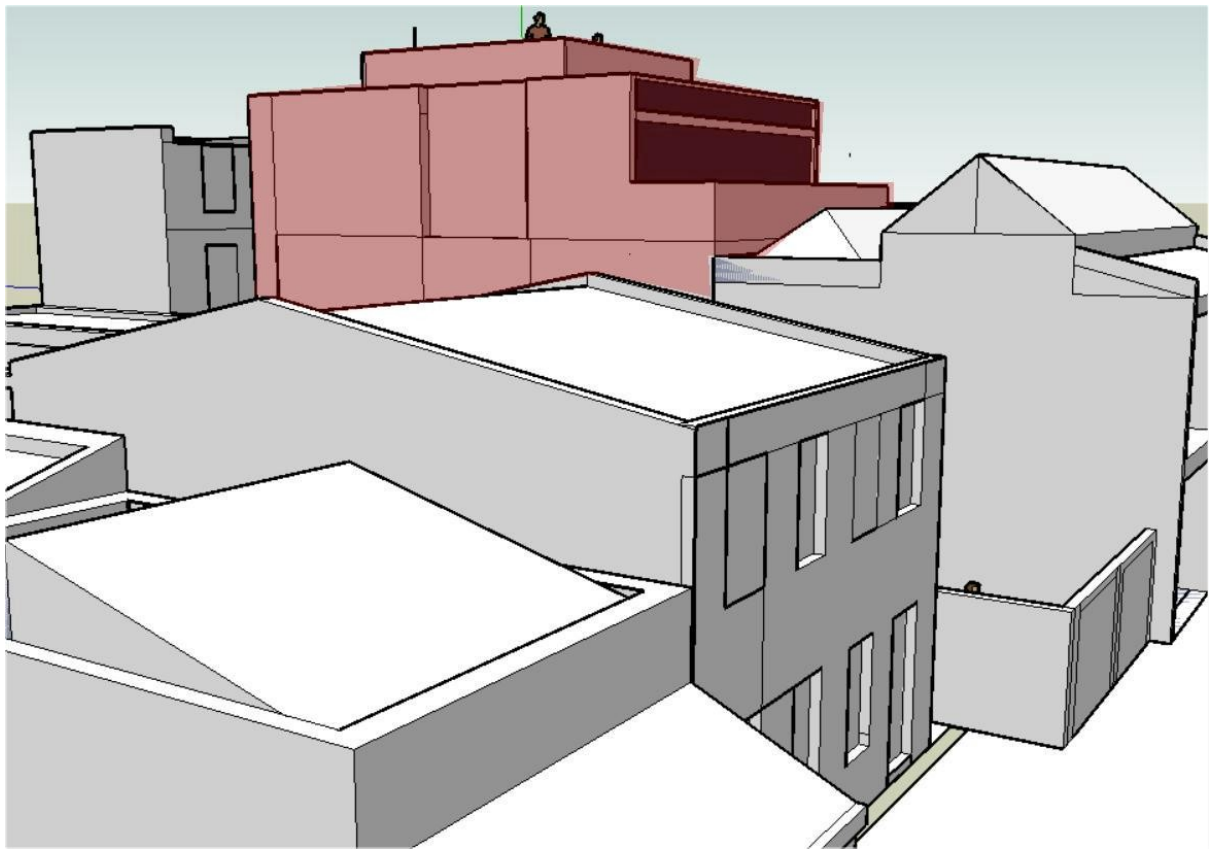
12. The following views show the incongruity of the proposal (the proposal is indicated in red) and show how inconsistent the proposal is with the “building plus courtyard” model characteristic of intact victorian neighbourhoods.



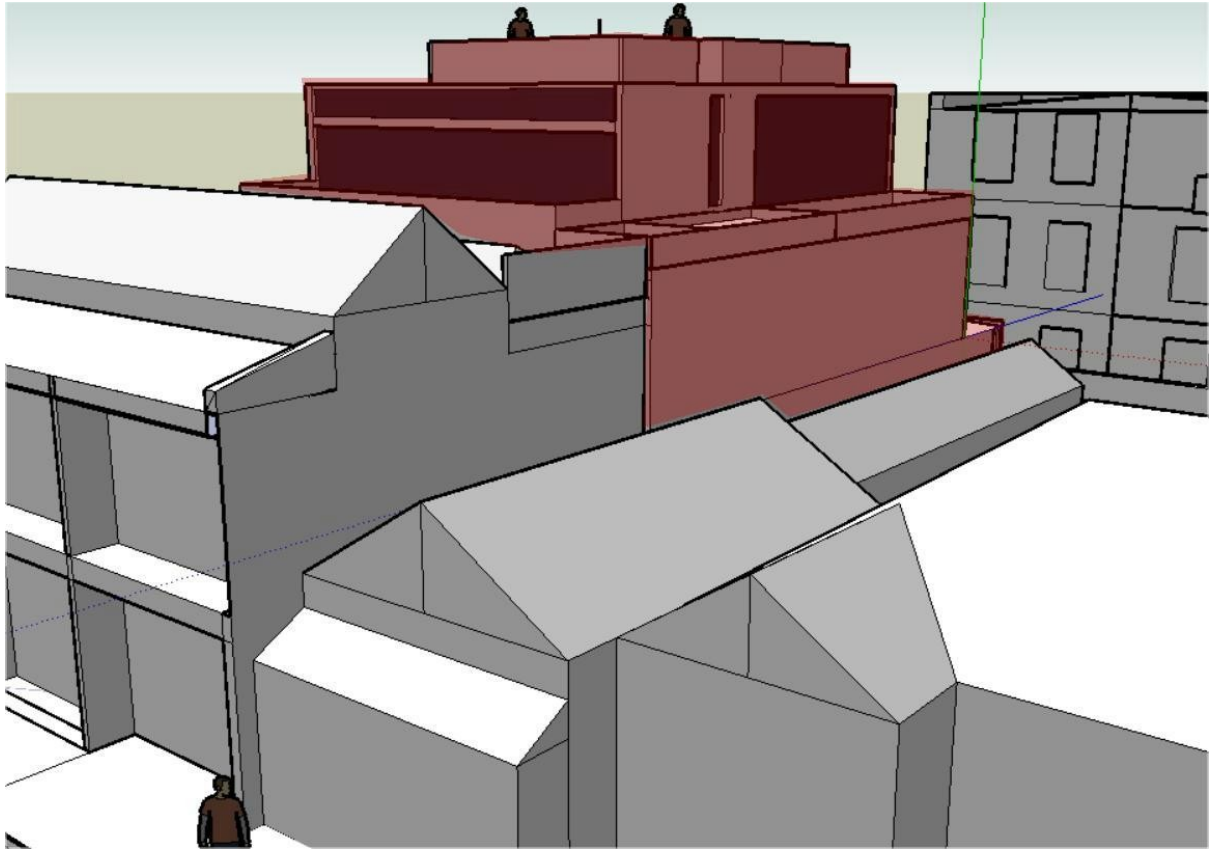
P1



P2



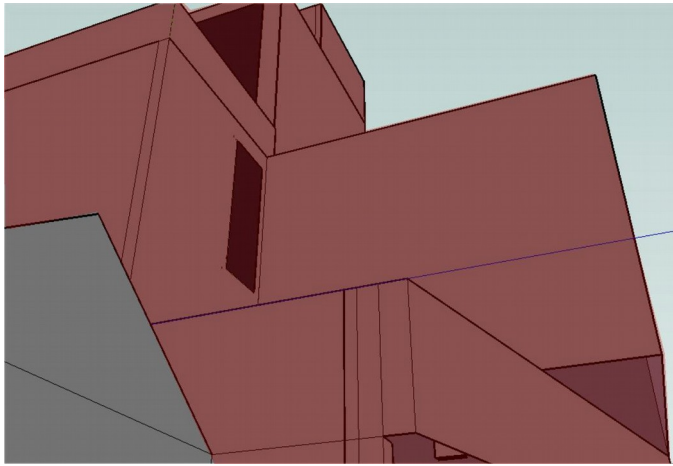
P3



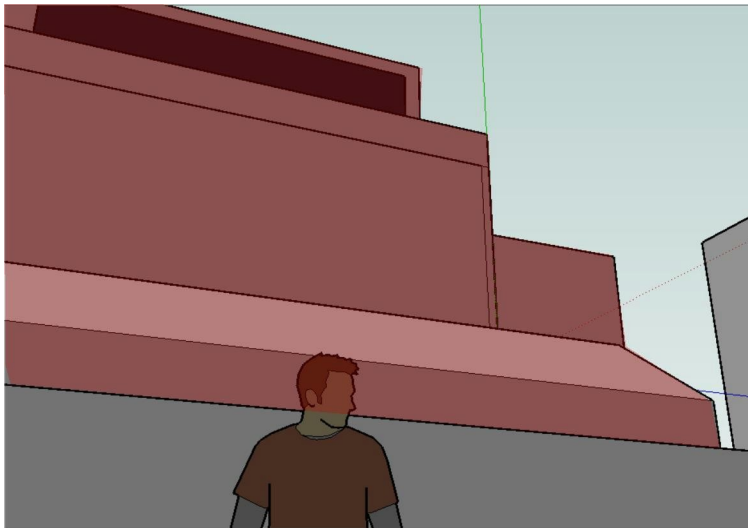
P4



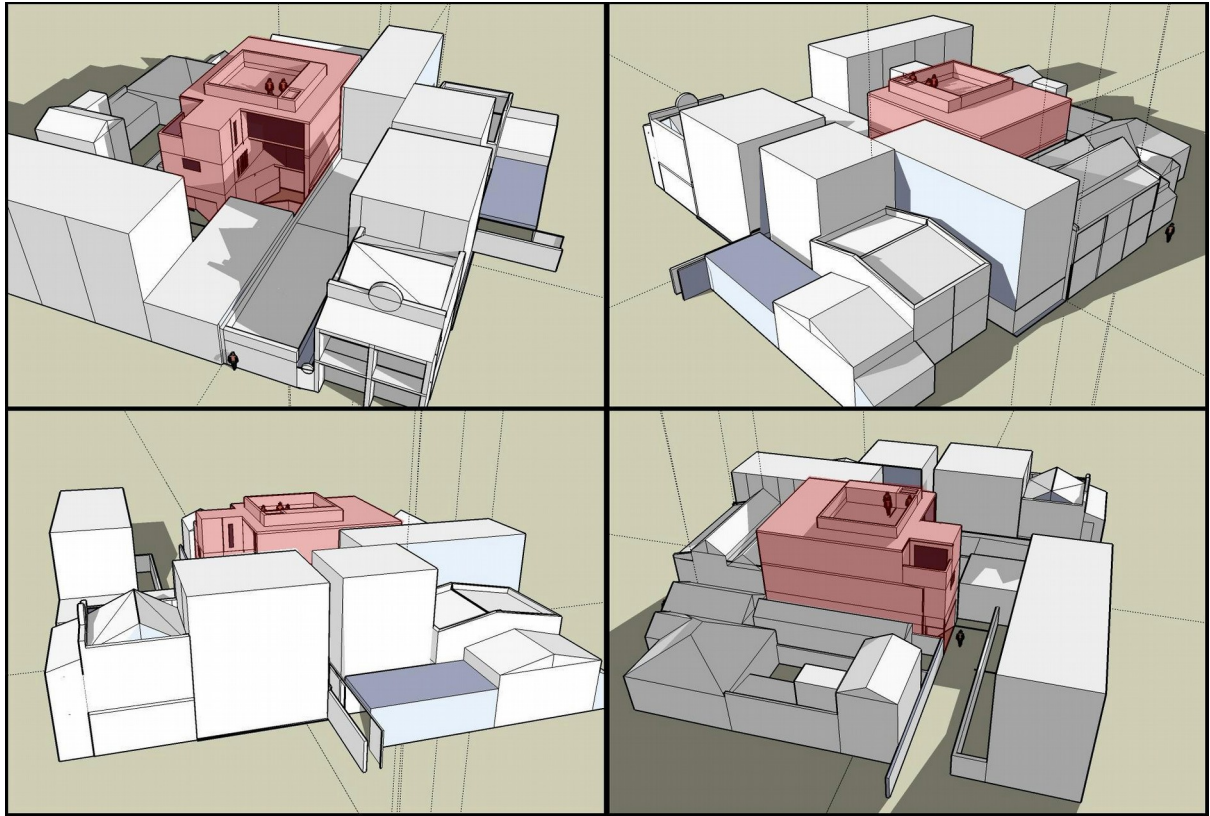
P5 View from Elgin courtyard



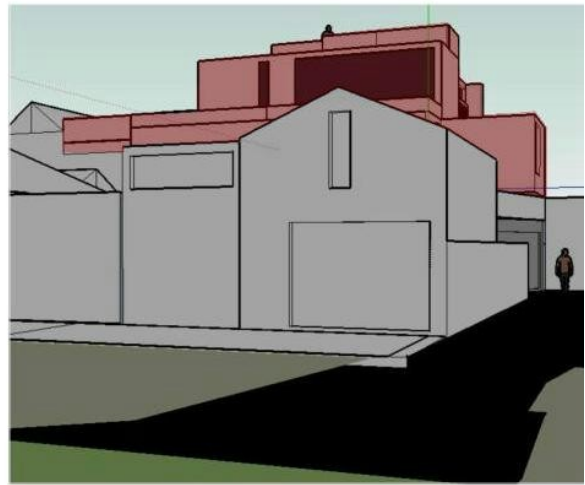
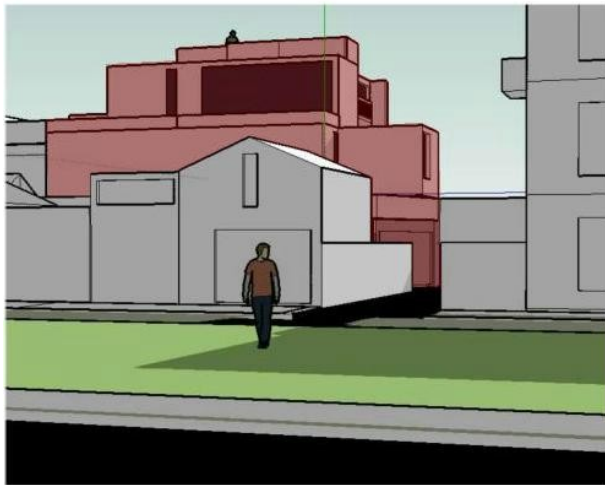
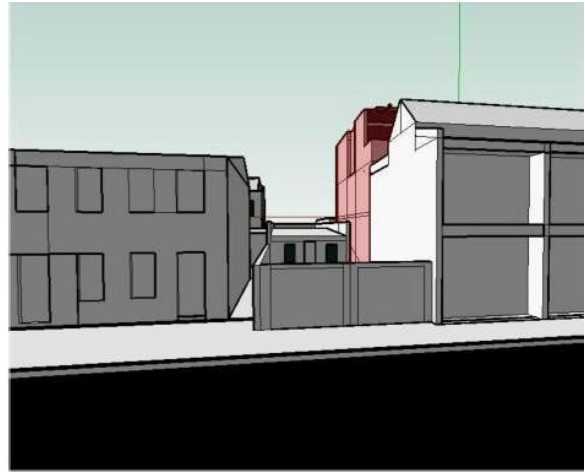
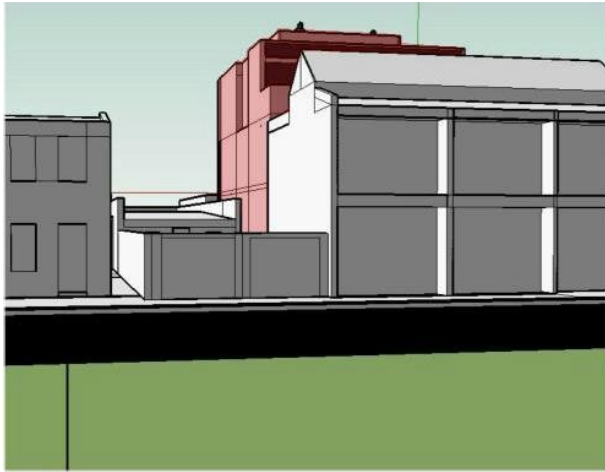
P6 View from 4 Macarthur Place courtyard.



P7 View from 2 Macarthur place courtyard



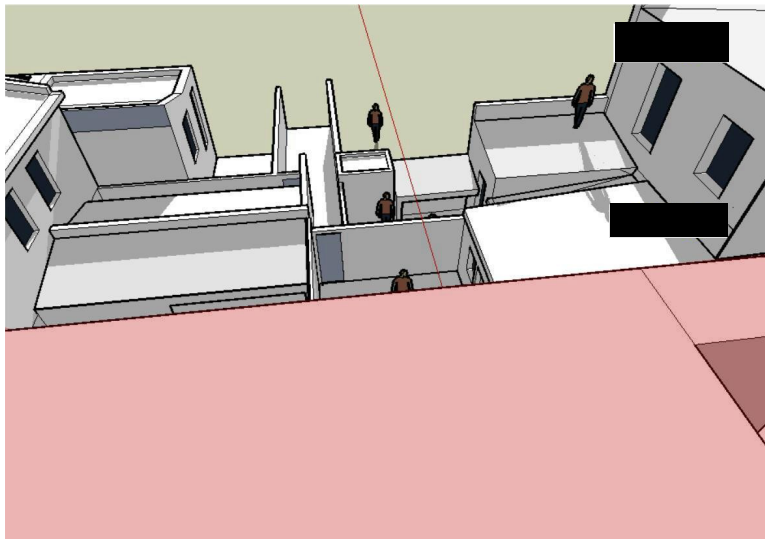
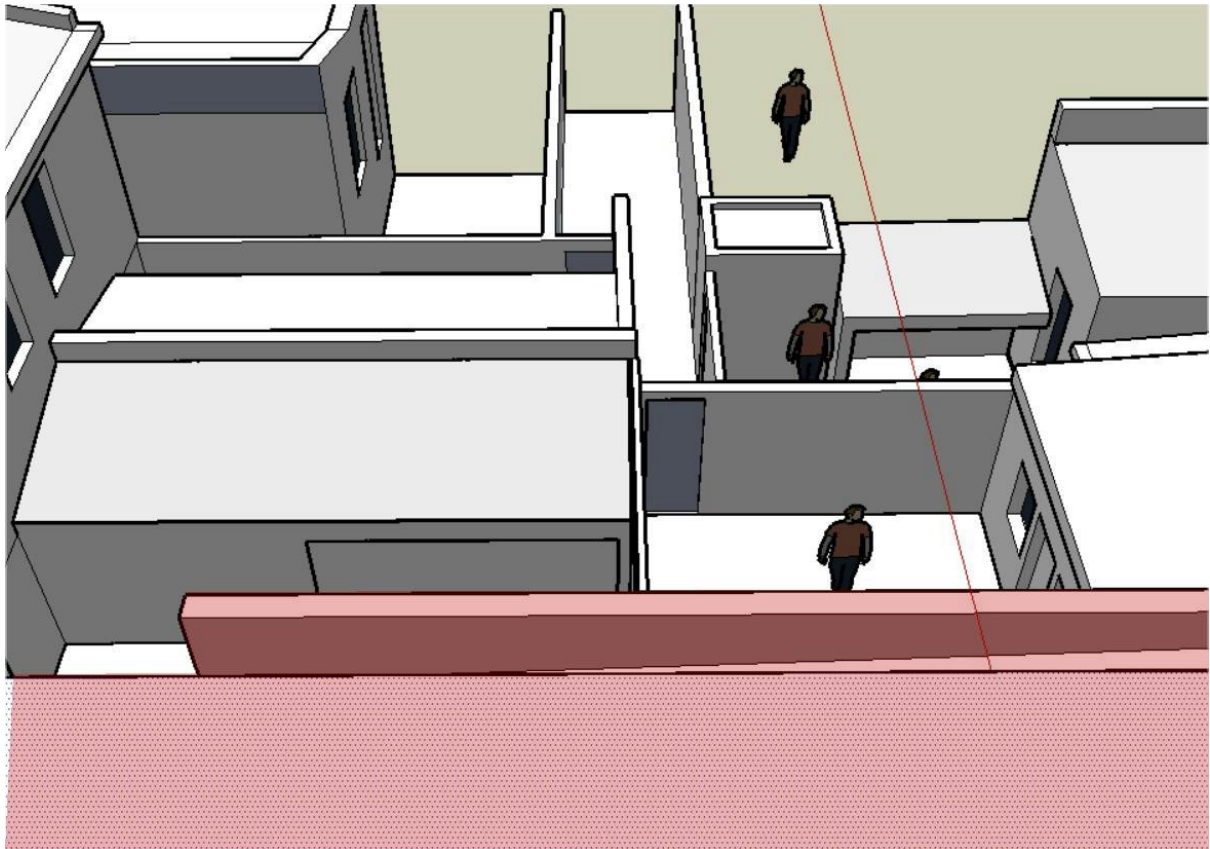
P8 Views showing the effect of adjoining sites with excessive site coverage up to 10 m height like the proposal.



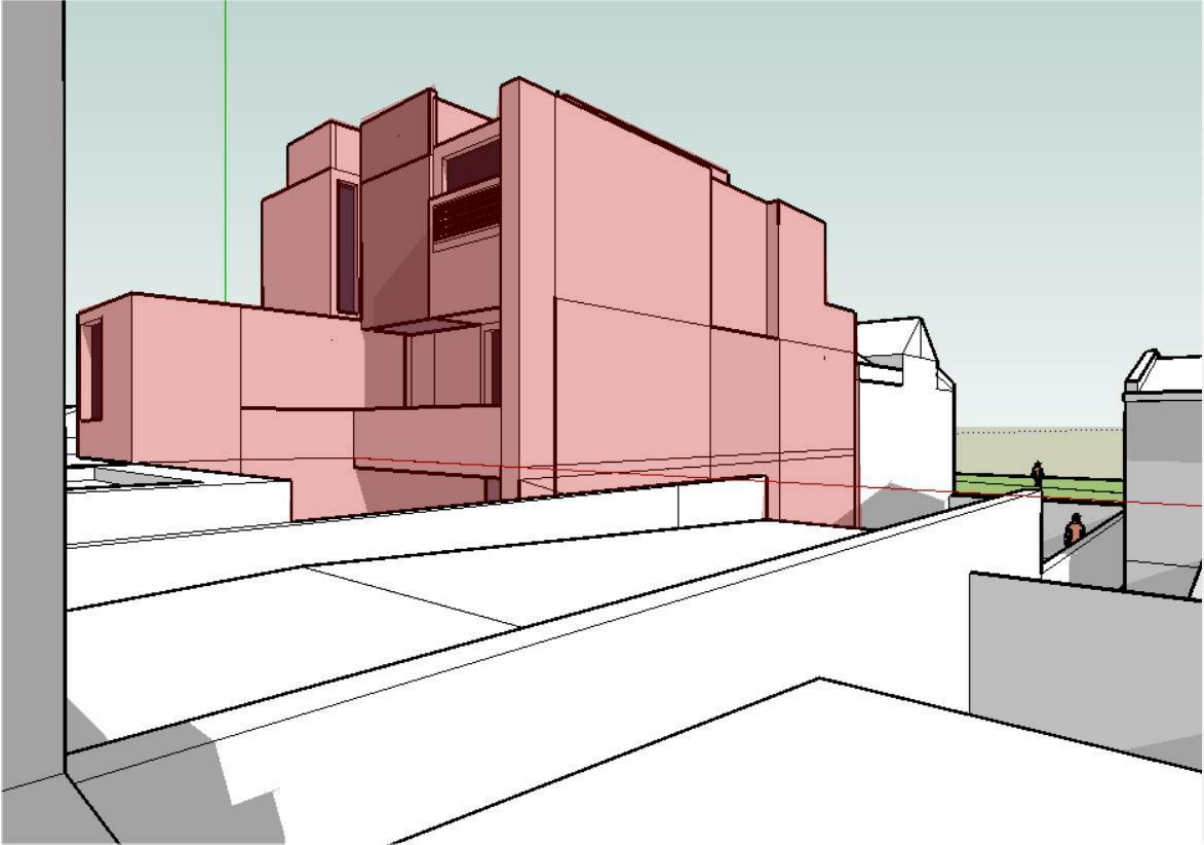
P9 Views of the proposal from exactly the same viewpoints but with different viewing angles.

13. Images on left show the proposal with a viewing angle more consistent with human vision ie: how the proposal would most likely appear (as explained in paragraph 10 above).

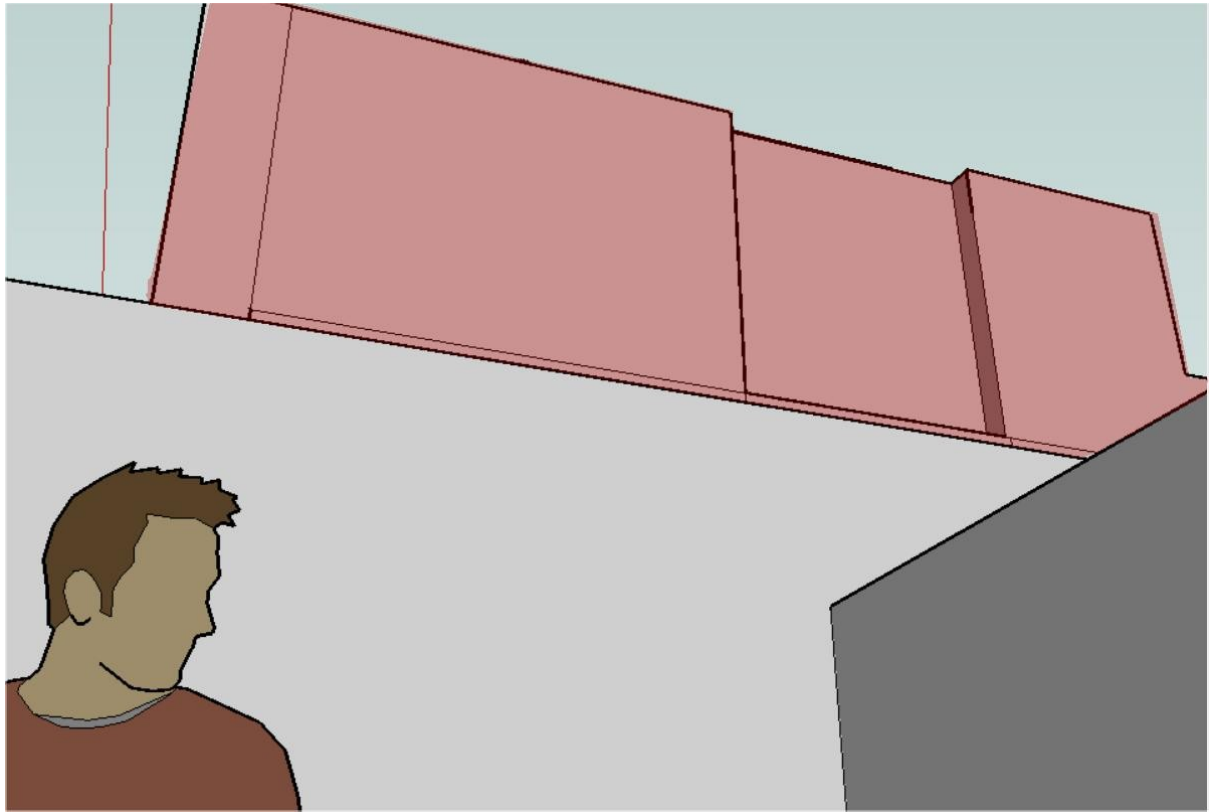
14. Images on right were generated with excessively wide angle having the effect of reducing visual bulk of the proposal similar to the applicants images.



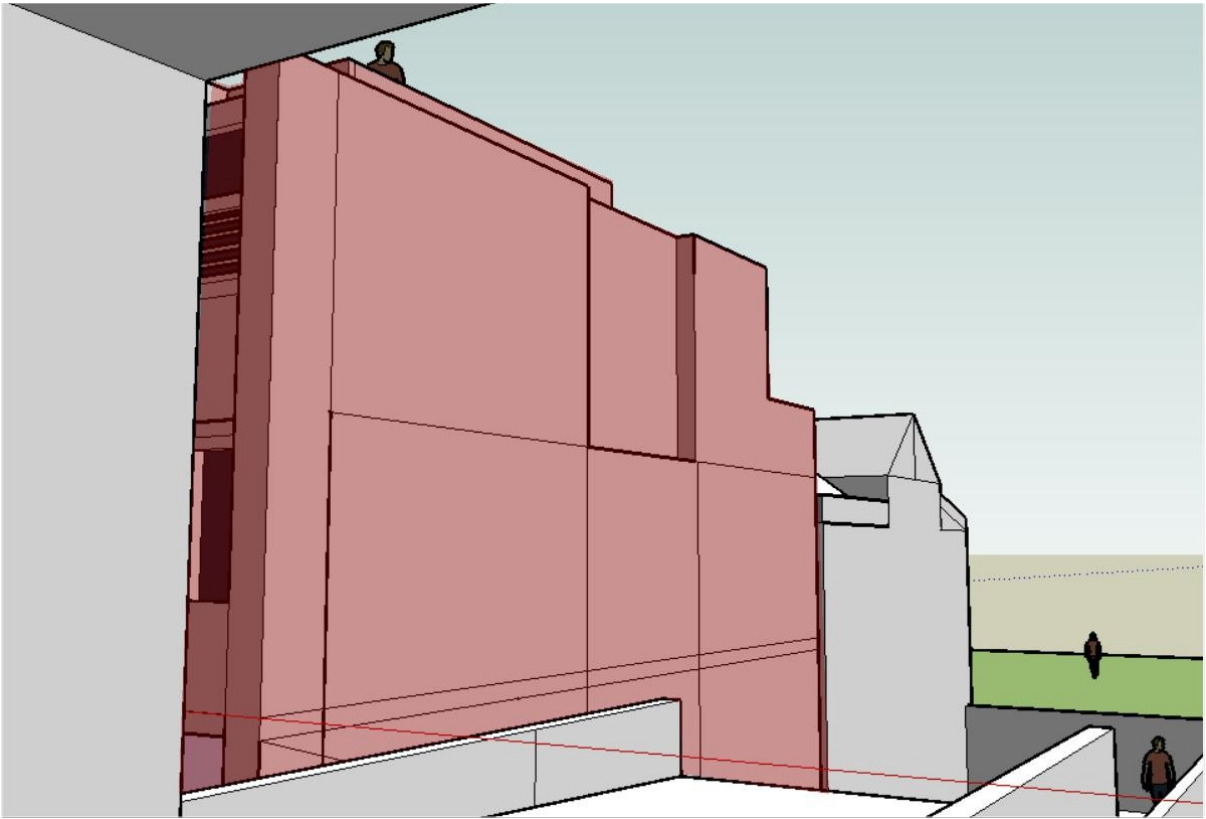
P10 View from proposed roof terrace to rear windows / private enclosed space of [redacted] Elgin Street and adjoining owners to west.



P11 Views from [redacted] Elgin Street rear bed window looking south east



P12 Views from [redacted] Elgin enclosed private rear space.



P13 Views from ■ rear bed window

We respectfully request that the Future Melbourne Committee consider and address the questions and materials submitted here particularly the images that I have generated that show what the proposal will actually look like from MacArthur Place , Canning Street and from the private open spaces of adjoining properties.

We also request that this proposal not be approved as it contravenes planning laws designed to prevent the dominance of one individuals interests at the expense of the interests of many others.

DOMINIC FITZJOHN

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Hamish Balzan
Email address: *	[REDACTED]
Phone number *	[REDACTED]
Date of meeting: *	Tuesday 4 April 2023
Agenda item title: *	6.2
<p>Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u></p> <p>Submissions will not be accepted after 10am.</p>	To be completed in person.
<p>Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *</p>	Yes
<p>If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *</p>	I wish to make my submission in person

Privacy acknowledgement: *

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

Name: *

Irene Caleb

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 4 April 2023

Agenda item title: *

Agenda item 6.2 Planning Permit Application: TP-2022-229 6-10
MacArthur Place North, Carlton

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



[sm2_future_melbournecommittee_irene_caleb_submission_2022_229_.pdf](#)

2.43 MB • PDF

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

No

Attn Future Melbourne Committee

Dear Councillors

I am 50% part owner of [REDACTED] Elgin St Carlton and I have been objecting to the proposed "development" for 6-10 Macarthur Pl Nth Carlton for the past 4 years.

The original planning application was submitted in 2018. The proposal is in clear breach of both the letter and intent of heritage planning laws concerning the Carlton area and the recently gazetted Carlton Heritage Study related amendments.

I wish to submit the following in objection to the proposal and respectfully request that you consider the impact to privacy, amenity and property values the proposal would potentially represent.

Irene Caleb

PO Box [REDACTED]
Carlton, VIC, 3053

[REDACTED]
Objections to TP-2022-229

REASONS FOR OBJECTION.

I wish object to the latest proposal for 6-10 Macarthur Pl Nth Carlton for the following reasons:

- 1. The proposal has direct impact on us as nearby property owners**
- 2. As Carlton residents we are concerned about the heritage impact of the proposal**
- 3. We are concerned about the precedents that would be set by approving the proposal.
The proposal intends a greater than 86% site coverage to a height of 10metres.**
- 4. The proposal relies on assumptions about the future potential uses for the rear of 65 Elgin Street. and it places inappropriate limitations on future uses of 65 Elgin St. 65 Elgin directly adjoins both 67-69 Elgin and 14 Mac Pl Nth.**

HOW ARE WE AFFECTED?

1. VISUAL IMPACT – THE MASSING / SCALE OF NEW STRUCTURE IS INCONSISTENT WITH ITS CONTEXT.

55.03-3 – SITE COVERAGE OBJECTIVE

To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site.

The applicant has argued that while the proposal exceeds the 60% site coverage maximum by having 86% site coverage in the substantially intact Victorian era suburb of Carlton that this is in no way inconsistent with the surrounding context. While Carlton is generally subdivided into small lots and site coverage is necessarily frequently high, **NONE OF THE RESIDENTIAL ADJOINING PROPERTIES HAVE 86% SITE COVERAGE UP TO A HEIGHT OF 10 METRES LIKE THE PROPOSAL.-**

The layout of structures for Victorian era suburbs is typified by full width / terrace housing 2 rooms deep at the front of each site and partial width often detached structures used for cooking at the rear and rear courtyard open space.

Due to social / health / fire problems in overcrowded London, Victorian era Australians were preoccupied with health, amenity and minimising the risk of spread of fire.

The diminishing density of this traditional layout from front to back gives each dwelling a private / naturally lit open space while still maintaining overall high density. Victorian era suburbs never consist of full width multi-level structures at the rear.

The applicants proposed building mass at the rear directly contradicts and disrespects the intent of this tradition and will result in direct impacts to the amenity of both adjacent and nearby dwellings.

The proposed additions still have a monolithic appearance despite an attempt to reduce this with the use of surface finishes.

The applicant's consultant has previously argued that the existing terraces have the visual bulk of a single building thereby justifying the monolithic proposed additions. This is completely incorrect.

The existing terraces appear as 3 separate dwellings. Victorian era builders expressed dividing walls in terraced housing precisely to reduce the visual bulk of what is essentially a single building. They went out of their way to reduce visual bulk. This is another example of the fundamental way the proposal is at odds with the key attributes of its context.

The Council's Heritage Advisor noted that the bulk is a heritage issue:

6.1.1 Heritage

...the impact of the blank walls proposed for the east and west elevations.

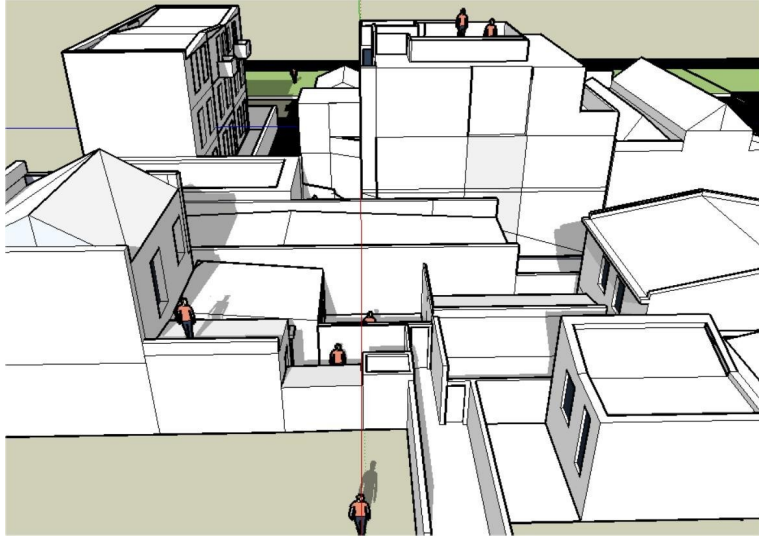
1. Materials east and west walls at addition

- a. Moderate the form and materials to diminish apparent bulk and the prominence when viewed from Macarthur Place North, Canning Street and Nicholls Lane.**

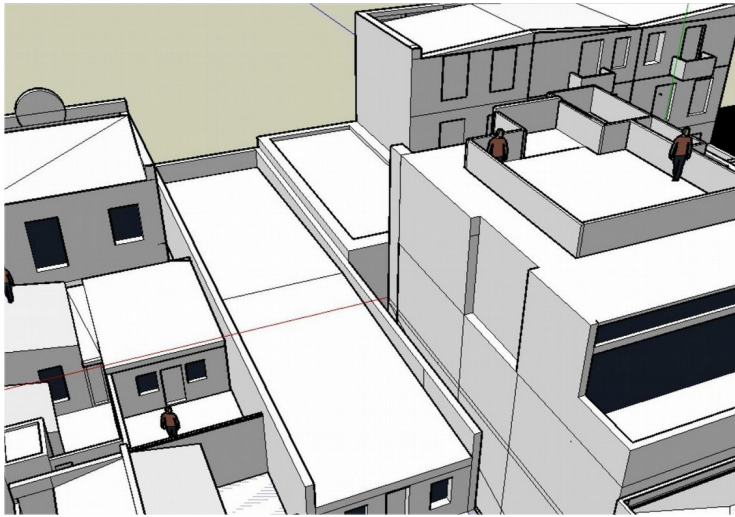
The following images are intended to show how the proposal will dominate the site and overwhelm surrounding properties.

The 3D model images were generated in Google Sketchup Version 6 software. Measurements of the proposal were taken from dimensions and to scale from the applicant's documents. The heights of the adjacent buildings are estimated based on 3m floor to ceiling heights and visual proportions taken from photographs. The locations of the surrounding buildings were generated by importing the applicant's subdivision plan into Sketchup and enlarging the plan to match the dimensions of the proposals site boundaries thereby accurately locating adjacent buildings.

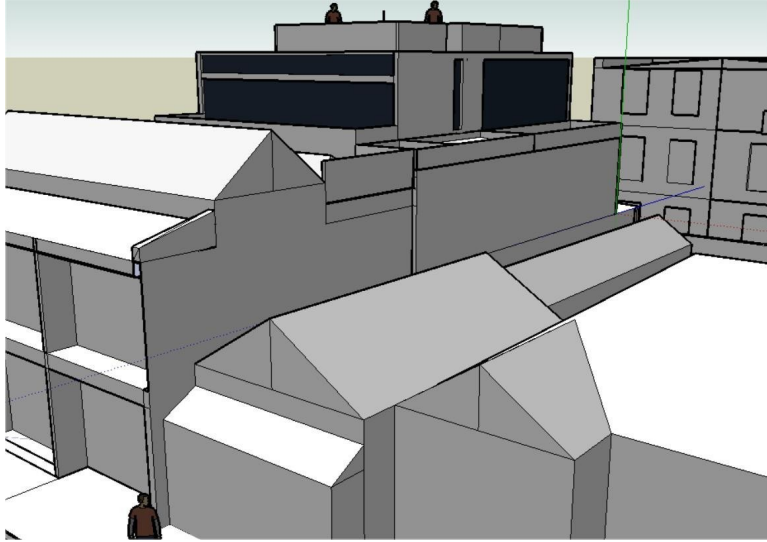
Inappropriate visual bulk impacting on the amenity of surroundings properties:



View looking east.



Views looking north east.

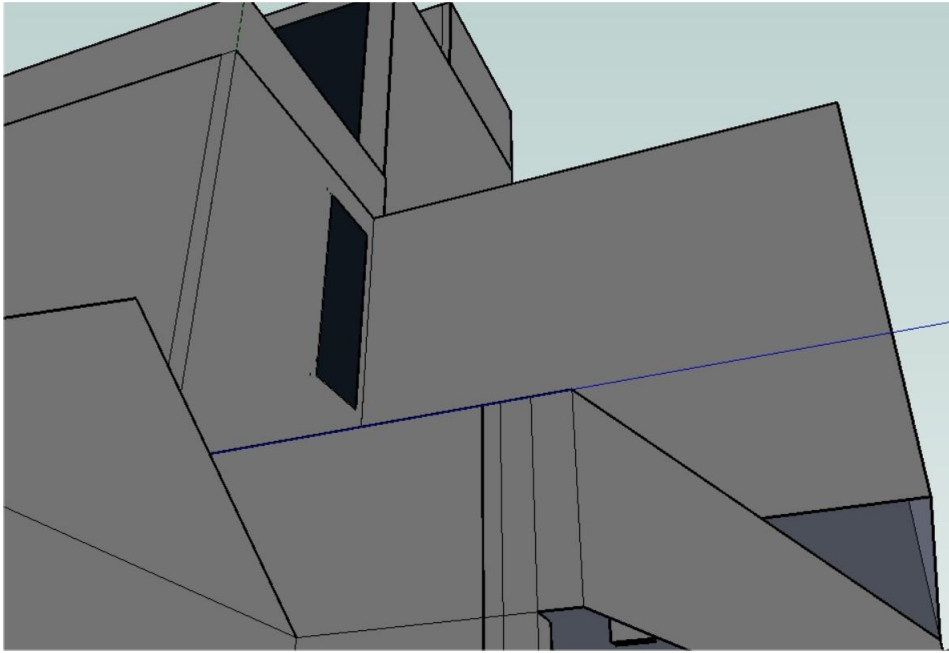


View looking north west.

Significantly the applicant's consultant has neglected to include 3d renderings of the proposal from the point of view of the rear courtyards of adjacent dwellings so I request that you to consider the following 3d views that I have generated which demonstrate the impact to the neighbourhood of the inappropriate height and bulk.



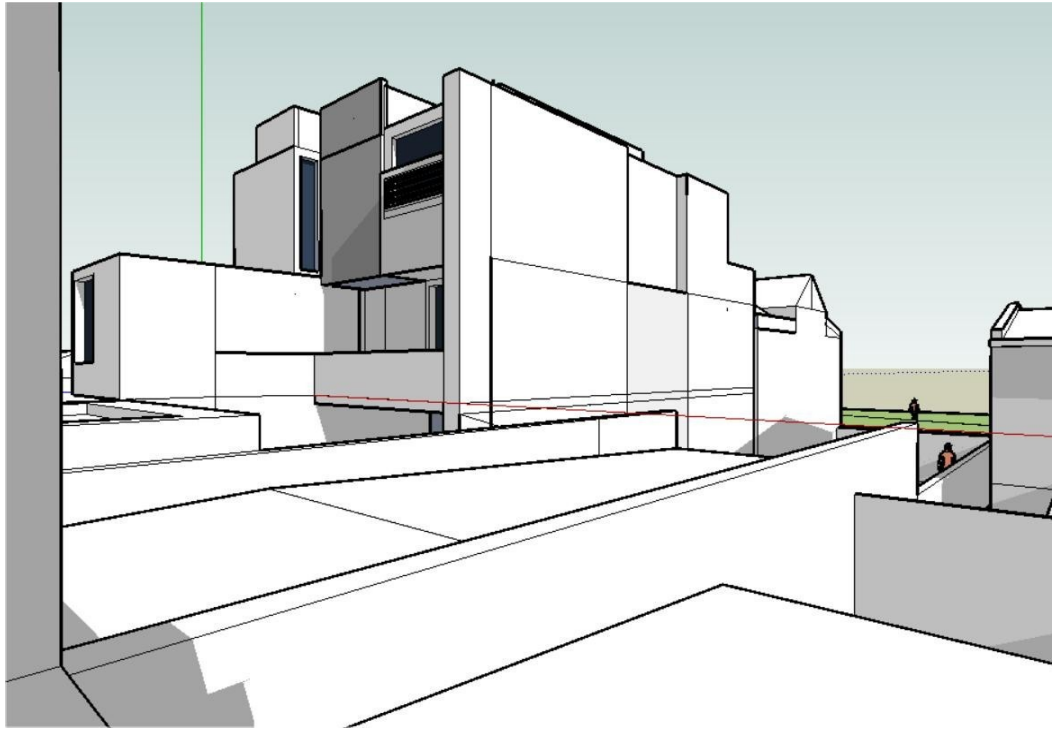
View from [REDACTED] Elgin Street rear private enclosed space.



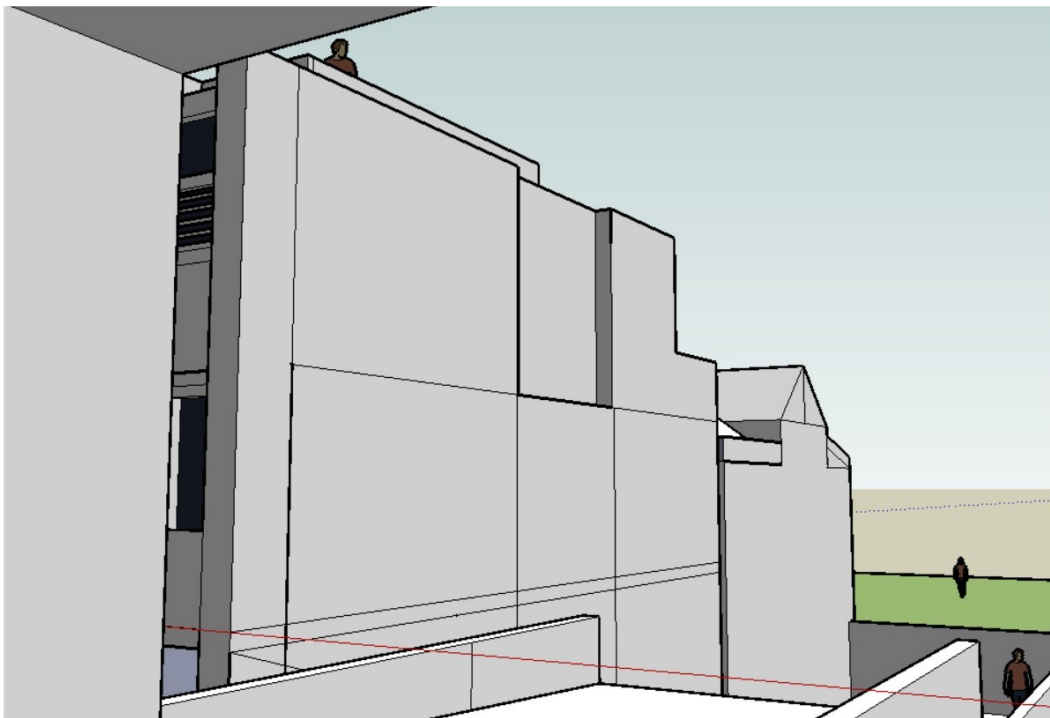
View looking up from rear courtyard of 4 Macarthur Place.



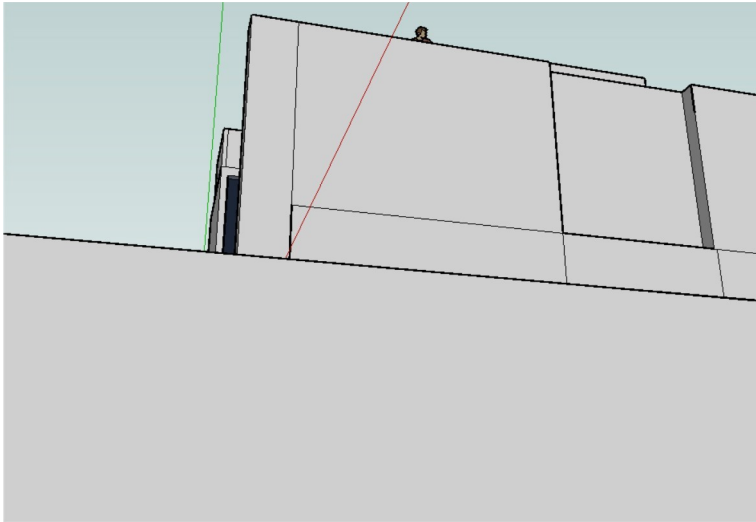
View looking up from 2 Macarthur Place rear courtyard.



Overwhelming and inappropriate bulk dominating the view from [redacted] bed windows.



Overwhelming and inappropriate bulk dominating the view from [redacted] bed windows.



Overwhelming and inappropriate bulk dominating the [REDACTED] Elgin St rear private enclosed space

The applicant cites buildings at 22 and 54 MacArthur Pl Nth as massing precedents. As I understand it both these examples were built before heritage controls and may well have contributed to the introduction of heritage controls. The dwelling at 22 was constructed in the 70s on the original handball court associated with the building at 73 Elgin St and its mansard attic, while in scale with adjacent terraces, constitutes an incongruous building form.

The front 3 storey part of No 54 is not entirely incongruous in scale with its 2 storey Victorian terrace neighbour and the 4th storey is set back and not visible from Mac Pl Nth. Regardless, the building at no.54 is by no means an “addition to an existing building” and its office-like design impacts adversely on the visual quality of the streetscape, as would the proposed additions to 6-10 Macarthur Place Nth.

Existing three storey constructions in Macarthur Place are more respectful of their context. 22 Macarthur Pl Nth presents the third storey within a mansard roof and only occupies approximately 50% site coverage and 54 Macarthur Pl Nth appears in scale with the adjacent Victorian terrace.

The current proposal has no setback to most of the north or west boundaries and the design is a monolithic intrusion into the scale and character of Victorian residential Carlton.

The monolithic design of the proposed 3 storey addition is inconsistent with the Victorian character of Carlton / Macarthur Place and does not look “residential” but more like a commercial office building clad with predominately glass and concrete panels. There are 3 separate original terrace dwellings, which being terraced, still look like separate dwellings, each with a “vertical” form. The proposed addition looks like a single structure without the same visual vertical separation as the original dwellings, other than the arbitrary choice of concrete or glass cladding. The design conflicts visually with the vertical 2 storey terrace aesthetic which

characterises most of Carlton. An attempt at terrace-like vertical form even appears in no.54 Mac PI Nth.

The proposal is contrary to Clause 22.05 – Heritage Places outside the Capital City Zone which:

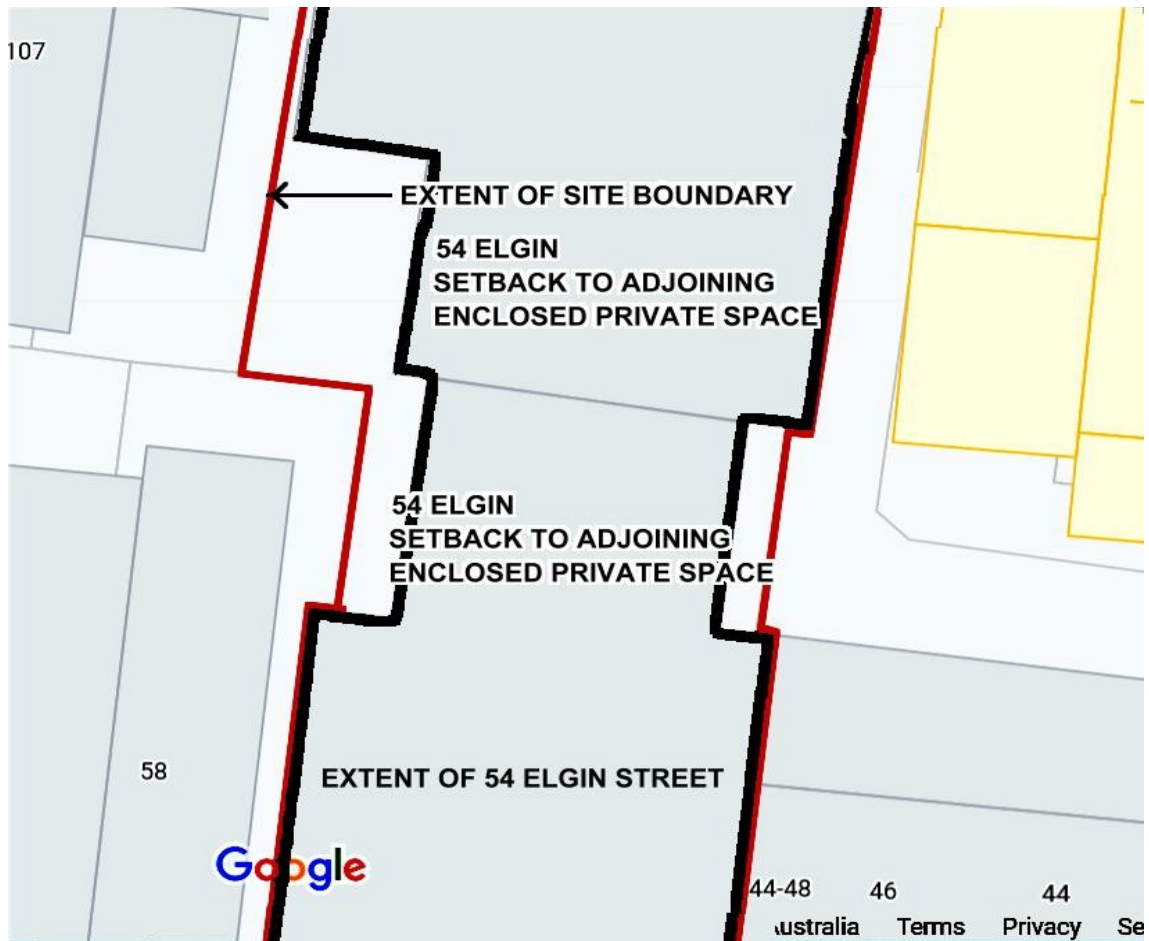
provides guidance for decision making in terms of demolition and alteration and additions to heritage places. Notably, the policy allows higher rear parts of a new building to be partially visible in a **non-significant** streetscape, provided it does not dominate or reduce the prominence of the building's façade and the streetscape. The policy seeks retention of the three dimensional form, with new additions to be **'interpretive'** in form, façade pattern, colours and details, and 'respectful' in terms of materials. As it relates to height, the policy encourages additions to **respect the character and scale of adjoining buildings and the streetscape.**

Macarthur Square is not a 'non-significant' landscape

The excessive site coverage materially impacts the surrounding architectural context. There is no setback or reduced scale adjacent to the rear lane unlike the Victorian era retail building at 55 Elgin St and most other buildings in Carlton.

The Applicant refers to 54 Mac PI Nth as a precedent for what he is proposing. 54 clearly has ground level setbacks on both sides, unlike the proposal which will have 2 storeys right on the eastern boundary and 3 storeys on the western boundary.

Massing at the boundaries like this is unprecedented. Who would have predicted that the late 20th century development would demonstrate higher standards than what is apparently considered acceptable now.



3rd storey “balconies” and 4th storey roof terraces are inconsistent with the surrounding Victorian dwelling plus courtyard model. The design does not increase occupant density appreciably despite increasing site density significantly.

Developments intending to cover the entire site have been previously rejected by VCAT, even in commercial zones. See:

Liang Property Investments Pty Ltd v Melbourne CC [2014] VCAT 933 (30 July 2014)

Would the replacement building fit this context?

83. *We think this proposal is a very intense development. Effectively it proposes to build*

to all its boundaries and to a height of four storeys, with a further two levels below ground level. The proposal contemplates no setbacks from boundaries of any level. In fact the proposal is a large box of a building.

The Decision later refers to the North Melbourne proposal as “a high, wide, bulky square box” inappropriate to the character of the significant area. Macarthur Square is also a significant and prominent area.

The box-like proposal would be visible from all views and does not respect the existing scale of elm tree height and low scale, modest adjoining buildings.

My own observations are backed up by the MacArthur Square Carlton. Heritage Review 2016 :

From the 2008 Draft Statement of Significance for Carlton in general:

*Residential buildings are **generally low scale** – two storey and single storey – and constructed from brick or rendered masonry, with a few early examples of stone construction and timber construction before 1870 The **developed urban pattern** for the precinct usually includes **a rear wing of lower scale than at the front; a small open space at the rear often with access to a lane**, and either a front garden setback or construction onto the front boundary at the principal street.*

The review includes photos of the streetscape currently surrounding the Square. A photo of the intended office-like box could never be added to any future review attempting to present the heritage-appropriate nature of the streetscape generally surrounding the Square.

NONE OF THE ADJOINING PROPERTIES HAVE 86% SITE COVERAGE UP TO A HEIGHT OF 10 METRES LIKE THE PROPOSAL the only exception being the historically significant Victorian era 3 storey retail structure to the north boundary.

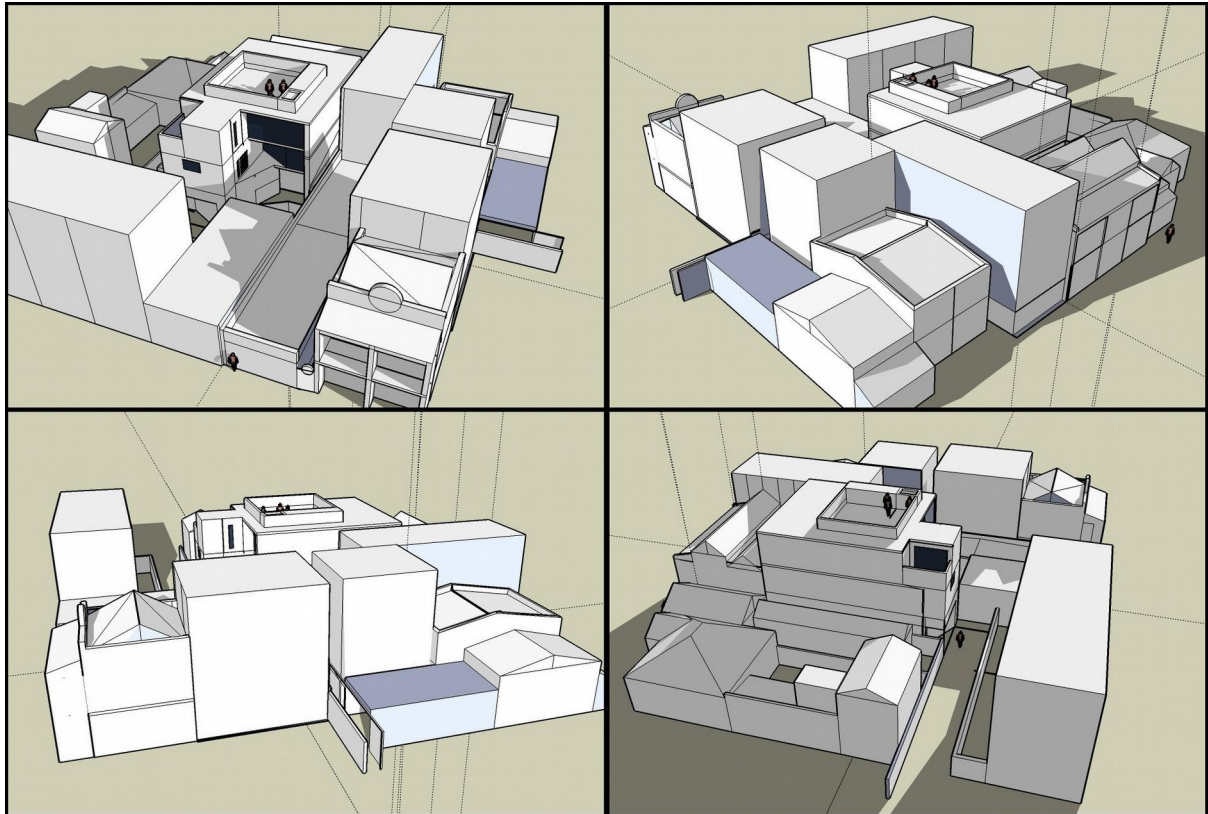
am puzzled by the ongoing failure to address this fact.

IF APPROVAL IS GIVEN, WOULD THIS PRECEDENT MEAN THAT ALL ADJOINING PROPERTY OWNERS WOULD BE ABLE TO DO THE SAME?

I WOULD LIKE PLANNING TO SPECIFICALLY ADDRESS THIS QUESTION.

PLEASE COMMENT ON HOW A FUTURE ARCHITECTURAL FABRIC LIKE THIS WOULD RESPECT THE HERITAGE VALUE OF MACARTHUR SQUARE:

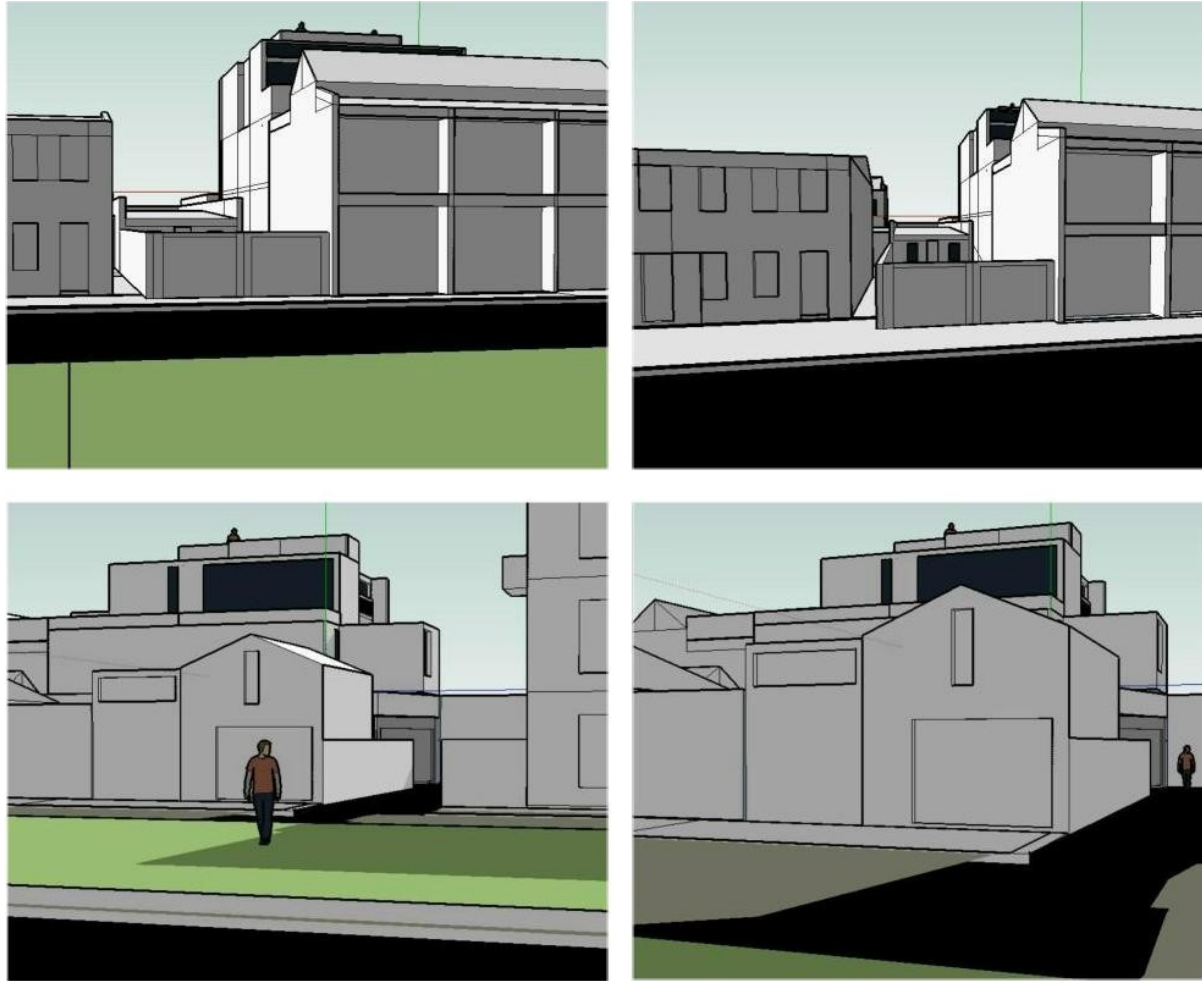
Views showing all sites with 86% site coverage to 10m height



The proposal will also dominate views from Canning Street and MacArthur Place.

The applicant's 3d photo montage from this locations might have been generated with a wide angle which would have the effect of de-emphasising the scale of the proposal.

The following views are from the same camera position but with different fields of view to demonstrate this effect. The images to the right have been generated with an excessively "wide angle".



2. VISUAL IMPACT - INCONGRUOUS DESIGN / FINISHES

The finishes of the proposal do not respect the context. Concrete panels, large masses of frameless glazing and flat sheet metal cladding have more in common with modern office buildings and are nowhere to be found in rendered brickwork Victorian era dwellings.

The applicant's consultant has argued that there is a "rich" diversity of architectural styles in the MacArthur Place streetscape citing these as justification for the unsympathetic form and finishes of the proposal.

The buildings cited are not of any architectural "style" but are examples of cheap building by avaricious developers from a period when there were fewer objections to, or fewer town planning controls, over inappropriate building. Citing inappropriate building that has damaged the visual quality of the streetscape as precedents is no justification for perpetuating inappropriate building. Please do not permit any more inappropriate fabric-destroying building work.

I can recall back in the 80s, before Carlton Gardens gained World Heritage status, the reflective glass box that was built in front of the Exhibition Building on the Nicholson street side.

After inflicting this vandalism on such a valuable site, the building was eventually demolished. Originally, the planning authority at the time thought the glass box in a heritage area was a great idea, but eventually the “rich architectural variety” was acknowledged as a complete mistake.

The Applicant cites 54a Canning St as a recent precedent. This respectful renovation of a Victoria era hat factory shows no resemblance to the current proposal:



3. THE DESIGN IS INCONSISTENT WITH HERITAGE CONTROLS.

I refer to the relevant clauses of the Melbourne Planning Scheme cited in the applicants application document.

The proposals greater than 60% site coverage does not comply with CL55.03

The proposal does not comply with CL 55.06-1 as the design detail does not respect existing or preferred neighbourhood character.

The west boundary wall exceeds 10m and so does not comply with CL55.04-2.

The applicant's consultant states that 2 storey boundary walls are common. This is only true in the case of terraces sharing adjacent boundary walls. The applicant's proposal has 23m long 3 storey high boundary to the west completely disrespecting any potential future uses 65 Elgin Street may have.

The applicant has declared that the objective of CL 55.05-1 (that dwelling entries should have clear identity) is not applicable.

The proposed addition is inconsistent with the intent and key attributes of Level C building and Level 2 streetscape classifications regarding sympathetic and respectful design and use and does not contribute positively to the heritage or character of Carlton.

The proposed additions do not respect the scale, form, materials, details or architectural style of the original buildings at 6-10 Macarthur Place and the reversible nature of their current condition.

The application seeks to totally transform 3 terraced houses into 3 contemporary strata apartments.

The proposed repurposing of the existing buildings does not respect the traditional planning layout and intrinsic nature and use of Victorian terraced housing. Although there are no controls on internal demolition for the sites classification, the use of 1 of a terrace of 3 Victorian dwellings for the purpose of a lift access lobby for 3 "contemporary styled" strata apartments is a totally incongruous "addition" to the substantially intact original Victorian dwellings.

The design of the proposed addition is in no way interpretive of the design and detailing of its surrounding architectural context.

The proposal would be an eyesore similar to other "developments" on Macarthur Place / Carlton built before heritage controls were introduced and will materially reduce the visual integrity and appeal of what is an otherwise almost intact Victorian environment.

ADDITIONAL REASONS WHY APPROVAL SHOULD NOT BE GIVEN

4. POTENTIAL EXCAVATION DAMAGE TO ADJOINING PROPERTY.

The basement excavation up to the boundary with 4 Macarthur Place will have to support the weight of 4 Mac Place. Can the applicant guarantee that there will be no structural or cosmetic damage to 4 Mac Place from settlement.

Also, we are not aware that demolition / engineering structural plans have been submitted that guarantee that the parts 6-10 Mac Pl Nth original structure's north wall / roof structure / chimneys identified as significant will be retained without damage.

The Council Heritage Advisor made similar recommendations in the Delegate Report:

- b.** *Provide a structural engineering design showing how the roof structure, parapets, the north wall of the gable roof section and the north wall of the hipped roof section, can be retained in situ.*

- c. *Provide a structural engineering design showing how the in situ retention of the chimneys can be achieved.*”

5. VISIBILITY

VCAT P22/2021 expressed concerns about the visibility of the inappropriate bulk and stated conditions that would need to be met before a permit could be issued.

59 *My concerns centre on the visibility of Level 2 from vantage points to the east, including along **sections** of Canning Street and also **within** Macarthur Place North.*

60 *The changes to the east elevation of Level 2 as will be visible from the east, are minimal when compared with the proposal in the previous case. I find that Level 2, as well as the roof terrace balustrade, **will still be dominant elements** as viewed from this direction and will detract from the heritage precinct and the character of built form in the surrounding area.*

61 *I find that the 900mm setback from the eastern boundary, the removal of the eastern parapet wall adjacent to the south facing balcony and the removal of the lift core do not adequately respond to the findings of the previous decision.*

62 *However, I find that a **combination** of an **increased setback from the eastern boundary**, a **lowered floor to floor height** for Level 2 and a **reduced roof terrace area by increasing the setback of this from the eastern boundary** would achieve an outcome that would present acceptably in the physical and strategic planning context of the site.*

63 *I acknowledge that such changes may have implications for the internal layout and potentially reduce the amenity of apartment 3, however, I find that such changes would still result in acceptable internal amenity for future occupants. . .*

Increased setback from the eastern boundary – done.

Reduced roof terrace, increasing setback from the eastern boundary – done. However it's not clear if the reduction has adequately reduced visibility from several vantage points to the east including “**sections** of Canning Street and also **within** Macarthur Place North”. The applicant has not yet produced the visual evidence that was requested

The third condition - A lowered floor to floor height to produce “a similar outcome to that of the levels below” – has not been done.

Without the lowered floor height there has not been the reduction in visibility that was required as a condition before any permit could be issued.

VCAT P22/2021 commenting on the minimal changes from the first proposal. The recent changes are still minimal and Level 2 and the roof terrace balustrade will still be dominant elements that will detract from the heritage precinct and the character of built form in the surrounding area.

DEVELOPER RESPONSE TO THE VCAT REQUIREMENTS

*The proposal provides increased setbacks from the eastern boundary at Level 2 and to the rooftop terrace that will **substantially** reduce their visual presence without the need to reduce floor to ceiling heights in a manner that would reduce the internal amenity on Apt. 3.1– refer Figure 10. Level 2 **will largely** not be visible from the courtyard of 4 MacArthur Place except from the very eastern edge – refer Figure 11. **This represents an appropriate outcome that addresses the concern of the Tribunal.***

VCAT listed the three changes that would be necessary to reduce the visibility of Level 2, as well as the roof terrace balustrade. The required changes were not presented as optional. The three changes were presented as conditions for approval: 64 *“Had I not determined the proposal to be unacceptable for other reasons, I would have included **conditions to make such changes.**”*

VCAT also required evidence of reduced visibility from several vantage points to the east including *“**sections of Canning Street and also within Macarthur Place North**”*.

We note that the Council Heritage Advisor also expressed concern about the bulk of the proposal when viewed from Nicholls Lane. It certainly seems relevant to see what level of inappropriate, non-historic mass will be visible to pedestrians on the western side of Canning St, when walking past Nicholls Lane. We note that Carlton laneways have been assessed as being a key part of the heritage fabric.

The applicant has provided a photo of only one vantage point from the Canning St median strip, not various vantage points on the street, including those on the Canning St eastern footpath on the other side of the road. The view just south of the laneway, showing the visibility across the no.2 building would be particularly important to see.

The applicant has only provided a Macarthur Square photo at the edge of the road, not from within the Square. As noted in, *P1497/2018*, which the Member for VCAT P22/2021 did make reference to reading,
context – visibility of chimneys]

7 The Applicant submits that this visibility is not the relevant consideration in the planning scheme. I agree that the Heritage local planning policy anticipates a typical

*street scenario whereby the visibility is measured from the footpath on the opposite side of the street. In this case, MacArthur Square is opposite. **Its grassed areas are slightly raised above the adjacent roads and it is a long park enabling quite expansive views of the buildings along the adjacent roads.** In this reasonably unique setting, I agree with Ms Gould that the chimneys should be retained.*

It's clear that visibility from **within** the Square is an issue, particularly in relation to domination of the chimneys and front building. A photo montage of the views from various points within the Square needs to be provided before any assessment about visibility can be made. It would also be useful to see a photo montage of what it would look like if the applicant had reduced the height of Level 2 as the permit condition required.

The applicant refers to 54a Canning St as precedent for the unacceptable dominance of his proposed office-like box. See below for the actual visibility of 54a Canning. The building presence is completely in harmony with surrounding properties and barely noticeable.

It's important that heritage overlay standards are maintained, otherwise why have them. We shouldn't be seeing a repeated pushing of the envelope to constantly extend what the Council is prepared to accept with each new proposal. The fact that the renovation below is somewhat visible, but not at all dominant, should not be accepted as a precedent to accept something much worse.



6. BOUNDARY WALLS

Clause 55.04-2 Walls on Boundaries

Objectives To ensure that the location, length, and height of a wall on a boundary respects existing or preferred neighbourhood character and limits impact on amenity of existing dwellings.

DEVELOPER RESPONSE

*With respect to the western boundary the **adjoining block is currently vacant**, and is suitable to be redeveloped in future. As such, the boundary wall condition is an appropriate outcome and **will not inhibit any future development outcomes on this site, nor result in any amenity impacts**. This elevation is well-articulated through changes in materiality with recesses incorporated to modulate the façade.*

. . . .

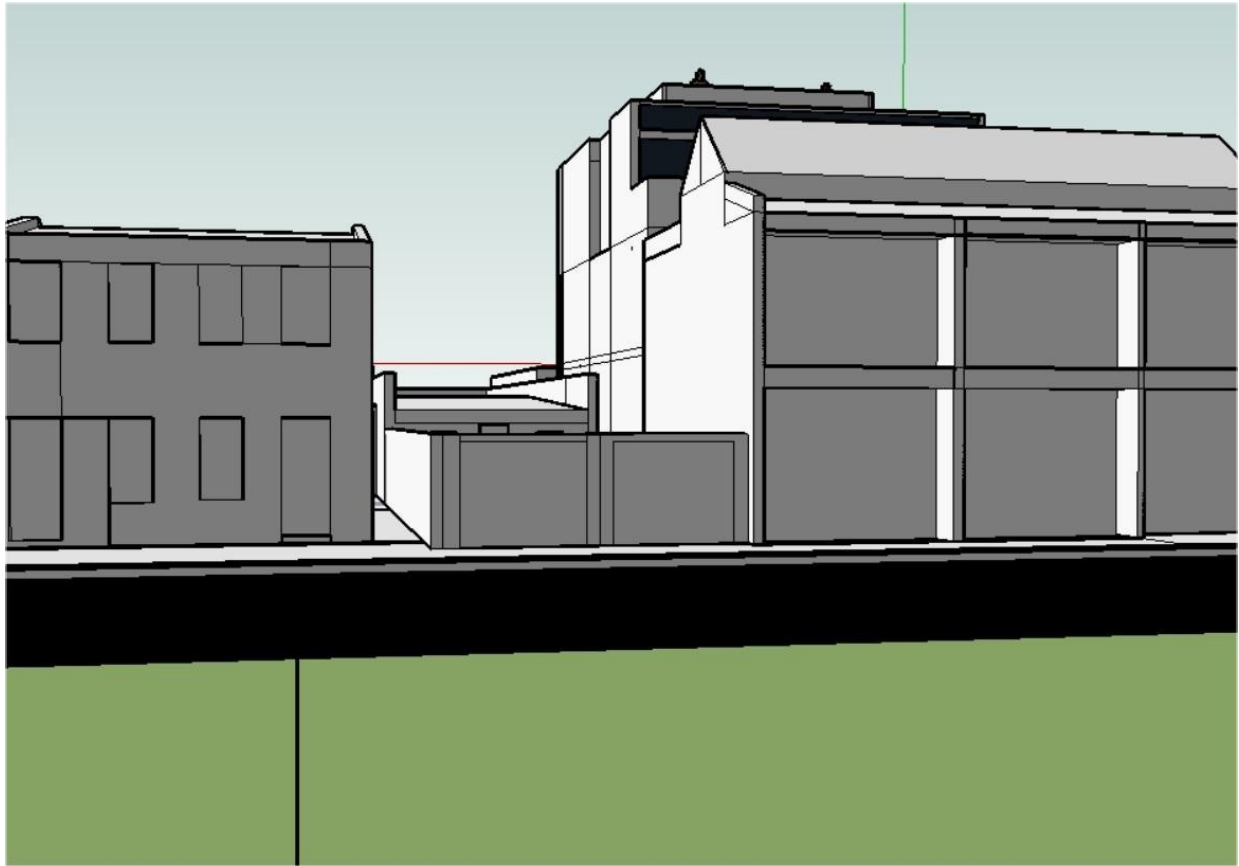
More broadly, boundary wall conditions of two storeys are common in the Carlton precinct and the proposal is not out of keeping with the neighbourhood character of the area.

The developer acknowledges that two storey boundary walls are “common”, even as he is proposing a three storey boundary wall on the western side. Putting up a 2 storey wall on the actual boundary, with no setback (the sort of setback seen even in the complex at 54 Mac PI Nth,) next to an existing property that doesn’t already have a similar wall is not in any way common. You wouldn’t expect it to be since such a wall would severely impact on neighbouring properties. And as pointed out elsewhere, across this area of Carlton, buildings with no setback to the boundary are more often than not, one storey only.

It’s also completely inaccurate to describe 65 Elgin as a “vacant block”. The property is a commercial office with rear carpark. The open land at the rear has provided vehicle access to a variety of businesses on Elgin St frontage for over 150 years. Similarly, Salco at 72-76 Elgin St, which is a huge commercial site, shows no sign of wanting to use their space for major residential development, despite the fact that shirt manufacturing operations on the site ceased some time after 2000.

Although the use of 65 Elgin could change at some unspecified time in the future, the proposal relies on too many assumptions about the future potential uses for the rear of 65 Elgin Street and it places inappropriate limitations on future uses of the property.

For now, and for some time in the future, the open nature of the site means that there are major Macarthur Square visibility issues that need to be addressed, as required by VCAT P21/2022. See below:



The 10m wall in no way respects existing or preferred neighbourhood character. As nearby property owners, separated from the monolithic structure only by a “vacant block”, a 10m wall at the boundary severely impacts on our visual amenity.

7. WASTE MANAGEMENT

55.07-11 – WASTE AND RECYCLING OBJECTIVE

Includes:

Adequate facilities for bin washing. These areas should be adequately ventilated.

[5.4 of Tech Report 2]

Bin Cleaning

Contrary to requirements, there is no provision for a bin washing area. The 86% site coverage precludes any communal outdoor space for this. The applicants own documentation confirms this when listing the communal areas that are provided, none are outdoor and at ground floor level. The applicant’s plans do refer to a ‘service yard’ so it might not be clear that this area is actually the laundromat café’s courtyard.

The only option for residents to clean their bins appears to be to get onto the car lift with the bin to take it out onto Nicholls Lane (is using the car lift for this purpose safe?) There doesn’t appear to be access to a water hose out there.

Please comment – does the Council support using car lifts for this purpose and washing out bins in a public area.

8. NOISE IMPACTS

55.07-6 – NOISE IMPACTS OBJECTIVE

To contain noise sources in developments that may affect existing dwellings. To protect residents from external and internal noise sources.

*Noise sensitive rooms (such as living areas and **bedrooms**) should be located to avoid noise impacts from mechanical plants, **lifts**, building services, non-residential uses, car parking, communal areas and other dwellings.*

The car lift is still located adjacent to a bedroom on ground level and is beneath a bedroom on Level 1. Thereby contrary to 55.07-6 – NOISE IMPACTS OBJECTIVE

Internal noise sources don't appear to have ever been considered.

It's not possible to guarantee that the car lift, located adjacent to one bedroom and beneath another bedroom, won't be used very often or used overnight when apartment residents are trying to sleep.

9. CAR PARKING ACCESS

LANEWAY ACCESS DESIGN

Splays Clause 52.06-9

No splays have been provided based on assumptions about pedestrian numbers and where the pedestrians will walk (the centre of the laneway). Pedestrian numbers should include the fact that residents of the shop top flats are entitled to have unlimited numbers of visitors, including first time visitors not familiar with the laneway. The application, and any approval needs to acknowledge that the laneway is the only access point for three original, historic flats.

No consideration is given to the daily presence of postmen on motorcycles. Given that the mailboxes are along the northern wall, the postmen are unlikely to be driving in the centre of the laneway. Additionally, their attention will be focused on parking beside

each mail box. It's also the case that there is a regular turnover of postmen, so it can't be assumed that any current postman will be familiar with the situation and alert to possible safety issues.

Assumptions are made about the number of times cars will enter or exit the carpark. Since no limitations will be imposed, it's not reasonable to make such assumptions. It's entirely possible each car will make 2 trips during the day for work purposes and 2 trips at night for recreational purposes.

Based on these facts, the splay requirement should not be set aside.

OTHER CAR PARK ACCESS ISSUES:

*From: **Piccolo v Melbourne CC [2021] VCAT 1306 (3 November 2021)***

*25 Based on the submissions and the swept path diagrams that were tendered by the applicant, I am not persuaded that the parking and access arrangements for the proposal are acceptable. I agree with the Respondents that access to and from the site, as well as the **manoeuvrability within the basement** is problematic.*

*26 Firstly, all three basement car parking spaces require at least a **corrective manoeuvre** for either entry or exit from those spaces, and space 3 requires a corrective manoeuvre for both entry and exit. Spaces 1 and 2 require a corrective manoeuvre for either entry or exit, but not both.*

*27 Secondly, the entry, but particularly the exit movement for vehicles to and from the car lift and the laneway, are very constrained. Based on both the B85 and B99 vehicle, the swept path diagrams show very little, if any margin for error on the part of a driver in exiting the site. In addition, **extremely precise positioning on the car lift is required in order to perform the exit movement**. With both the B85 and B99 vehicle body path, any vehicle entering or exiting the site would be **within centimetres, if not millimetres, or even touch, fences and walls of other properties abutting the laneway**.*

*28 Furthermore, the clearance provided in the swept path diagram for both the B85 and B99 vehicle is **either touching or inside property boundaries of other sites adjoining the laneway**^[9].*

*29 Thirdly, from the swept path diagrams shown for the car parking spaces and the exit manoeuvres from the site, it appears that additional corrective manoeuvres would be required to properly position the vehicles on the car lift for what I described above as extremely precise positioning. **Such corrective manoeuvres have not been shown on any of the swept path diagrams**.*

*30 In the images in the material tendered by the applicant and extracted above and below, it can be seen that the **clearance envelope shown in dotted lines is in different locations** which demonstrates to me that there is a corrective manoeuvre required to position a vehicle as shown in the image above, but not shown.*

32 In addition, my concerns with safe and efficient and easy use of car parking facilities is only heightened by the number of corrective manoeuvres required within the site, which I find does not achieve the purpose of easy and efficient use of proposed car parking spaces.

33 On this basis, I find that the **proposal results in an unacceptable traffic and car parking outcome and no permit should issue based on this alone**.

The issues identified by VCAT P22/2021 are still present.

CORRECTIVE MANOEUVRES

The developer's response to VCAT P22/2021 26, which determined that one corrective manoeuvre per car space car is not acceptable [From: TP-2022-229-4] :

*As noted above, this amended proposal seeks to address concerns raised by VCAT, which primarily included **multiple** corrective manoeuvres to **each** car space, and minimal clearances to the laneway during entry and exit.*

*the amended design provides for improved access to the basement car spaces, with all accessible with a single manoeuvre entry and a **single correction on exit**.*

VCAT 26 doesn't imply that the corrective manoeuvres for every space are 'multiple' and it does not suggest that getting the required manoeuvres down to one each will solve the problem.

26 "Spaces 1 and 2 require a corrective manoeuvre for either entry or exit, but not both."

ie. VCAT objected to the single manoeuvre required for two of the spaces.

The modified access arrangement includes a larger car lift, set on an angle to ease access to and from Nicholls Place and allow a more favourable position when entering and exiting the basement.

Positioning on the car lift is still very tight, with clearance lines going past the lift guard rails, in some instances even touching the car lift walls (see purple ovals in the document Swept Paths Annotated Pt 2 of 2). B85 entry onto the lift from the laneway is shown with a very irregular dashed swept path line on the western side, indicating corrections are required even to achieve this positioning. Corrective manoeuvres to keep the clearance envelope off the guard rail/wall are not shown. So B85 correction on entry is still occurring, contradicting the statement above.

The lack of such corrective manoeuvres is commented on at 29:

29 *Thirdly, from the swept path diagrams shown for the car parking spaces and the exit manoeuvres from the site, it appears that additional corrective manoeuvres would be required to properly position the vehicles on the car lift for what I described above as extremely precise positioning. **Such corrective manoeuvres have not been shown on any of the swept path diagrams.***

ENTRY AND EXIT SWEPT PATHS

The corrective manoeuvres issue is also relevant to the laneway swept paths:

30 In the images in the material tendered by the applicant and extracted above and below, it can be seen that the **clearance envelope shown in dotted lines is in different locations** which demonstrates to me that there is a corrective manoeuvre required to position a vehicle as shown in the image above, but not shown.

This is still the case. Even though the laneway is straight, the clearance envelope appears in different locations along the walls/boundaries of the northern flats.

TOUCHING OR ENCROACHMENT INTO OTHER PROPERTIES

VCAT P22/2021 did determine that encroachment is not the only issue, even clearance envelopes that touch other properties are unacceptable.

28 Furthermore, the clearance provided in the swept path diagram for both the B85 and B99 vehicle is **either touching or inside property boundaries of other sites adjoining the laneway**^[9].

DEVELOPER'S RESPONSE

*This arrangement results in **additional** clearances when manoeuvring to and from the laneway for a B99 design vehicle, and **almost** eliminates any clearance encroachments for a B85 vehicle, resulting in improved accessibility.*

'Additional' clearances for B99 and 'almost eliminates' is not a situation where the touching/encroachment problem has been eliminated altogether.

*The B99, which represents a conservatively long passenger car, may enter the site with no less than 270mm clearance, and exit the site while retaining no less than 180mm clearance to any fixed objects (including bins and letterboxes). The B85 vehicle will have no clearance encroachments on entry, and retain no less than 270mm clearance to the same objects on exit, **in accordance with the requirements of the Australian Standard.***

The Australian Standard requires 300mm clearance, so the requirements have not been met.

This 300mm is not negotiable and it takes into account not just the driver maneuvering skill the developer refers to elsewhere, but also issues such as protruding car mirrors, overhang at the front and back and the fact that sitting in the car can make it difficult to judge the front and back of the car.

Furthermore, even if the 300mm minimum was met, the minimum doesn't anticipate that a vehicle is sweeping within centimetres of resident front doors.

Not meeting the Standard minimum also means that drivers will need to perform corrective manoeuvres to avoid the north western wall and the walls relevant to entering the lift. Unpredictable driver manoeuvres will only add to the safety issues in the laneway.

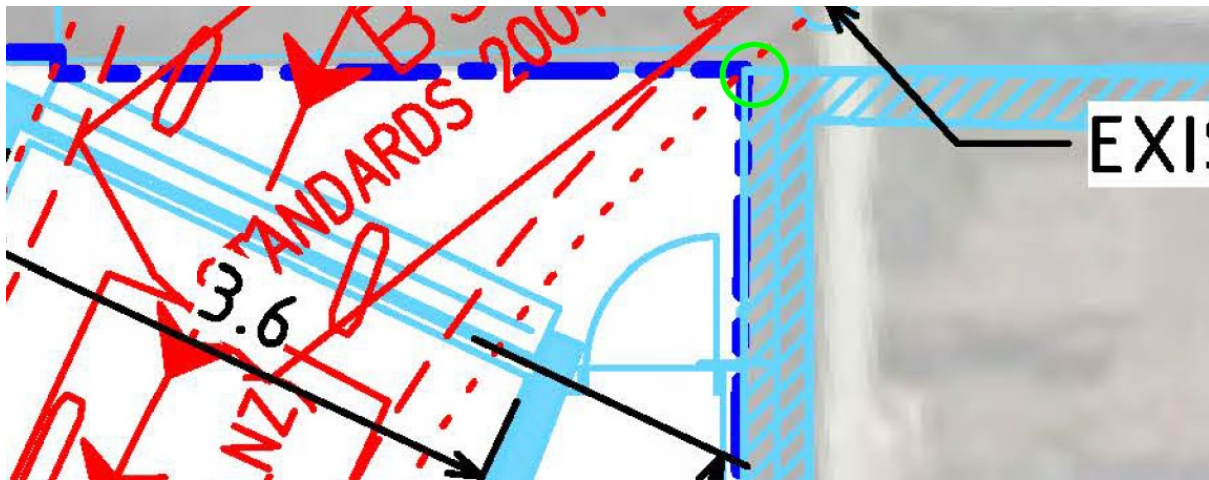
The unacceptable B99 180mm / 120mm exit encroachment occurring over the property of no.4 Macarthur PI Nth is not mentioned in the response (the property is not an

'object'), even though it is documented in the developer's swept paths. You would expect that it would be unusual for a car access plan, that basically relies on encroachment into an objecting neighbor's property, to be approved.

There is also a 225mm / 75mm encroachment on the northern wall on exit, which is also in the developer's diagrams, but not in his summarizing paragraph above.

An entry encroachment to the No.4 property is also present, although not obvious unless the diagram is enlarged.

The clearance dots go over the western property boundary indicating that the VCAT identified issue of precise manoeuvring onto the car lift has not been satisfactorily resolved.



The Swept Paths in the Pt 2 document *DF_IC Pt 2 of 2 Swept Paths Annotated* have been annotated with purple ovals to indicate **additional issues** where the clearance envelope either runs over or abuts a wall or boundary.

In the latest Swept Path Diagrams, B99 and even B85, the clearance envelope still cross over into the land or even the walls of other properties.

The swept diagrams indicate that the basement parking is not practicable. There are a number of significant encroachments involving car access / egress to / from the site and basement manoeuvring, summarized by including the following:

- For B99 vehicles on exit from the car lift, there is a 75mm clearance encroachment on the wall of properties to the north.
- There is a 120mm clearance encroachment over the property of 4 Mac PI Nth for B99 vehicles on exit from the car lift
- There is a 30mm encroachment for B99 vehicles entering the car lift.

For other issues, including those listed below, see *DF_IC Pt 2 of 2 Swept Paths Annotated* where purple ovals have been used to indicate abutting/encroachments.

New B99 laneway swept paths

Entrance clearance dots appear over, or directly abutting, the land and/or walls of 63 Elgin, 61 Elgin, 59 Elgin, 55 Elgin and no.4 Mac PI Nth.

Exit clearance dots are similar, affecting all the properties listed above as well as the western edge of the car lift.

New B85 laneway swept paths

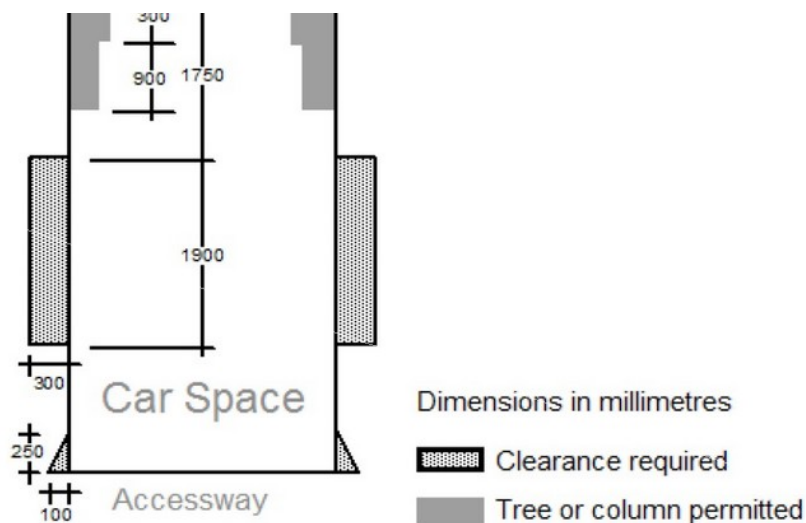
The same properties listed above are impacted in both Entrance and Exit diagrams.

See *DF_IC Pt 2 of 2 Swept Paths Annotated* for indications of where the issues are still occurring.

B85 Basement swept paths

The Car Space 1 Entry - clearance envelope touches the basement stairs. This would indicate that Clause 52-06-9 is relevant and the requirement has not been met.

A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required'



[View image in full screen](#)

Car Space 1 Exit - clearance envelope touches/encroaches on the residents lift wall in two places

Car Space 2 Entry - clearance dots appear beyond the car lift wall/barrier.

- Clearance envelope for space 2 encroaches on the boundary of adjoining car space (Car Space 1)

Car Space 2 Exit - clearance envelope touches/encroaches the side of the vehicle in Space 3 (and the encroachment would be worse with the wider B99 vehicle).

- The basement turn encroaches on the wall of the resident lift.

Car Space 3 Entry – issues at the western property boundary on entrance into the lift, also the car lift barrier/wall.

- encroaching on the Space 3 car space and the clearance envelope is touching the eastern wall.

Car Space 3 Exit – clearance encroaches into the blue eastern wall and it encroaches on Car Space 2.

- Encroaches the resident's lift wall and touches the car lift barrier/wall

B99 carlift / basement swept paths

Although B99 basement swept paths are not required under the guidelines, the tightness of the situation for B85 indicates B99 vehicles will require multiple manoeuvres within the basement, delaying car lift access for the other car spaces.

In general, it is significant that the developer himself confirms the last VCAT determination that the 3.5m laneway does not provide a 'practical' or 'acceptable' site for maneuvering cars into basement car parks:

It is noted that these clearance encroachments are solely a function of the site's limited frontage to Nicholls Lane and the width of Nicholls Lane itself, rather than being attributable to car lift or internal access design.

In addition to identifying issues with how practical and acceptable the proposal is, VCAT P22/21 did express concerns about safety and efficiency in the laneway:

31 On the basis of the entry and exit movements being extremely constrained, I would disallow the application for review. I am not persuaded that this outcome results in safe and efficient use of the laneway which means the objective of clause 52.06 set out above has not been met.

The current proposal continues to involve issues around the safe use of the laneway.

EFFECT ON LANEWAY USERS.

POSTAL DELIVERY

As discussed above, these vehicle swept paths pose a risk to postmen making deliveries to mail boxes along the northern wall. The swept paths absolutely rely on cars hugging the northern wall, the same wall that the postman will be following.

RESIDENTS, VISITORS, BICYCLES, CHILDREN AND PETS

The swept paths create unacceptable safety issues to residents using their only residence access point. The safety issue also applies to their visitors. Anyone leaving these residences risks finding themselves within centimetres of an oncoming vehicle. The situation is worse if they are wheeling out a bicycle (the bicycles that are encouraged by the Council). Children and pets are particularly at risk and would need to be tightly restrained. It's not at all uncommon for small children to escape restraint. This is why pool fences were introduced.

It is standard practice for cars to drive down the middle of laneways. Visitors and postmen intending to access the shop top flats will be on the northern side of the laneway and will not be expecting cars on such an extreme northern path.

Common sense indicates that vehicles moving closely past residence doors are a safety hazard and a potential liability issue. Perhaps because what is being proposed

for the laneway is so unusual, the only vehicle / pedestrian guidelines we have been able to find are in the context of workplace safety. However the same principles should apply:

Keeping people and vehicles apart

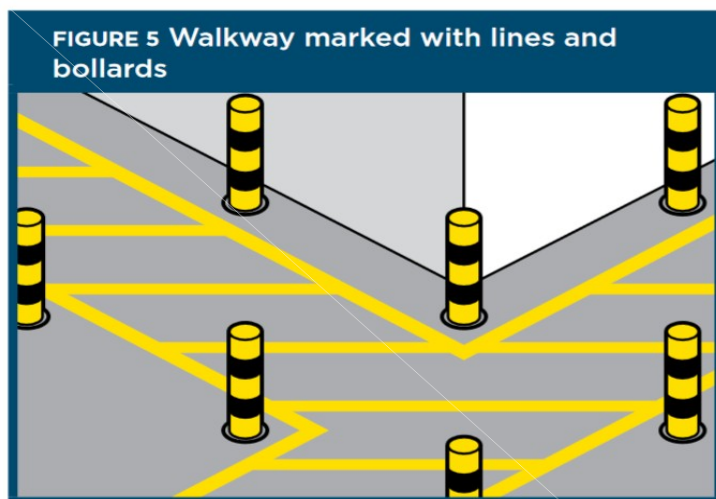
<https://www.safeworkaustralia.gov.au/system/files/documents/1703/traffic-management-general-guide.pdf>

The best way to protect pedestrians is to make sure people and vehicles cannot interact.

This can be achieved by not allowing vehicles in pedestrian spaces or not allowing pedestrians in vehicle operating areas.

If people and vehicles cannot be separated you should consider using:

- *barriers [etc] or*
- *separate, clearly marked footpaths or walkways e.g. using lines painted on the ground or different coloured surfacing*



The developer refers to the mitigating contribution of slow speeds. Slow speeds are taken for granted in workplace settings and yet the above set up is considered necessary. The developer also has no way of guaranteeing how fast cars will drive, particularly when in a hurry.

Additional information from a UK site:

<https://www.hse.gov.uk/workplacetransport/separating.htm>

2.2 Pedestrians and cyclists

A driver, pedestrian or cyclist needs enough time to react successfully if they meet one another (for example, where there is limited visibility or where other noise might mask the approach of a vehicle).

*Wherever it is reasonable to do so, you should provide separate routes or pavements for pedestrians to keep them away from vehicles. The most effective way to do this is to **separate pedestrian from vehicle activity**, by making routes entirely separate. Where possible, pedestrian traffic routes should represent the paths people would **naturally follow** (often known as 'desire lines'), to encourage people to stay on them.*

Unfortunately the 'desire line' in Nicholls Lane is the northern wall.

By law, traffic routes must also keep vehicle routes *far enough away from doors* or gates that pedestrians use, or from pedestrian routes that lead on to them, so the safety of pedestrians is not threatened.

Surely Australia also has such a common sense safety law?

To achieve this basic, critical safety measure, a marked pedestrian walkway in the lane would need to be at least 1m wide. Since the swept path diagrams don't allow for any setback at all from residence doorways, the swept paths cannot be assessed as "safe".

REMOVALIST TRUCKS

Equitable access to the lane requires that shop top residents and the 63 Elgin business are absolutely entitled to have a removalist / delivery truck parked in the laneway when moving into or out of premises or when having new furniture and appliances delivered. This has been established practice for over 100 years and the practice should not be impinged upon because a shared utility lane is to be redesignated as a driveway for a new apartment building. The long-established practice for vehicles in utility lanes is that use is shared and use is **rare**.

MORE THAN ONE CAR IN THE LANEWAY

If a car drives into the laneway as far as the lift only to find that another car is exiting the lift, that car will need to reverse out of the lane and back onto Canning St, crossing a bike path in the process. This manoeuvre cannot be considered safe and acceptable for the context. It's also not clear where exactly the car will wait, particularly if there are cars already filling up the road lane, waiting for lights to change.

IN SUMMARY

I object to the inappropriate bulk which will impact on my visual amenity, that of other neighbours and Macarthur Square as a whole. The minimal changes introduced by the applicant do not mitigate the substantial impact.

Other issues still present include, waste facilities, noise and potential excavation damage.

Car parking arrangements continue to create safety risks for residents, visitors and workers in the lane, as well as risk to cyclists in the Canning St bike lane.

Piccolo v Melbourne CC [2021] VCAT 1306 (3 November 2021) identified a number of issues that needed to be resolved before approval could be considered. Several key conditions listed in the VCAT Decision have not been met.

Car park access

The latest swept paths still cross and/or touch other properties creating risk for both property and pedestrians. VCAT P22/2021 determined:

33 On this basis, I find that the proposal results in an unacceptable traffic and car parking outcome and no permit should issue based on this alone.

Visibility

To address visibility from Canning St and from within Macarthur Square, three conditions were listed as needing to be met before a permit could be issued.

64 “Had I not determined the proposal to be unacceptable for other reasons, I would have included **conditions to make such changes.**”

Two appear to have been met but the third one – lowering floor heights – has not been met.

Included in the VCAT visibility assessment was the requirement that the applicant submit evidence of reduced visibility from several vantage points to the east including “**sections of Canning Street and also within Macarthur Place North**”.

The single photo montage from Canning St has not provided views from ‘sections’, including the Canning St view of Nicholls Lane which was listed as an issue by the Heritage Advisor. The single photo montage of the view while standing beside a car parked at the edge of the Square does not adequately demonstrate the views from ‘within’ the Square, which was identified by P1497/2018 as being raised above road level and relevant to the visibility issue that was discussed at that hearing. The VCAT member specifically disagreed with the Applicant position that the view from within the Square ‘is not a relevant consideration’.

I believe the Council should not approve the latest proposal.

Privacy acknowledgement: *

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

Name: *

Adriano Zarosinski

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 4 April 2023

Agenda item title: *

Agenda Item 6.2 – 6–10 MacArthur Place North, Carlton (TP–2022–229)

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



[20230404_com_let_fmc_meeting.pdf](#) 53.63 KB · PDF

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

No

Future Melbourne Committee

City of Melbourne
9-120 Swanston Street
MELBOURNE VIC 3000

via email: com.meetings@melbourne.vic.gov.au

4 April 2023

Dear Lord Mayor, Deputy Lord Mayor, and Councillors

Future Melbourne Committee – 4 April 2023**Agenda Item 6.2 – 6-10 MacArthur Place North, Carlton (TP-2022-229)****Partial demolition, external alterations, and buildings and works to construct three dwellings on a lot**

Tract Consultants acts on behalf of John Piccolo in relation to the above matter which is due to be considered by the Future Melbourne Committee (FMC) at the upcoming meeting on 4 April 2023.

On behalf of our client, we thank City of Melbourne's planning officers for their diligence throughout the planning process and their facilitation addressing feedback from internal referrals (including heritage, urban design, traffic, civil design, ESD) and with respect to external submissions.

The Proposal

The proposal seeks partial demolition of and alterations to a 'contributory' building, and buildings and works to construct three dwellings on a lot. The majority of buildings and works are proposed behind the front two rooms in depth and comprise three storeys and a rooftop terrace. A basement carpark providing three car parking spaces (one per dwelling) is also proposed, with access provided via car lift from Nicholls Lane.

This is the third planning application for the site, with the previous two considered by the Victorian Civil and Administrative Tribunal (VCAT) (Ref: P1497/2018; P22/2021).

Previous Decision

In P22/2021, the permit applicant submitted an application for review pursuant to s 79 of the *Planning and Environment Act 1987* for failure to grant a permit within the prescribed time. Following the application for review being lodged, Council formed the view that the application warranted support and made submissions to this effect at the hearing.

Notwithstanding, the Tribunal found that no permit should issue based on car parking and access arrangements which, in the Tribunal's view, could not be addressed via conditions. The Tribunal noted that all other items – relating to building bulk and overlooking – could have been addressed by conditions. The current application has specifically been designed to address all items raised by the Tribunal (both in terms of car parking and access and the built form matters raised).

Architectural Response

Designed by DP Toscano Architects, the proposal represents a considered response to the heritage context of the subject site and the existing and emerging residential character along MacArthur Place North. The proposed upper-storey addition is set back 11-metres behind the heritage façade, retaining the existing six chimneys and roof form. Architectural detailing of new buildings is clearly distinct, but complementary to, the contributory building. Proportionality of windows, building detailing, and materiality makes contemporary reference to that of the heritage fabric while lending to visual interest and articulation of massing.

The architectural response is consistent with that previously considered by Council, however incorporates variations as necessary to address those matters raised by the Tribunal. Setbacks have been increased from

the eastern boundary by a metre at Level 2 to reduce visibility of the addition from vantage points along MacArthur Place North and Canning Street. The northern (rear) setback has also been increased by 1.92 metres to reduce perceived impacts of the addition on the SPOS of 4 MacArthur Place North. Opportunities for overlooking have been mitigated in accordance with the objective and standards of Clause 55.04-6, and diagrams have been provided with the application to demonstrate as such. Car parking and access is discussed further below.

Car parking and access

As outlined in Council's planning department's report to the FMC, the primary reason for the Tribunal's refusal of the previous application was based on car parking and access. In particular, the Tribunal expressed concern with regard to the number of corrective manoeuvres required in order to access the proposed basement car parking spaces. In refinement of the design for the current application, the car lift has been increased in width and set on an angle to Nicholls Lane (the previous scheme had the car lift perpendicular to the laneway). This amendment to the design allows for entry into the car parking spaces to be achieved with a single manoeuvre and a single correction on exit. These arrangements have been designed in consultation with experienced traffic engineers and are supported by the planning department.

Report to the Future Melbourne Committee

We have reviewed the Report to the FMC prepared for the proposal (Agenda item 6.2) and agree with the comprehensive and considered assessment provided in the delegate report. We commend the officer for the quality and detail of this report.

We also confirm that our client is happy to accept the conditions as recommended by Council's planning officer. However, there is a Permit Note (p. 39 of 61) which we believe may have been included in error:

'Council will not change the on-street parking restrictions to accommodate the access, servicing, delivery or parking needs of this development as the restrictions are designed to cater for a number of other competing demands and access requirements. As this development increases the residential density of the property, the residents who will occupy this development will not be eligible to receive 'Area 4B resident parking permits' and will not be exempt from any on-street parking restrictions.'

The proposal does not increase the residential density of the property (three dwellings in place of three dwellings) and residents of the development should be eligible for car parking permits.

Conclusion

The proposal before the FMC is of a high architectural quality that has been consciously designed in response to the relevant provisions of the Planning Policy Framework, General Residential Zone – Schedule 1, and Heritage Overlay, of the *Melbourne Planning Scheme*. The proposal represents a site responsive design that addresses the matters raised by the Tribunal in P22/2021. It would be an appropriate addition to the MacArthur Place North streetscape.

Given the above, we respectfully request that FMC supports the planning officer recommendation and resolves to approve the proposal subject to the conditions outlined in the delegate report.

Yours sincerely



Daniel Soussan
Senior Principal Town Planner
Tract



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

Name: * Katie Roberts

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: * Carlton Heritage Review

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

Alternatively you may attach your written submission by uploading your file here:  [submission_to_future_melbourne_committee_on_4_april_2023.pdf](#)
430.50 KB · PDF

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

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

Submission to Future Melbourne Committee 4 April 2023

Agenda item: 6.3 Carlton Heritage Review

Submission from Katie Roberts-Hull, Carlton Resident

Key points

- Heritage protections are limiting housing options and development in Carlton
- The proposed protection of the Cardigan Street car park shows that heritage has gone too far
- The council cannot even keep track of the huge heritage list, listing 47-49 Canning Street by mistake

Submission introduction

Infrastructure Victoria has just released [a report](#) which shows that Melbourne has far too much unsustainable, expensive sprawl because our inner and middle suburbs are not building enough housing. Carlton is the perfect place to allow more development because of our access to the CBD, public transport, parks, and all kinds of local amenities. But much of Carlton is under a heritage overlay which significantly limits development. Even areas like Drummond Street which have mixed-use zoning cannot develop because of heritage restrictions in the heritage policy or in the design and development overlays. We need to better consider the economic and sustainability impacts of expanding heritage protections.

Objection to the Cardigan Street Carpark heritage protection

The Carlton Heritage Review proposes to add a large car park to heritage protections, and I believe this is symbolic of how heritage has gone too far. The community has no interest in protecting the carpark – the protection is purely driven by the external private consultants hired to conduct the Carlton Heritage Review. The potential benefit of protecting the carpark is for a small number of architecture enthusiasts, but this is outweighed by the harm caused to the community.

Protecting a carpark is like protecting a cigarette factory. It creates more pollution in the area, obviously more traffic, and is a symbol of car dependency in a suburb where you don't really need a car at all.

The opportunity cost for the huge well-located site is immense. The carpark was originally for the hospital across the street, but that hospital has now been demolished and replaced. The Melbourne Connect buildings show the potential of what the carpark site could be used for. My daughter's daycare, for example, is located on the former site of the demolished hospital. I'm grateful the hospital did not have any heritage protection and was allowed to be replaced by a development that has enhanced our community.

In the future, the carpark owners may want to replace it with something else. A heritage designation will make replacing the carpark pretty much impossible. But heritage policies also severely restrict options to adapt and reuse buildings like this. Any future change in use will be much easier without heritage protection.

Neither the City of Melbourne nor the Planning Panel have looked closely at the potential negative economic and sustainability effects of protecting such a site. This lack of analysis is obvious when compared to the proposed amendment [C376: Sustainable Building Design](#) which has a 289-page Economic Feasibility Test. There is nothing like this for the Carlton Heritage Review amendment.

The bottom line is: Adding heritage protections for a large carpark in Carlton would be a mistake that would negatively impact the community.

Concern about the 47-49 Canning Street error

There are so many heritage protections in Carlton that the council cannot even keep track of them accurately. There are [48 pages of tables](#) listing all of the heritage properties in Carlton. It is not surprising then that 47-49 Canning Street in Carlton was erroneously listed as 'contributory' during *Amendment C396: Finalisation of the Heritage Places Inventory*. This error was not picked up in the Carlton Heritage Review, so it is still listed as contributory in error.

47-49 Canning Street is clearly meant to be 'not contributory' because it was 'not contributory' in the [2016 Macarthur Square Heritage Study](#) and there was not been a single sentence written about the property's heritage merit in Amendment C396 or in the Carlton Heritage Review. The property is not listed in the '[Sites included in amendment C405 table](#)'. There is no evidence to back up the heritage status, and there has been no public exhibition of any change for the site – because it was just an error.

Another reason it is clear that the heritage status is an error is that there are many other houses in the same style, from the same period, that are 'not contributory'. *See the next page for a few examples in Carlton.*

Lastly, this error is concerning as ratepayer because 47-49 Canning Street is about to be divested by the council and sold privately. Real estate agents estimate [hundreds of thousands of dollars of property value loss](#) when heritage protections are added to a property. This is money that the council will be losing out on in the sale of this property – just because of an error.

I submitted this error to the council and to the Planning Panel, but neither have responded to this query. The error should be corrected and 47-49 Canning should be accurately listed as 'non-contributory' in the Carlton Heritage Review.

Conclusion

Heritage has a lot of value, especially in Carlton. But there are many other considerations that are not being properly weighed when expanding heritage protections to new sites. Heritage protections reduce our ability to adapt and grow the city as our population changes, so these listings should only be used for the most important properties in Carlton. The proposal to add the Cardigan carpark without proper analysis of economic and sustainability impact shows a disregard for the best interests of current and future Carlton residents.

Our streets are not museums.

Similar-style 'non-contributory' homes near 47-49 Canning Street

89-91 Kay Street



12-16 Palmerston Street



142-144 Canning Street

136-138 Station Street

47-49 Canning Street



If these four are not 'contributory' why would 47-49 Canning Street be?

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Einar Dan Schlossberg
Email address: *	[REDACTED]
Phone number *	[REDACTED]
Date of meeting: *	Tuesday 4 April 2023
Agenda item title: *	Item 6.3 Carlton Heritage Review
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	Using heritage laws to protect a giant carpark is absurd. Imagine the houses, parks and shops that could be built there. Heritage listing a carpark is a good way to show to our future generations that we valued a gigantic ugly cave for cars over houses, shops, parks, schools and other buildings that could actually serve of some use in fostering a community.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	Yes
If yes, please indicate if you would like to make your submission in person, or via a virtual link (Zoom) to the meeting. Please note, physical attendance will be limited in accordance with City of Melbourne security protocols and COVID-safe plans and be allocated on a first registered, first served basis. *	I wish to make by submission via Zoom

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

*

Name: * Matthew Seymour

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: Item 6.3 Carlton Heritage Review

*

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

Heritage listing a car park is absurd. Carlton should be a living, breathing place to live – not an ossified, zombified open air museum to days gone by. Heritage is important, but it needs to be woven into a forward thinking vision for the future of the community (including supporting Melbourne’s ongoing and inexorable growth). Listing this car park will serve as an albatross around the neck of this community, and will tell the world that Carlton and the City of Melbourne are more concerned about the cars of the past than the people of the future.

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

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Daniel Mead
Email address: *	[REDACTED]
Phone number *	[REDACTED]
Date of meeting: *	Tuesday 4 April 2023
Agenda item title: *	6.3 Carlton Heritage Review
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	I am absolutely astounded that in a city with a chronic shortage of affordable housing and a commitment to addressing climate change Council are considering a heritage for the Royal Women's Hospital Car Park. It is an eye sore and offers nothing to the neighborhood but encouraging more driving. I would support it being knocked down and replaced with just about anything.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

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

*

Name: * Tristan Layton

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: * 6.3 Carlton Heritage Review and Punt Road Oval Heritage Review – Melbourne Planning Scheme Amendment C405 (Panel Report and Final Adoption) (Part 1 of 4)

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 a resident in North Melbourne and study at the University of Melbourne. I am 25 years old. Rents are skyrocketing and I have finally come to accept that I will never be able to afford a home in the City of Melbourne, a municipality that I love, because of the dire shortage of housing.

The Cardigan Street car park is a classic example of overzealous heritage advocates and architects prioritising amorphous needs of "amenity" and "character" over the tangible concerns of young people like me – housing. I want to live in this municipality. I would love to live in that part of Carlton, in proximity to several high capacity transport routes, bike lanes, and Lygon Street. There is simply not enough housing available because we are putting the needs of "character" above my generation's need to have a home to live in.

To all who may be inclined to support this listing, I would ask – is this the best use of valuable inner city real estate? An objectively hideous car park in an area where parking should not be encouraged in the first place? And is this more important to you than ensuring that future generations will be able to share in the beauty that is the City of Melbourne? A heritage listing would effectively freeze this structure in amber for all eternity whilst people like me are being priced out of the area and sent to growth corridors with no infrastructure and no public services. Is this the future you want?

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

No

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

*

Name: * John Cunningham

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: Item 6.3 Carlton Heritage Review

*

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

To the Future Melbourne Committee,

I am writing to express my opposition to the proposal to grant heritage protection to the Royal Women's Hospital Carpark at 96 Grattan Street, Carlton. Though I am a lover of brutalist architecture, I do not believe that this carpark deserves such a status, for the following reasons:

– The carpark is not a significant or compelling example of brutalist architecture. It is a generic and uninspired concrete structure that lacks the aesthetic qualities and design features that characterise more notable brutalist structures in Melbourne, such as the underground car park at the University of Melbourne. It does not reflect any historical or cultural value that would warrant its preservation.

– The carpark does not significantly contribute to community amenity. It occupies a large and prime site in the heart of Carlton, which could be better used for other purposes that would benefit the local residents and visitors. The carpark is under-utilised, it does not provide public space, greenery, or facilities that enhance the urban environment.

– The carpark is environmentally unsustainable and socially irresponsible. It encourages car-dependency and contributes to traffic congestion and air pollution in the area. It also represents a missed opportunity to address the dire shortage of affordable housing in Carlton, which is one of the most expensive and gentrified suburbs in Melbourne. The site could be redeveloped into a mixed-use project that would include affordable housing units, as well as commercial and community spaces that would support local businesses and services.

For these reasons, I urge the Future Melbourne Committee to reject the proposal to grant a heritage listing to the Royal Women's Hospital Carpark at 96 Grattan Street, Carlton. Instead, I urge the committee to consider alternative options for the site that would align with the vision and goals of the Future Melbourne 2026 plan, which aims to make Melbourne a more liveable, inclusive, and sustainable city.

Thank you for your attention and consideration.

Sincerely,

John Cunningham

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

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Jacob Flanagan
Email address: *	[REDACTED]
Phone number *	[REDACTED]
Date of meeting: *	Tuesday 11 April 2023
Agenda item title: *	Item 6.3 Carlton Heritage Review
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	<p>Please do NOT make a car park be considered "heritage".</p> <p>If you want a city that is easy to get round, safe, has clean air, and has affordable housing, we need FEWER carparks, not more.</p> <p>Even if you don't agree with the above statement, please don't make an unsightly building be considered heritage. There are genuine heritage buildings – this isn't one of them</p> <p>For the sake of future generations, please do not make a carpark considered heritage. Thank you.</p>
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Perry Fraser
Email address: *	[REDACTED]
Phone number *	[REDACTED]
Date of meeting: *	Monday 13 February 2023
Agenda item title: *	6.3 Carlton Heritage Review and Punt Road Oval Heritage Review – Melbourne Planning Scheme Amendment C405 (Panel Report and Final Adoption)
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u>	Royal Women’s Hospital Carpark, 96 Grattan Street, Carlton (HO1391)
Submissions will not be accepted after 10am.	This carpark is not only ugly, but blocking development in it's space is of serious threat to future sustainability of the area. Photos of this carpark should be taken and shown to people of what not to build, not to protect it using heratage. It highlights a complete mockery of heratage, why not make road asphalt heratage at this point? It's certainly more attractive and distinct than this building.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Joseph Moloney
Email address: *	[REDACTED]
Phone number *	[REDACTED]
Date of meeting: *	Tuesday 4 April 2023
Agenda item title: *	Royal Women's Hospital Carpark
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	This carpark should not be granted heritage protections. A carpark is a terribly inefficient use of such well-located land. We have a shortage of affordable, medium-density housing in desirable inner-city locations. If this is not a prime opportunity to help fix that I don't know what is.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

Privacy acknowledgement: *

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

Name: *

Dylan Heywood

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 4 April 2023

Agenda item title: *

6.3 Carlton Heritage Review

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

PLEASE do not heritage list a brutalist car park. The meeting would be contributing to urban blight and permanently disfiguring valuable space which needs to be improved during a housing crisis.

Submissions will not be accepted after 10am.

it is an environmentally unsustainable structure and actively detracts from urban amenity.

Dylan

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

No

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

*

Name: * Nick Epstein

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: 6.3 Carlton Heritage Review

*

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

I am writing to express my opposition to the proposal to grant heritage protection to the Royal Women's Hospital Carpark at 96 Grattan Street, Carlton. Though I am a lover of brutalist architecture, I do not believe that this carpark deserves such a status, for the following reasons:

- The carpark is not a significant or compelling example of brutalist architecture. It is a generic and uninspired concrete structure that lacks the aesthetic qualities and design features that characterise more notable brutalist structures in Melbourne, such as the underground car park at the University of Melbourne. It does not reflect any historical or cultural value that would warrant its preservation.
- The carpark does not significantly contribute to community amenity. It occupies a large and prime site in the heart of Carlton, which could be better used for other purposes that would benefit the local residents and visitors. The carpark is under-utilised, it does not provide any public space, greenery, or facilities that enhance the urban environment.
- The carpark is environmentally unsustainable and socially irresponsible. It encourages car-dependency and contributes to traffic congestion and air pollution in the area. It also represents a missed opportunity to address the dire shortage of affordable housing in Carlton, which is one of the most expensive and gentrified suburbs in Melbourne. The site could be redeveloped into a mixed-use project that would include affordable housing units, as well as commercial and community spaces that would support local businesses and services.

For these reasons, I urge the Future Melbourne Committee to reject the proposal to grant heritage protection to the Royal Women's Hospital Carpark at 96 Grattan Street, Carlton. Instead, I urge the committee to consider alternative options for the site that would align with the vision and goals of the Future Melbourne 2026 plan, which aims to make Melbourne a more liveable, inclusive, and sustainable city.

Thank you for your attention and consideration.

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

Privacy acknowledgement: *

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

Name: *

Brad Peters

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Monday 3 April 2023

Your question

Is the proposal to give heritage protection to the car park at the Royal Women's Hospital someone's idea of a joke?

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

*

Name: * Evan Mulholland MP

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

[REDACTED]

Agenda item title: Item 6.3

*

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.

Applying a heritage overlay to the “brutalist” style carpark on the corner of Grattan and Cardigan streets in Carlton would be a seriously flawed decision

There is the saying that one man’s trash is another man’s treasure. But why we would want to heritage list a museum to parked cars is beyond me.

Why heritage list a seven-storey pile of concrete?

We are in the middle of a housing crisis, where thousands of young Victorians are desperate for a slice of the great Australian dream in locations they want to live.

The effect of this decision in reality is to send young Victorians and migrant families packing to growth areas where infrastructure, access to healthcare and education are a decade behind growth.

There are a generation of young Victorians who will judge this decision with despair.

I urge City of Melbourne against heritage listing of this carpark.

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

Privacy acknowledgement: *

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

Name: *

Joe Molloy

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 4 April 2023

Agenda item title: *

Item 6.3 Carlton Heritage Review

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

The idea of putting heritage protection on a carpark during a housing and climate crisis sounds like a skit from Utopia.

Submissions will not be accepted after 10am.

Any carpark, Brutalist or not, should not be given any form of protection. Are we not trying to minimise the use of cars and develop the city with the future in mind?

And if we don't have as many cars in the Carlton of the future what use will a protected carpark be?

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

No

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

*

Name: * Fergus McKinnon

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: Item 6.3 Carlton Heritage Review

*

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

To the Future Melbourne Committee.

I am writing to express my opposition to the heritage listing of multiple buildings. The most egregious being the Royal Women's Hospital Carpark (HO1391).

While there are some heritage listings I might agree with, 90% of them are detrimental to the quality of life of people in Melbourne.

Each building that is heritage listed makes the rental crisis a little bit worse by making it harder for new dwellings to be built.

Instead of an old carpark we could have an apartment building that would allow 80+ people to live in a wonderful location with great access to jobs and public transport.

Heritage listing takes away this possibility and shackles us in place.

Each heritage listing makes rents a little bit more expensive and pushes some people a little bit closer to homelessness.

Each poorly insulated building listed makes it harder for us to reduce our emissions to avoid the negative impacts of climate change.

Carlton is a great place and each heritage-listing means that less people can enjoy this area. Without change and adaptation, hundreds (if not thousands) of people will be forced to live in places with less public transport and less access to jobs, public parks, shops and entertainment.

I ask the committee to consider and acknowledge the detrimental impact these heritage listing will have on housing affordability, the quality of people's lives and our ability to reduce the impact of climate change.

I ask the committee to consider what is more important.

Addressing climate change or retaining a carpark that 99% of people don't care about?

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

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

*

Name: * Ben Martin

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: 6.3 Carlton Heritage Review

*

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

The heritage listing of the Cardigan House Carpark is an idea so ridiculous that it feels absurd to be pointing it out. Heritage listing should be reserved for those buildings that not only reflect the characteristics of the neighbourhood that it once had, but for preserving the history that we use to mould the shape of the future. If you'd like to preserve features of brutalism as a monument to the movement, there are certainly other better examples present elsewhere. The large underground parking facility in the University of Melbourne immediately comes to mind when I think of examples of brutalist architecture in the area, and it is much more worthy of preservation than the carpark at Cardigan House.

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

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

*

Name: * Adam Musa

Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Monday 4 April 2022

Agenda item title: 6.3 Carlton Heritage Review

*

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

While preserving historical sites and structures is important, overly restrictive heritage listing can limit the potential for new development and exacerbate the housing crisis. This can lead to increased property prices and a lack of affordable housing, which can further marginalize vulnerable populations such as the homeless. Additionally, heritage listing can stifle innovation and progress, hindering the growth of a city and limiting its ability to adapt to changing needs and demands. Ultimately, while heritage preservation is important, it should be balanced with the need for affordable housing and the growth and progress of a community.

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

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

Name: * Ewan Ogilvy


Email address: * [REDACTED]

Phone number * [REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: * Carlton Heritage Review and Punt Road Oval Heritage Review – Melbourne Planning Scheme Amendment C405

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

Alternatively you may attach your written submission by uploading  [carlton_heritage_review_c405_adoption_fmc1_apr_2023_cra_response_v.242023_fin.pdf](#) your file here: 990.54 KB · PDF

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The Carlton Residents Association Inc.

A0034345G ABN 87 716 923 898

PO Box 1140 Carlton Vic 3053

carltonresidents@gmail.com

www.carltonresidents.org.au

3 April 2023

To Lord Mayor and Councillors, City of Melbourne
Subject **Carlton Heritage Review C405 Adoption Report – Response from CRA
FMC 1 Committee Meeting 4 April 2023 Item 6.4**

Am C405 is the fourth, and most recent major Planning Scheme Amendment concerning the Heritage of Carlton properties. This Review had its beginnings with Community Engagement in March/April 2015. The initial stages of the review involved ALL Heritage properties in the City of Melbourne; it involved TWO formal Exhibition periods, and culminated in the Gazettal of Am C258 on 10 July 2020.

While the current Amendment incorporates the results of the more detailed review of Carlton Heritage Places east of Swanston Street, most of the key documents included in the package of files to be presented to the Councillors on the 4 April [including the Inventory of Heritage Places; the Schedule to the Heritage Overlay and the Statement of Significance for Carlton HO1] address all areas of Carlton, including the City North Area west of Swanston Street.

Because the City North and the Princes Park areas of Carlton are still to be the subject of a detailed heritage review, much of the information presented in the current package will require further revision to remove inconsistencies with respect to grading designations and to correct serious mapping errors. Further revisions to the Planning Scheme concerning Carlton will also result from the separate [and ongoing] review of the policies and controls over the World Heritage Environs Area [that area surrounding the Royal Exhibition and Carlton Gardens].

According to the Explanatory Report included in the package of papers:

The amendment is required to provide permanent heritage protection for places identified in the *Carlton Heritage Review* ~~September–November 2021~~ ~~Updated February 2022~~ to ensure their values are recognised and protected. The introduction of heritage controls will ensure that the potential impact of new development on the heritage value of these places is considered as part of development applications and achieve the best planning outcomes. The amendment is also required to incorporate new statements of significance to the planning scheme and to rectify mapping and property address anomalies.

In the Association's opinion this statement is extremely optimistic. **For most of Carlton's Heritage Places it will be impossible to determine, with any precision, the nature of the heritage values to be protected.** For example:

- The Carlton Heritage Review has provided NO evidence to indicate whether those heritage places that were previously assessed to be of State Significance [the former 'A' graded places not on the Victorian Heritage Register] continue to satisfy the State Significance threshold.
- The Government's *Practice Note 1 – Applying the Heritage Overlay* clearly states that the thresholds to be applied in the assessment of significance shall be 'State Significance' and

Carlton Heritage Review C405 Adoption Report – Response from CRA

‘Local Significance’. *‘Local Significance’ includes those places that are important to a particular community or locality.*

- While the Practice Note has emphasised the importance of Statements of Significance as the key tool in specifying the ‘how’ and ‘why’ a heritage place is significant; the Carlton Heritage Review has delivered LESS than forty Statements of Significance for Carlton; and many of these concern small precincts that include several individual heritage places. Given that the Carlton Heritage Overlay HO1 includes approximately 580 significant heritage places [Council’s Pt B Submission to the Panel Hearing p 25] the Carlton community has been left with a serious shortfall of **the** key assessment tool.
- It gets worse. About 62% of the 1510 graded heritage places recorded in the Heritage Places Inventory Pt A [Exhibited November 2021] will possess even less heritage protection on account of their Contributory Status: these places will never be provided with a Statement of Significance [a key planning tool in assessing planning applications in Heritage Overlays].
- The decision by the Council to adopt the NEW Grade of Contributory as the **default conversion outcome for the former “C” and “D” letter graded heritage places** [contrary to a correct understanding of the distinct uses of this Term **as articulated by the Council’s own legal advocate**] remains a major concern for the Association. [The Council’s Senior Barrister explained the problem in the Council’s Pt B Submission to the C258 Panel Hearing at page 38 para 151].
- The demonstrably different ways in which different consultants [retained by the city] have approached the Grading Conversion task has never been acknowledged by the City. In the West Melbourne Heritage Review, almost all the former “C” Graded Heritage Places translated to the new Significant Grade; whereas in the Carlton Review, most of the former “C” Places converted to the new Contributory Grade. **That is, Heritage Places that once shared the SAME level of heritage significance, have now [under the new system] “acquired” a different level of significance depending upon where they are located [that is, Carlton or West Melbourne]. In the Association’s view, that is not a credible outcome.**

While the CRA accepts that the Council and the State Government can approve a new heritage category [Contributory Heritage Place] that doesn’t satisfy ANY of the established heritage criteria required to meet the Local Significance threshold, it must be recognised that this new heritage category carries little more status than a character place. We will never know, with any precision ‘how’ and ‘why’ these places contribute to the heritage of a precinct; a very fragile basis for making key heritage decisions.

Apart from the Planning Practice Note [cited above] the other key heritage guidance document is the Burra Charter [the Australia ICOMOS Burra Charter, 2013]. According to this Charter, the *Conservation of a place should identify and take into consideration **all aspects of cultural and natural significance** without unwarranted emphasis on any one value at the expense of others.* Article 5. Values: 5.1 [emphasis added]. Earlier, in Article 1. Definitions [Burra Charter] at 1.2 these values are listed: *Cultural significance* means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

- While this Charter emphasises the importance of considering ALL aspects of cultural and natural significance, for most of Carlton’s heritage places the Council has provided no evidence to the community to demonstrate that this expectation has been satisfied.

Carlton Heritage Review C405 Adoption Report – Response from CRA

- From an examination of Lovell Chen's Grading Conversion Excel Spreadsheet [July 2018], it is clear that the consultant's **initial** focus was upon the visual attributes of those places subject to review. Since the Council is yet to release an updated version of this Spreadsheet to the community, this Association has no way of knowing what, if any, further assessment work was undertaken in relation to the hundreds of heritage places initially assessed as Contributory Places.

Key issues raised in earlier CRA Submissions that remain a concern to the Association

Undue Focus upon Aesthetic Value

In the Association's oral presentation to the Am C405 Panel Hearing, we expressed concern that buildings constructed in the last decades of the twentieth century could achieve a significant grading on aesthetic grounds alone. That two educational buildings [one RMIT and one University of Melbourne] could achieve heritage status without reference to any of the other important heritage criteria [e.g. technical significance and research potential] was concerning. If neither of these educational buildings reflected best practice in educational planning or introduced important environmental initiatives, how could they possibly justify a heritage grading?

Reluctance of Council to respond to the C258 Panel Recommendation concerning the need to further segment the large Carlton Heritage Overlay HO1.

We share the Panel C258 conclusions in relation to the need for further segmentation at pages 80 and following of the Panel Report

- *There was concern however about the lack of site-specific Statements for properties within a precinct, particularly now the 'assessed significance' of a place will be a key consideration in dealing with applications for demolition, alterations and new buildings. It was considered the lack of information as to what, how and why a place is significant will make them particularly vulnerable to demolition or unsympathetic alterations / additions.*
- *The Panel particularly supports, inter alia: the need to segment the large diverse precincts of Carlton and South Yarra in future work so as to better define the values of the areas in separate Statements of Significance*

In our view, the concentration of significant heritage places on, or near the Drummond/Elgin Street intersection should have justified a SEPARATE Heritage Overlay. It would be difficult to locate a greater concentration of significant commercial and [former] public heritage places in Carlton. Given that most of these places have NOT been provided with Statements of Significance, this provides a further justification for a new precinct overlay.

Reluctance of Council to adopt the Victorian Heritage Overlay Place numbering system in the Council's Heritage Places Inventory.

When the VHR information clearly documents which properties within an Overlay are **not** significant, we believe that it is MISLEADING for the Heritage Place Inventory to ignore this information. In the Association's written submission to the C405 Panel Hearing, two examples were provided to illustrate this problem.

- 98-126 Lygon Street & 68-72 Queensberry Street Carlton – The Lygon Buildings
- 169-199 Rathdowne Street, 2-40 Pelham Street & 154-184 Drummond Street – Church of the Sacred Heart Complex

Carlton Heritage Review C405 Adoption Report – Response from CRA

It is the Association’s understanding that the Street numbering adopted for Heritage Places on the VHR [in describing these places] should be consistent. Instead, the Council has provided two and three separate addresses for the above VHR Registered Places AND recorded misleading Grading information for these “secondary” addresses in the Inventory. [Further, the 169-199 Rathdowne St address in the Inventory has been recorded in the EVEN numbers; very confusing.]

Reluctance of Council to include Statements of Significance for Heritage Places [currently located in the Carlton Heritage Overlay HO1] within an incorporated document.

In the Association’s opinion these Heritage Places [which include the Clyde Hotel at 385 Cardigan St; the San Marco Social Club at 149-151 Canning St; and Carlton’s valued Squares] are ALL sufficiently distinct AND significant to justify INDIVIDUAL Heritage Overlays, or, in the case of the squares, a serial Heritage Overlay listing. In our view, these Heritage Places will never be accorded the attention they deserve if they are relegated to background documents.

Further, the State Government publication *A-Practitioners-Guide-to-Victorian-Planning-Schemes-V_1.5* expects Heritage Statements of Significance to be Incorporated Documents:

A document should be incorporated if the document is:

- Essential to the administration or enforcement of the planning scheme, that is, without the document the scheme cannot be properly understood. *The Code of Practice for Timber Production* is an example.
- Necessary to determine the extent of a planning control or whether planning permission is required. *The Code of Practice for Telecommunications Facilities* in Victoria is an example. Without this document, it is not possible to tell whether a permit is required for a telecommunications facility or not.
- A statement of significance under the Heritage Overlay (see Chapter 6.5.8).



The Cardigan House Carpark designation – the Association believes that the designation of this building as a Significant Heritage Place is extremely provocative.

It is impossible, in our view, to reconcile the need for new buildings in heritage areas **to respect their heritage context** with a new building [The Cardigan House Carpark] that is not just NON-CONTRIBUTORY but a building that actually DEGRADES the fine grained heritage context of Dorrit Street Carlton. See extract from current Heritage Policy below.

15.03-1L- Heritage 02

New buildings strategies

Ensure new buildings:

- Are in keeping with ‘key attributes’ of the heritage precinct as identified in the precinct Statement of Significance.
- Are in keeping with key attributes of the heritage precinct such as:
 - Building height, massing and form.
 - Style and architectural expression.
 - Details.

Carlton Heritage Review C405 Adoption Report – Response from CRA

- Materials.
- Front and side setbacks.
- Orientation.
- Fencing.
- Prevailing streetscape height and scale.



In the Submission endorsed by the CRA on 21 March 2022, the following observation was recorded: Although this multilevel carpark building was constructed well before key heritage and built form controls were introduced, it is difficult to comprehend how any striking, robust and bold architecture, which is so disrespectful of its immediate heritage context, should now be accorded Heritage Significance. This would set a most unfortunate precedent for any valued heritage environment.

Grading Status of Heritage Places at 94, 96 and 98 Drummond Street Carlton

In the Consultant's October 2021 Memorandum to the City of Melbourne [included in Attachment F: Carlton Heritage Review – Additional Recommendations p 92ff in Part 4 File] the Consultant recommended that these properties should be graded as Significant Heritage Places. Why wasn't this recommendation incorporated in the other exhibited C405 documents, including the Heritage Places Inventory? And why has this entry in Attachment F now been DELETED in the amended version of the Attachment?

The Association is of the view that these properties should be accorded a Significant Heritage Place Grading. Apart from the reasons advanced by the Consultant in October 2021, these Heritage Places have an extensive and rich social history that would also satisfy Heritage Criterion G: Social Significance.

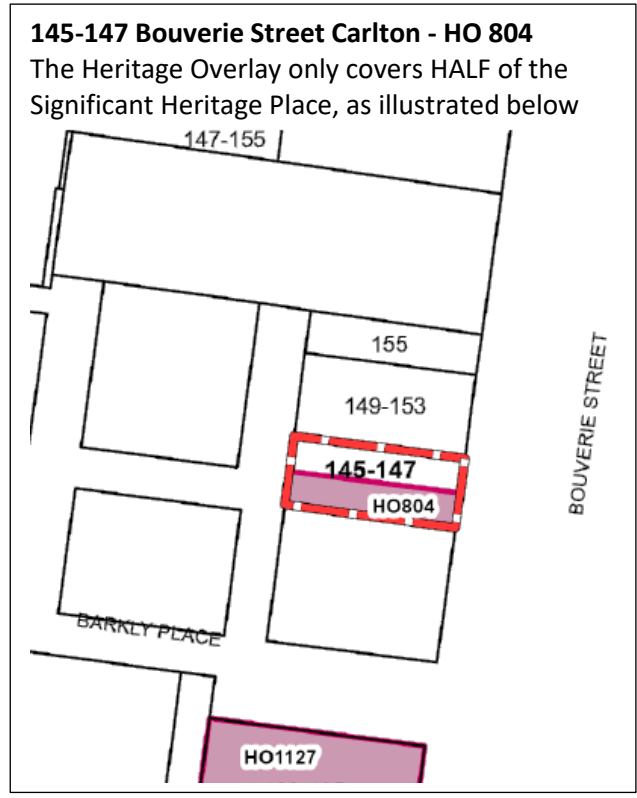
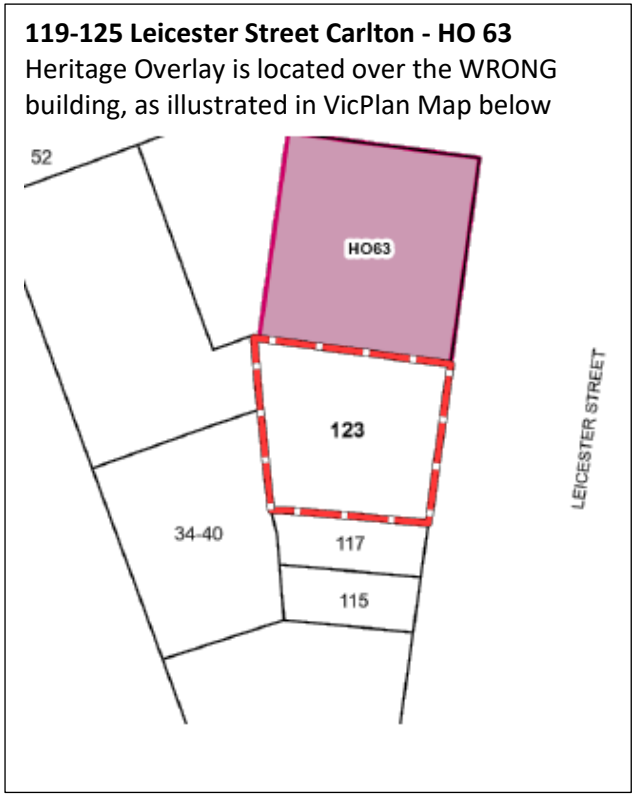
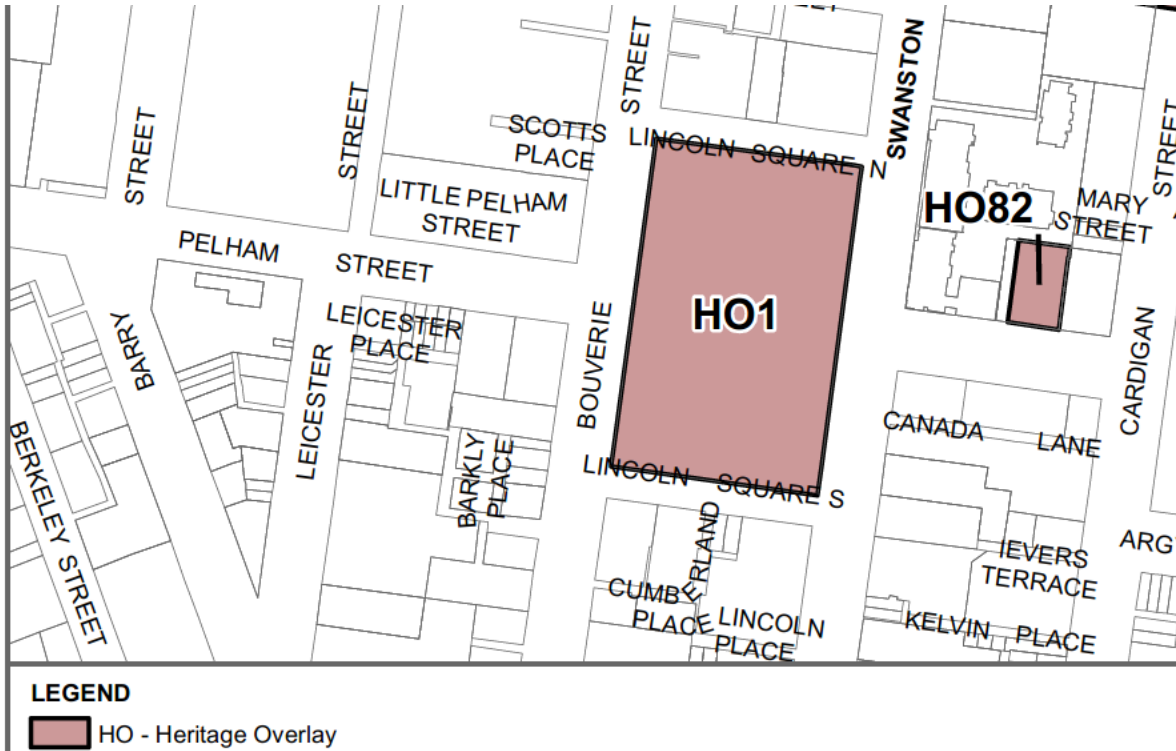
Carlton Heritage Review C405 Adoption Report – Response from CRA

Extract from Attachment F [as Amended]

Address/ Property ID/HO number	Included in Heritage Places Inventory	Recommend -ed grading / HO	Issue	Recommendation reason
<p>92-94, 96 and 98 Drummond Street (92-94 and 96 Drummond street) 510624, 510625, 510626 HO1</p>	<p>Yes (98) Contributory No (92-94, 96)</p>	<p>Significant HO1</p>	<p>Address- ing Review grading</p>	<p>Three addresses for one building. All three property addresses should be listed as significant in the Heritage Places inventory.</p> <p>This is a c. 1884 school hall, constructed as part of the St Andrews Gaelic Church complex, believed to have been to a design by architect Leonard Terry of Terry & Oakden. The 1850s church was demolished in the c. 1930s. Religion and religious places are an important historical theme in Carlton.</p> <p>92-94 and 96 Drummond Street were included in Amendment C396. These properties had been incorrectly omitted from Amendment C258 and the Heritage Places Inventory.</p> <p>Significant (all)</p>

Carlton Heritage Review C405 Mapping Corrections

Extract from *Carlton Heritage Review C405 Adoption Report 4APR23 FMC1 6.4 (Part 1 of 4)* illustrating addition of Heritage Overlay for Lincoln Square. Why didn't the Council take the opportunity to correct significant mapping errors on this map at the same time? **These errors were recorded in the Association's C396 submission to the Council dated 24 June 2021, over 18 months ago.**



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

*

Name: * James Riley

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: Item 6.3 – Carlton Heritage Review

*

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

This is a phenomenally ugly carpark. It has zero heritage value. The proposals to list it are part of an ongoing attempt by anti-development zealots to cleanse the inner City of Melbourne of people who do not have access to generational wealth.

The only value of this application is highlighting the absurd intellectual vapidness that people who don't want to live next to the "poors" will go through to stop urban development.

It fools no one. It will expose the City to ridicule (probably of an international nature) and undermine public support for balanced heritage policy.

Why? Because it's a carpark. You park cars there.

Discounting knife crime or the occasional overdose – nothing interesting or historic has happened there. Any professional person putting their name to such an obvious gift is a charlatan.

Please indicate whether you No

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

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

*

Name: * William Keating

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: 6.3 Carlton Heritage Review

*

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

The former Royal Women's Hospital car park should not be recognised as a heritage site. The structure adds nothing to the amenity of the neighbourhood, is visually unappealing, and represents a poor use of the space on the site with no residential and limited commercial use.

Given the chronic under supply of housing in inner Melbourne and the stated focus on reduced car dependence, it's hard to see why even a significant site should be protected in this way—and this site is far from significant.

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

Privacy acknowledgement: *

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

Name: *

Hugo Whiteman

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 4 April 2023

Agenda item title: *

Item 6.3 Carlton Heritage Review

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



[item_6.3_carlton_heritage_review_submission.docx](#) 13.63 KB ·

DOCX

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Yes

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

I wish to make my submission in person

Item 6.3 Carlton Heritage Review Submission

My name is Hugo, and I'm a local resident and current University of Melbourne student, I walk past this parking garage every day on my commute to class.

Both office space and property in the city of Yarra are currently selling far above their asking price, and the rental costs for a business are outpacing the already-intense interest rates faced by people across Australia and around the world.

While the construction of a few floors of office and event space may not sound like it makes a difference, it does. The reduction of automotive pollution through the encouragement of bicycle transit – the most environmentally friendly and accessible form of transit will enable a healthier, less polluted, and modern Carlton to take shape.

By enabling meaningful densification, the Council invites more people and business into Carlton. By letting small and local business to prosper, we allow Australia to prosper. Land is the scarcest resource available, and it is our moral imperative to use it as best we can, to enable people to have a go, start a business and start a community.

Heritage is important as it reminds us of where we came from, the application of an overlay to this plot of land seems misguided and arbitrary. It might make sense for a historical government building, the home of a past figurehead or the site in which something great happened to shape Melbourne. I don't believe a parking lot could ever fit these prerequisites and I don't believe a place where vehicles sit is heritage.

The opportunity to supply the area with meaningful workspace, addressing local shortages in workspace, a direct approach to reducing pollution by increasing cycling and allowing Australian small business to thrive is what Melbourne is all about. History is supposed to matter but only where it's shaped us, vehicle storage is just vehicle storage. For progress to start, development must take place.

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

*

Name: * Jeremy Burge

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: 6.4 Little Streets Shared Zone Review

*

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

To whom it may concern,

I am writing in support of the conclusion listed in the Little Streets Shared Zone Review which states:

"On low speed, lower volumes streets like the Little Streets, contraflow cycling can be introduced with street widths as low as 2.6m. Implementing contraflow cycling would shorten cycling distances across the city and facilitate safer and easier journeys for cyclists, including the large numbers of food delivery riders."

As a frequent visitor to Melbourne CBD, I notice frequently that bike routes are unnecessarily lengthened due to one-way streets. On windy or rainy days in particular, the choices to ride East in the city are often to:

a. Ride several additional blocks and/or hills to find a legal route

b. Dismount and walk on a crowded footpath

or

c. Carefully ride contraflow to motor traffic, ignoring signage.

Signed permitted contraflow cycling on all Little Streets would encourage active transport, and also have the benefit of slowing motor traffic.

In particular I would encourage two-way cycling to be permitted *without* a dedicated contraflow lane. A small contraflow lane may keep motor dominance, whereas the absence of it will make for a slower, more considered pace for both cyclists and motorists. This will improve the space for pedestrians.

Thank you for your time considering this important upgrade to the city streets.

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

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

*

Name: * Nick Hall

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: Little Streets

*

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 work in an office off little Collins Street and often use the shared zone between exhibition and Russell. Like myself, many pedestrians are aware that the street is a shared zone but yield to cars because of the way they are driven and driver disregard for safety – they simply don't share and I don't want to be injured. From my experience many of these cars do not stop or have business on the street, they are just cutting through at speed. I would support closing the streets during peak pedestrian times and severe vehicle calming infrastructure.

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

Privacy acknowledgement: *	I have read and acknowledge how Council will use and disclose my personal information.
Name: *	Owen Bentley
Email address: *	[REDACTED]
Phone number *	[REDACTED]
Date of meeting: *	Tuesday 4 April 2023
Agenda item title: *	6.4 Little Streets Shared Zone Review
Please write your submission in the space provided below and submit <u>by no later than 10am on the day of the scheduled meeting.</u> Submissions will not be accepted after 10am.	The shared zones have been a great disappointment so far. I believe vehicles should be actively discouraged from using the Little streets and walkers and riders actively encouraged. On street parking should be reduced and eventually eliminated. Only vehicles which must have access should be permitted. Safe footpaths and bike lanes must be provided. The Little streets offer an amazing opportunity to cement Melbourne as a city for people instead of a city dominated by traffic.
Please indicate whether you would like to verbally address the Future Melbourne in support of your submission: *	No

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

*

Name: * Rachel Lee

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: 6.4 Little Streets Shared Zone Review

*

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

Dear Councillors,

As a regular female cyclist in the city, who commutes across the city for work at a hospital, outside of business hours. I support the conclusions in this report that encourage safer passage for cyclists in the city.

In particular, the ability to safely access businesses on little streets with contraflow cycling will be beneficial compared to the current situation where multi-block detours are required to legally ride along little streets in certain directions.

As someone who also visits the city with elderly family as well as children, I support and appreciate any efforts to make it safer for pedestrians that explore the CBD. Closing busy areas of little streets to motor vehicles is very welcome, especially in Chinatown where there is insufficient space to allow safe walking and cycling in addition to motor vehicle traffic.

Thank you for your consideration in this matter.

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

No

Privacy acknowledgement: *

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

Name: *

Daniel Mead

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 4 April 2023

Agenda item title: *

6.4 Little Streets shared zone review

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

I strongly support the implementation of all recommendations provided in the consultants report. Our little streets are traffic sewers and could be improved substantially by restricting Motor traffic and car parking as much as possible.

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

No

Privacy acknowledgement: *

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

Name: *

Dave Jones

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: *

Tuesday 4 April 2023

Agenda item title: *

6.4 Little Streets Shared Zone Review

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



[polar_enviro_submission_re_little_streets_shared_zone_review.pdf](#)

881.60 KB · PDF

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

Yes

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

I wish to make my submission in person



www.polarenviro.com.au

3 April 2023

Dear Madam Mayor and Councillors,

RE: Submission to Little Streets Shared Zone Review

This submission is made on behalf of Polar Enviro, an environmental technology company based in Queen Street, Melbourne. Our brands are Smarterlite, OmniGrip Direct, Safety Path and Vivacity.

Within Melbourne, Polar Enviro has developed and implemented technologies such as recycled-glass for bicycle lanes and bus lanes, LED Safety Tactiles near the Town Hall, blue LED parking meter location signs, in-ground LED's activated by bike and scooter riders, and low emission exit signs.

With respect to the Little Streets Shared Zone Review, we support the findings of the Officer's report and their consultant, Stantec. The laneways have great potential to improve the liveability of the city's streets; but must balance their role as vehicle access points to loading docks and car parks as well as being more intimate human-scale places for people.

Stantec's report identified options for further clearly delineating that the selected sections of the Little Streets are low-speed shared zones. We believe there are fully compliant ways to achieve the recommended improvements, delivering on Councils safety, sustainable mobility and climate change objectives as well as the State and Council's need to divert waste from landfill and use recycled content in its projects.

On the screen you can see examples of how other local governments have diverted Australian glass from landfill and used it to deliver safety and placemaking objectives. You can see examples from Yarra Ranges Shire, City of Glen Eira, City of Greater Dandenong, Darebin City Council and Perth City Council.

The streets of Melbourne can be very dark and grey through the colder months and this is an opportunity to brighten them with durable & beautiful colours for creativity and identity. More mundane, road safety signs and messages can be placed on the road surface without increasing risk to vulnerable road users like bicycle, scooter and motorcycle riders. Painted road surfaces are normally a significant safety concern for motorcycle and scooter riders; but our surfaces have exceptionally good skid resistance for riders.

All the surfaces are compliant with relevant DOTP standards. They achieve skid & slip-resistance for people walking, riding, scooting and driving.

CALL US

1300 244 569

HEAD OFFICE

Level 5/15 Queen Street,
Melbourne 3000



www.polarenaviro.com.au

Evident in the photos in Stantec's report is that the durability, and perhaps the slip resistance for pedestrians and riders, of some of the gateway and painted treatments already in place aren't wearing well and aren't very visible in the wet or dry. Painted surfaces quickly wear and wash away when directly trafficked. Using inert coloured recycled-glass will address this issue because it has greater texture, colour retention and skid and slip resistance.

The Victorian Department of Transport and Planning doesn't allow paints to be used as a coloured surface treatment. Council should be applying Standard Section 431 in all its coloured surface designs and conducting compliance testing as required by Standard Section 431 on all its Coloured Surface Treatments to reduce the risk of injury to riders, pedestrians and drivers.

We encourage Council to keep progressing its plans to improve pedestrian and rider accessibility and safety in its traffic calming, bike lane and bus lane projects, as well as looking for opportunities to use them in more visionary projects such as the Green Line projects walkways and boardwalks. We apply thin recycled-glass or natural aggregate coatings to any stable asphalt and concrete surface to improve the appearances of places across the cit. We use Australian recycled glass to reduce the environmental impact and costs of licensed waste disposal for your project budgets.

This opportunity is one in which the liveability of the city can be sensibly and easily improved, delivering on many of Councils policy objectives with reduced lifetime costs for Councils budgets too.

We support the project proceeding and as a business headquartered within the Council area we'd love to continue using recycled materials to help you deliver on your vision for the laneways and planned major projects in your and our backyard – the streets of Melbourne's CBD.

Your sincerely,

Dave Jones

External Affairs Director – Polar Enviro

██████████

Att: Photos photos of coloured recycled glass surfaces

CALL US

1300 244 569

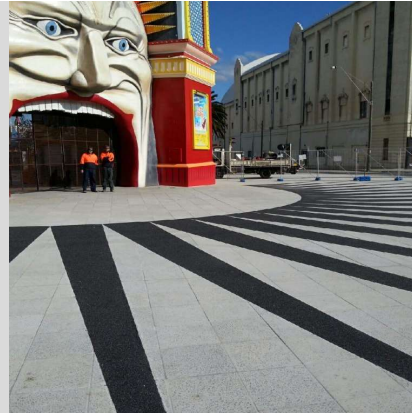
HEAD OFFICE

Level 5/15 Queen Street,
Melbourne 3000



www.polarenviro.com.au
<https://youtube.com/@PolarEnviro>

- Divert glass from landfill
- Recycled & coloured in Melbourne
- Fully compliant safety surfaces for on & off-road applications
- Recycled-glass or natural aggregates



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

*

Name: * Daniel Webb

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: Little Streets Shared Zone Review

*

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

1. In general, I found the Review to be extensive and considerate.

2. I do not support Recommendation from Management 12.3: 'Supports the 20km/h speed limit in Little Streets and notes management's intention to seek Department of Transport and Planning's approval to make this speed limit permanent'.

20km/h speed is too fast for shared zones. Most people including myself, find it uncomfortable and unsafe too 'share' a space with typical traffic at this speed (I am a middle aged male with no children or disabilities) This was also reflected in the findings in the review.

An alternative recommendation could be that management seeks DOT's approval for a trial of 10km/h speed limit in a number of the shared zones.

3. The review highlighted the issues with existing separated pedestrian infrastructure, in particular footpath widths.

There are numerous examples of inadequate footpath width on the little streets, sometimes as narrow as 0.5m.

This is inconsistent with the DDA and also related Council policies. This is a ridiculous situation.

Footpath widening should be a priority. Calling a street a shared zone does not compensate for lack of safe, accessible, and comfortable separated pedestrian infrastructure.

Thank you for providing the opportunity to provide a written submission.

Daniel Webb

South Yarra

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

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

*

Name: * Chris Thrum

Email address: *

[REDACTED]

Phone number *

[REDACTED]

Date of meeting: * Tuesday 4 April 2023

Agenda item title: 6.5 – Green Line Project Update Master Plan Consultation

*

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 Future Melbourne Committee,

Today, we are looking at the Greenline Project, and the project update Master Plan Consultation. This is Agenda Item 6.5, for the 4th April Future Melbourne Committee meeting.

Thanks to the City of Melbourne planning team and management specialists.

A lot of work has gone into this, a lot of effort is going in to get the ducks all lined up on this one. Sometimes it's almost been like herding cats to get everyone on the same page.

Greenline is a fantastic concept.

This will be a fantastic, iconic public pathway, brilliant open spaces and green spaces. It will revitalise North Bank, the Vaults, Banana Alley.

It will further the reconciliation action plan of the City of Melbourne. More people will be aware of being on Wurundjeri Country. They will know where Boonwurrung country is.

Michael Long knows the value that a long walk can have!

Greenline will become an iconic long walk linking up Royal Park with West Melbourne, North Bank, Birrarung Marr, the Yarra trail and the Tan track.

It will improve the biodiversity of Melbourne. Greenline augments the Urban Forest Project and will increase the tree

canopy cover of Melbourne.

Greenline could be better than we realise at the moment. It will link up with the MCG, Yarra Park, the sporting precinct.

What trees, plants can the William Barak Bridge have?

Sally Capp is to be commended for seeing this plan being furthered today.

Best regards,

Chris Thrum

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

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