

**Privacy acknowledgement: \***

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

**Name: \***

Justine Ulmann

**Email address: \***

[justyulmann@hotmail.com](mailto:justyulmann@hotmail.com)

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

Future Melbourne Committee meeting

**Date of meeting: \***

Tuesday 16 March 2021

**Agenda item title: \***

PLANNING PERMIT APPLICATION: TP-2020-533

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



[2021\\_objection.pdf](#) 298.48 KB · PDF

**Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) Committee in support of your submission:**

No

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

Despite the amendments to the plans from 2018 we are still very much concerned by the scale of the building. There has been a change to the east elevation, which is the one we are going to have to look at. That change is that the building is slightly lower, there is more glass, it's set back, but there is still a large concrete wall with nothing to alleviate it (p.22 of TP-2020-533-4).

Currently from our balcony/bedroom window on Canning Street we have a pretty nice view over the rooftops to a magnificent Jacaranda tree - not currently in flower (see attached: View NOW.jpg, Trees NOW.jpg). What they are planning will completely remove that view (see attached: Photo Montage NEW VIEW.jpg).

Another problem is the use of the rear lane for car access. There are already issues with cars and pedestrians using the lane and this is just an accident waiting to happen.

Please note, that as of Monday 31st August the City of Melbourne has just altered the road at the Canning St./Nicholls Lane intersection, by turning the left hand lane into a dedicated bike lane, this is going to result in even heavier bicycle traffic using Canning Street as a major route into and out of the city and the increased car traffic in the alley will result in an increase in car/cycle accidents.

We see it as critical that the development be rejected as it remains bulky and intrusive to many of those that live in the surrounding area. It is also completely inappropriate to this heritage neighbourhood.

Yours Sincerely  
Dr. Justine Ulmann  
Helen Ulmann



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

**Name: \*** Dan De Sousa

**Email address: \*** [dvinc\\_nz@hotmail.com](mailto:dvinc_nz@hotmail.com)

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

**Date of meeting: \*** Tuesday 16 March 2021

**Agenda item title: \*** Planning Permit Application: TP-2020-533 6-10 MacArthur Place North, Carlton

**Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.** We urge you to allow a community consultation process before allow this development to remove our right of access to our homes to support the movement of more vehicles, which is moving away from the CoM's advertised policies.

Alternatively you may attach your written submission by uploading your file here:  [objection\\_to\\_development\\_permit\\_number\\_tp2020533.pdf](#)  
2.50 MB · PDF

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### Heritage overlay and primary historical function,

The history of Nicholls lane dates back to approximately 1870, and its registration as a carriageway is within this historical context that was built, paid, and owned by property owners. This Lane provides frontage and support access to the adjoining owners long before the advent of cars. This Lane has provided:

- **safe pedestrian access** to all properties through to canning street.
- Lane provides frontage to all Elgin st properties, the majority of which residents depend on the Lane as their only access to the street.
- Lane provides a carriageway for **delivery of services** such as postal (usually on a bicycle) and parcel deliveries
- The carriageway is used by the majority of properties to move bins to and from Canning street for weekly collection.
- And note that there is no evidence that this laneway has ever been used to provide off-street parking for anything other than bicycles and possibly horses.

### Adverse effects of introducing off-street parking

The proposed development request to use the Lane for off-street parking is effectively a new type of access to the Lane for which the Lane was never designed or historically been used for. The consequences of such approval will have several adverse severe consequences to adjoining landowners and include:

- **The personal risk presented to Tennents and owners will have a profound effect on the rental value of the adjoining properties and, as a result, the property value.** Currently, my rental properties (55 Units 1 and 2 Elgin St) have attracted high-paying international, interstate visitors and locals. We all enjoy **a safe pedestrian path to our property(s)**, within a historical setting and charm of the type of building. People rightfully expect safe passage.



- **There is a seismic shift in the balance of the lane usage,** which has traditionally provided predominately pedestrian access for all of the adjoining occupants to the Lane. Safe access is of particular concern to occupants who rely on this Lane as the only form of access to the street will have no other alternative than deal with vehicle traffic in what is a Confined space. This one application adversely affects six different properties, which is disproportional to the benefits gained by off-street parking. The development accounts for 4 Meters of a 44 meters perimeter and is the only property that can benefit off-street parking.



- **Invariably, it is the pedestrian or cyclist that is worse off with a collision with a vehicle.** The unsuspecting public is faced with a blind crossing of the lane entrance. As illustrated above, the high walls mean the public cannot see any activity in the Lane until they reach the Lane entrance.
- **Invariably it is the pedestrian or cyclist that is worse off** when a pedestrian in the Lane encounters a vehicle, they are presented an oncoming hazard. The Lane does not have sufficient space for pedestrians and especially cyclists to pass each other in the Lane. There is also the case where Residents are moving bins in and out of the Lane.
- **Invariably it is the pedestrian on the public footpath and/ or cyclist that is worse off.** Public risk is amplified by vehicles that must reverse back into Canning street because it encounters a vehicle exiting the Lane. In the case of service delivery vehicles, they always must reverse out of the Lane.
- Disabled people are the most vulnerable if caught in the Lane because of a bluestone surface and entrapment. Once in the Lane, there is no way of passing a vehicle, and there is no safe place to position themselves. E.g., if a vehicle enters Lane while a disabled person is in the process of exiting the Lane.

As shown below, the Nicholls lane has a single entry point



### Melbourne city Council Transport strategy 2030

The Council's vision for a safer city for people as laid out Transport strategy 2030 is to be commended. The following extract I feel captures an important intention of the dream:

*“Walking on our streets and laneways will be safe and comfortable with expansive unobstructed footpaths, seating, and substantial tree canopy coverage. We will extend Melbourne’s renowned laneway culture linking the ‘Little’ streets.*

*Our future laneways will be places for people, knowledge exchange and hospitality, walking, meeting, eating and drinking. Melbourne will be Australia’s premier bicycle city.*

*More people will be confident to ride with a connected network of safe and protected bicycle lanes and high-quality bicycle parking facilities ..”*

**Of particular relevance that supports my objection is the following policy objective:**



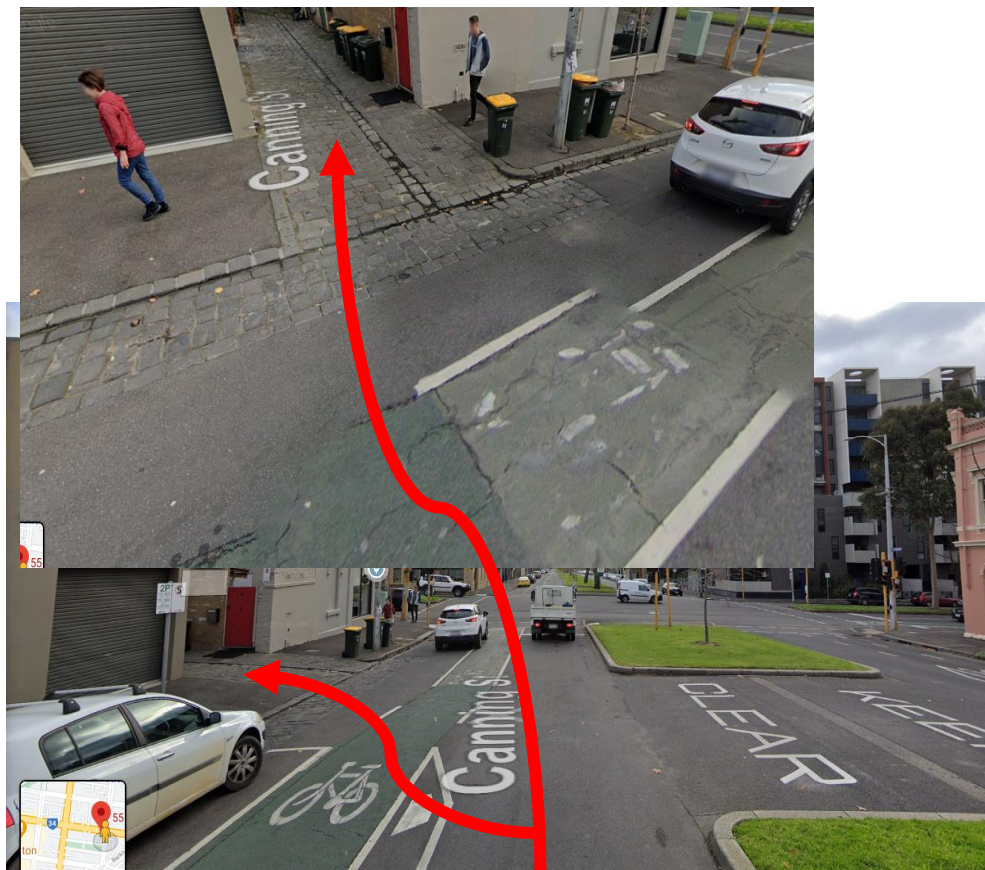
- *“Transform Melbourne into Australia’s leading bicycle city by creating more than 50km of protected bicycle lanes in the heart of the city, and work with the Victorian Government to enable a further 40km of protected bicycle lanes.”*

The Canning Street northbound traffic into Elgin St is a complex intersection, especially around evening peak hour where the following issues present high risk factors:

#### Risk to cyclists

The Nichols lane access will mean that vehicles entering Nicholls lane **will have to cut across Canning Street Bike lane**, putting the lives of cyclists’ at risk. How is this approval to introduce vehicle access acting line and support the Council’s strategy when the Canning street cycle path is compromised?

Images here show how vehicles entering the Lane must cut across the bike path and the nature of the turn is not obvious to cyclists because there is a left-hand turning lane for Elgin St.



Vehicles entering the Lane **cannot see if there is a vehicle or people in the process of exiting the Lane**. In the event that the person, cyclist, or vehicle is leaving the Lane, while another vehicle is attempting to enter the Lane, the entering vehicle has no alternative and must back out onto Canning street. This maneuver is especially dangerous during peak hour. And let’s face it, off-street parking residents are most likely to return home during peak hour? So this scenario is highly likely

Please note that I have personally experienced the stress of managing this scenario. It is precarious. Note risk is elevated further for the dangerous scenario when the vehicle is forced to reverse back onto Canning and thus to obstruct oncoming cyclists. You can witness cyclists traveling at speed north bound to cross the Elgin St green.

The figure below is of the Southern aspect of the cycling lane. Please note there is a downhill incline towards Elgin where Bikes gather speed and momentum when approaching the intersection. During peak hour, cars that wish to turn left on Elgin, tend to squeeze into left-hand Lane and are often found queuing across the driveway shown below.



Note this is an old picture, and the Cycle cycle lane markings no longer permit traffic to cut across the cycle lane before the lights. I have requested a new traffic report given the changed street configuration.

- ***“Convert central city’ Little Streets’ into pedestrian priority shared zones with lower speed limits for cars to better support our thriving retail economy and café culture.”***

Nicholls lane is a historically pedestrian-only Lane that certainly qualifies as a “Little Street,” and the question to Council is: “How is pedestrian safety increased by granting additional vehicle access into a pedestrian zone.

### Risks to pedestrians

1. Vehicles leaving the Lane to enter Canning street cannot see pedestrians walking along with Canning until the vehicle has crossed over the footpath to the point where the driver’s field of vision has cleared the walls. To safely exit, especially when backing out, assistance is required of a spotter and who can alert traffic and pedestrians of the exiting vehicle.

- 
2. The pedestrians walking towards the Lane cannot see the vehicle exiting in the Lane until they are at the Lane entrance. While a resident of unit 1 55 Elgin, I have witnessed many such incidents from the kitchen window. Bear in mind that elderly, handicapped, and occasional cyclists who wish to turn left onto Elgin also use this path.



Pedestrians tend to walk close to the wall and often not aware of lane. Especially when listening to music

A stop motion collage taken from google earth illustrates that the pedestrian is not visible to a driver until front of vehicle has crossed onto footpath



Canning street view looking north



The complexity of cars, bikes and pedestrians negotiating the Canning / Elgin St intersection, the Close proximity of Nicholls lane to Elgin, plus the complex conditions presented by Cars, Cyclist on a important cyclist corridor out of the city and Elgin St traffic. A recently revised configuration does no allow vehicles to cross the bike lane until they reach Elgin street Lights

Canning street view looking south. Note the down hill run which means bikes usually pick up significant speed as approaching Nicholls lane



## Summary

There are clear safety concerns for Nicholls lane residents, Canning street pedestrians, and cyclists. The ratepayers rely on the Council to act in our best interest, and we seek policy guidance to resolve a hazardous development unfolding that puts lives at risk.

Confusion has emerged because of an inappropriate reclassification of Nichols lane to become a "Road" ( In 2004) when it clearly is not suitable. The aggressive exploitation of this new classification seeks to profit at the expense of all other adjoining properties. The majority of property owners will lose frontage to their properties and safe access for their residents.

Nicholls lane was one of the 900 lanes affected at the time, and I ask the Council to look at this unique Lane and the constraint it is confronted by. Ask that the Road category be changed so that our existing safety is not compromised by this or any new applications to introduce traffic to this access way. There are only winners with the rejection of this Lane access, and the developer cannot lose something they never had.

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

**Name: \*** Joseph Bernard

**Email address: \*** [jbernard@parasoft.com.au](mailto:jbernard@parasoft.com.au)

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

**Date of meeting: \*** Tuesday 16 March 2021

**Agenda item title: \*** TP-2020-533 – 6-10 MacArthur Place North, CARLTON

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

I wish to make a verbal submission for the meeting and also include a written submission which provides context and details of the objections made to this building application.

Can someone let me know that the attached document has been successfully uploaded and this application has been successful

Thanks in Advance  
Joseph Bernard

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

 [objection\\_to\\_development\\_permit\\_number\\_tp2020533.pdf](#)  
1.65 MB · PDF

## Objections to the development TP-2020-533:

To whom this may concern, please accept this objection to the development TP-2020-533:

I am owner of Elgin St, which has an abuttal to Nicholls lane. I have personal lived at this address for 12 years and with my back ground in risk and safety issue am acutely aware of the safety issue that are presented below.

Over and above the Objections listed, I wish to challenge the classification of Nicholls lane as a "Road" which occurred once it was registered with Vic roads in 2004 without consultation or specific site evaluation. It is important to note that this lane would not pass as a road under Vic road's own smart roads online assessment and given that this requested off-street parking is a change of use of the Lane, why is this application even allowed at all?

So, given Council's engineering assessment, please consider the following objections made below are related to the building permits request for off-street parking. In the interest of public safety and owners existing use strongly recommend that that the off-street access be denied, based on:

- Proposed Vehicle access entering and leaving Nicholls Lane will gravely impact the "Protected Cycle corridor" Canning street cycle corridor out of the city. In light of the newly configured Cycle corridor at the Lane entrance, I have requested that Council services to re-assess the current approval for off-street parking (council ref 558061). Preferably engage a traffic management expert with cycling safety.
- The Lane is narrow, fully enclosed, and has a single entry point creating a confined space. Once a vehicle enters the Lane, there is a mantrap for any person ( resident or member of the public) who is in the Lane at this point. It is especially dangerous when a full-size vehicle enters the Lane. While residents can retreat into their property, members of the public have no option other than squeezing past the vehicle putting their lives at risk. Note a person with disabilities may not be able to leave the Lane, hence forcing the vehicle to reverse back into Cannings St.
- There is adverse severe effect vehicle traffic will cause the property value (\$) to adjoin properties because of the inability to provide safe passage for occupants (Tenants) to their homes via this single entrance Lane. This man trap will cause a significant downgrade in rental income and its stability. Three apartments are only accessible via the Lane.
- Although a building plan has not been submitted, as far as I know, it is highly likely that the construction site will practically take over the use of the Lane for the best part of the year. During this phase, the Lane will become a highly hazardous construction site rendering the Lane unusable for all other adjoining properties.
- Why is the Council so keen to approve this **change of use** of the Lane? Currently, all adjoining properties have limited and granting access will be to the disadvantage to all other adjoining properties. It is worth noting that the proposed permit represents approx.. 4 meters of a total of 40 meter perimeter of the Lane and has only recently added a gate in their back fence after over 30 years with no access at all to the rear



Lane. The only reason this application has been possible is because of Council's recent (2004) take over Heritage Lanes ( Estimated 900) and then the blanket reclassification when registered by Vic Roads as a public road without any community consultation. The Council took over the Lanes to maintain them,

- 100% of the adjoining properties use this Lane for pedestrian access, and three of the properties have 100% reliance on the Lane for access to their homes. Prior to 2004, this Lane not a road and was considered part of the adjoining properties.

In summary, this proposed development not only seeks to maximize the utilization of the permissible development size and it seeks to dominate this Lane space at the expense of all other adjoining properties. This attempted overreach by the developer has only been possible because of an inappropriate reclassification of the Lane. This action was applied without community consultation at the time, and for all the reasons listed above, I ask that the Council revise the Lane's so called "Road" classification and restore the rights of property owners to have a safe passage to our properties.

I would like to point out that residents of this Lane are living the 2030 dream of a people friendly city with safe personal pedestrian passage and access to services. This new development is in total conflict with this new policy that this decision serves as a litmus test that will serve to offer Councils administration and Engineering services with Guidance for the roll-out of the Council's vision for a safer and more liveable Melbourne. It is inspiring to be part of a 2030 dream that elevates people safety above profit with a dream of a city for people rather than just cars.

Yours faithfully

Joseph Bernard

"Vision without action is a daydream. Action without vision is a nightmare." - Japanese Proverb

Director of Bernard Control Systems, which owns Elgin St property

Note that

1. I have personally lived at the Elgin street property for over 12 years and have first-hand experience of the value of this Lane and the issues that surround it.
2. I have over 40 years of Engineering experience with 30 years of experience in asset management, having worked and consulted on many of Australian ASX listed manufacturing and mining companies.
3. And well versed on Risk management standards and mitigating strategies. ISO 3100 and ISO 5100

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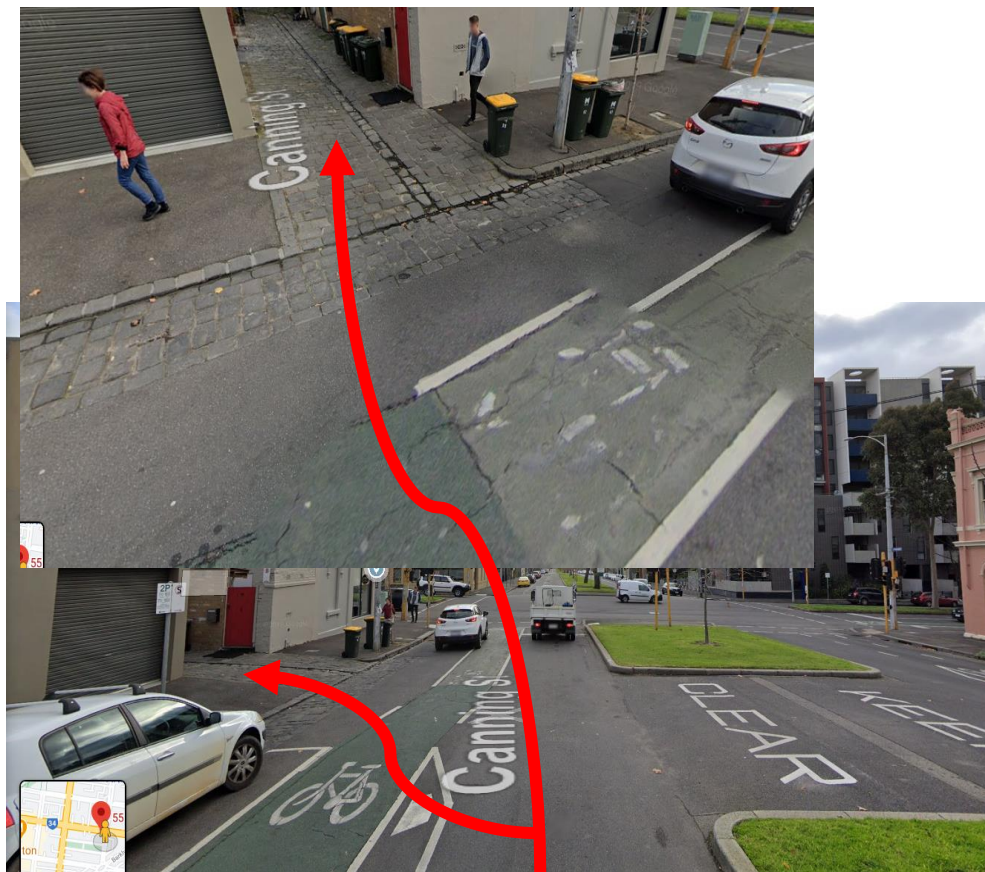
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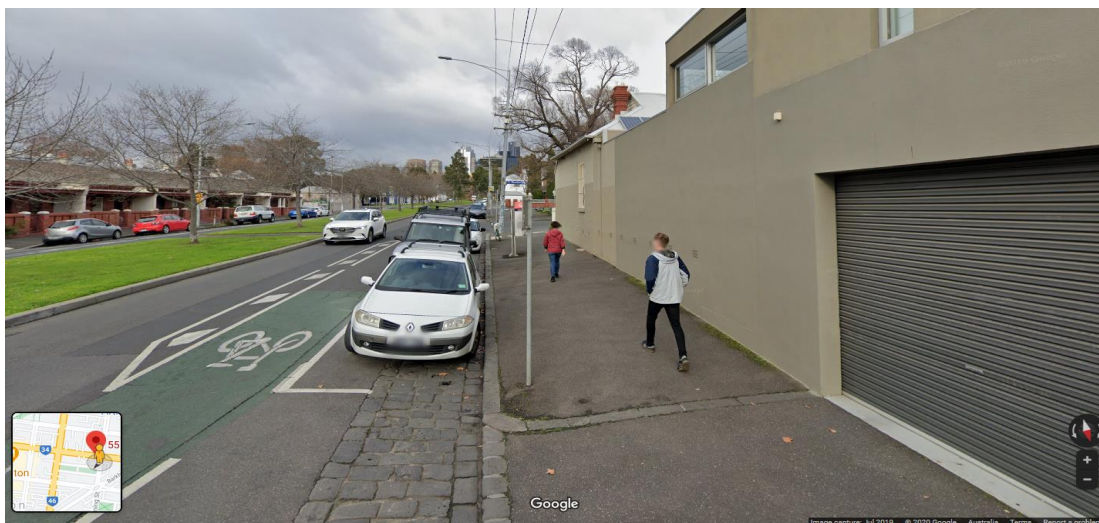
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Canning street view looking north



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Note marked in **Red** is the new street markings for the bike lane and vehicles are no longer allowed to make the turn that is also highlighted.

Canning street view looking south. Note the down hill run which means bikes usually pick up significant speed as approaching Nicholls lane



## Summary

There are clear safety concerns for Nicholls lane residents, Canning street pedestrians, and cyclists. The ratepayers rely on the Council to act in our best interest, and we seek policy guidance to resolve a hazardous development unfolding that puts lives at risk.

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Nicholls lane was one of the 900 lanes affected at the time, and I ask the Council to look at this unique Lane and the constraint it is confronted by. Ask that the Road category be changed so that our existing safety is not compromised by this or any new applications to introduce traffic to this access way. There are only winners with the rejection of this Lane access, and the developer cannot lose something they never had.

**Privacy acknowledgement: \***

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

**Name: \***

Constance Bernard

**Email address: \***

[Constance@soapbar.com.au](mailto:Constance@soapbar.com.au)

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

Future Melbourne Committee meeting

**Date of meeting: \***

Sunday 16 March 2121

**Agenda item title: \***

Planning permission for TP-2020-533

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



[council\\_futures\\_meeting\\_tp2020533.pdf](#) 542.54 KB · PDF

**Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) Committee in support of your submission:**

Yes

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

Councillors,

I will be presenting via audio link at the meeting on the 16th March. I've been made aware that councillors generally come to a conclusion prior to the meetings and wish to inform you of my subject matter ahead of time.

I will be providing evidence to prove the deficiencies and errors in Engineering Services analysis of this proposal and in the previous planning proposal. This includes incorrect information assumed and quoted by the engineer (Goran Bacelic) and overlooking existing planning scheme amendments. Refusal by Engineering Services to address the neighbours' concerns on the proposed changes to Nicholls Lane. Along with the refusal by the Engineer to perform any site visit.

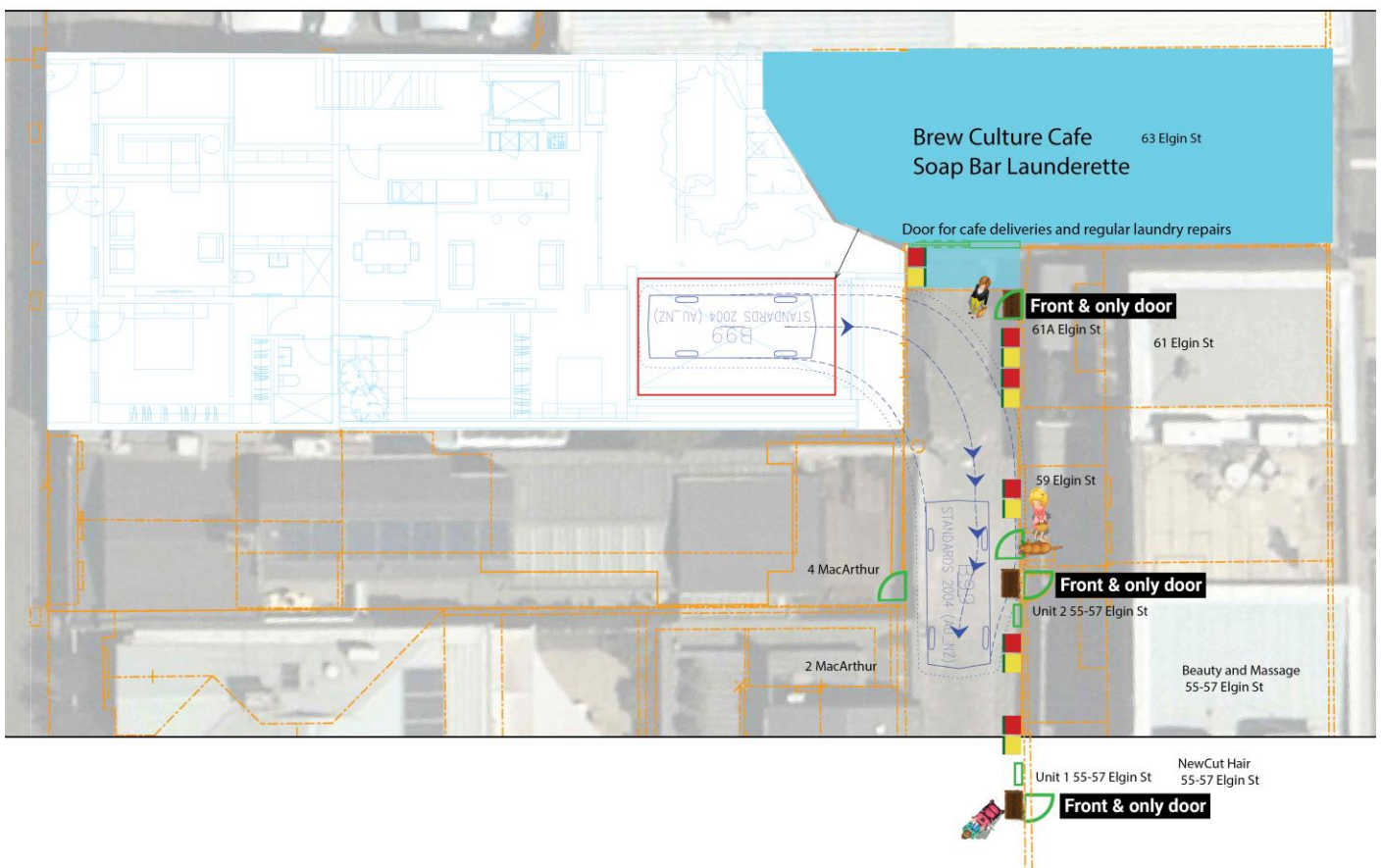
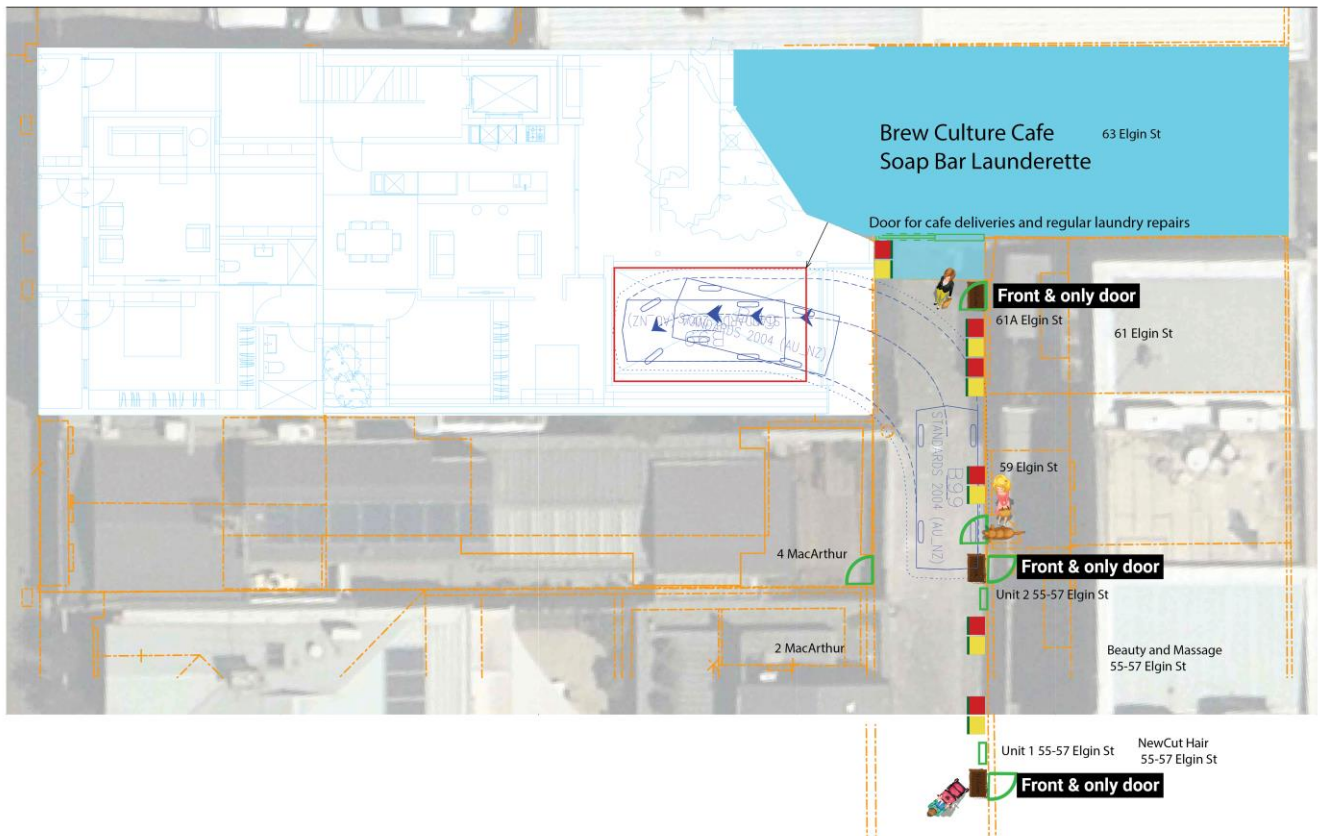
There are 4 major safety aspects that we are questioning, and the neighbouring community will be very disappointed if an affirmative decision is made without Engineering Services addressing our concerns or answering our questions.

All neighbouring tenants, businesses, property owners and employees foresee ongoing issues with proposed use of the lane and design of the entrance. This is a classic stitch in time scenario for the CoM.

Major issues consist of

- Swept Path does not include existing fixtures in laneway, Laneway is not wide enough for a 90 degree access to hoist ( **Amendment 52.06-9 Design standards for car parking**)
- Removing street light will increase vandalism, drug use and defecation in the lane, reduce safety for people accessing homes. No alternate lighting has been secured.
- Existing properties with sole access to homes will incur loss of amenity. Residents and owners have serious safety concerns.
- Proximity of Nicholls lane to Elgin St intersections creates a huge hazard for bicycle traffic on the Canning bicycle highway. Up to 2000 commute daily and the report suggests 5 movements during peak hour. That will most certainly end in multiple alterations as observed by locals.

This is one of many emails I have sent to the council regarding these issues, and I am yet to hear a response from any of my previous emails. The 25 People that share the use of Nicholls Lane are at the point that we believe the only way Council will hear us is if you take it to VCAT. But we would much prefer to have a meeting with engineering services (not Goran Bacelic) on site, so we can identify the issues and create solutions for the development to proceed..



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

\*

**Name: \*** Lorenzo Marasco

**Email address: \*** [Lorenzo@Marasco.id.au](mailto:Lorenzo@Marasco.id.au)

**Date of meeting: \*** Tuesday 16 March 2021

**Agenda item title:** TP-2020-533

\*

**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 was made aware that the new council planning officer has recommended that Council accept the proposed development.

I am deeply concerned because I do not believe that the revised plans adequately address the issues raised by VCAT in regards to neighbourhood and amenity.

Here is a very, very brief summary of the issues:

1. The height has not been addressed and is not in keeping with the character of MacArthur Place.
2. The proposed 4 levels is 2 levels higher than the surrounding buildings. 82 of the 84 buildings are 1 or 2 levels.
3. The proposed development is too high and will block direct afternoon sunlight currently enjoyed by 2 MacArthur PL N. Currently get uninterrupted sunlight all afternoon. This new height will adversely affect us all year.
4. The use of the rear lane as a driveway is not practically feasible. The swept path diagrams require all of the rubbish bins to be located under the rear windows of 2 MacArthur PI N. AS the resident of this property, I will not

allow approx. 10 smelly rubbish bins to be stored directly under the windows that open into our home. This is a council matter that must be addressed. Council traffic/engineering was supposed to solve this, but nothing has been done, and the council planner is recommending to approve the development without resolving this issue!

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

---



**Privacy acknowledgement: \***

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

**Name: \***

Benjamin Shaw

**Email address: \***

[Shawsystems@gmail.com](mailto:Shawsystems@gmail.com)

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

Future Melbourne Committee meeting

**Date of meeting: \***

Tuesday 16 March 2021

**Agenda item title: \***

Planning permissions for TP-2020-533

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



[bens\\_online\\_submission\\_to\\_council.pdf](#) 1.74 MB · PDF

**Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) Committee in support of your submission:**

No

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

# Online Submission to COM 16<sup>th</sup> March 2021

## Development TP-2020-533 ( 6-10 MacArthur Place, Carlton)

My Name is Ben Shaw, I have been a long time tenant of Elgin St, I am a part business owner leasing Elgin St and I continue to provide maintenance to Elgin and maintenance to the 4 leases at Elgin.

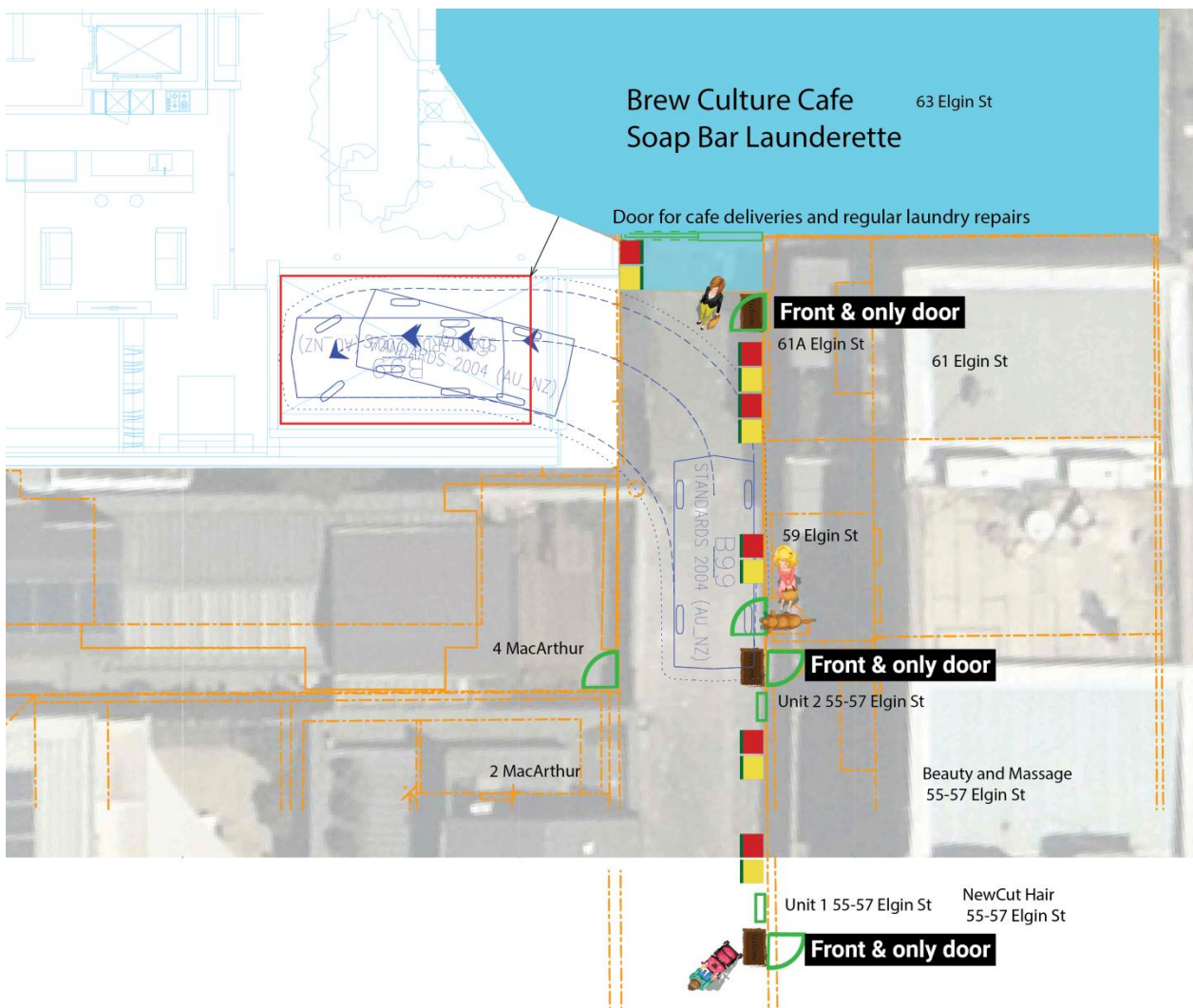
This submission covers the thoughts and feeling of at least 25 tenants, property owners, business owners and employees who will be affected by elements of this development, in particular the introduction of two way vehicle traffic on to the lane and dominating its use.

We do not oppose some form of development at the site, but we view the proposed changes to Nicholls Lane reduces amenity to residents, pedestrians, cyclists and visitors.

Figure 1 of my submission demonstrates the conflict zones that will be created. Note that resident's doors swing outward into the lane, bins are stored here and the lane is used by pedestrians on a daily basis to access properties, deliveries, trades, common open space plus bin access and storage.

**Of the 43.5m of property abutting Nicholls Lane, 6-10 MacArthur only resides on 4.3m of the lane. That is a 9% share of the laneway in question; the other 91% of interested parties are truly against this proposed use.**

Figure 1: Swept path diagram modified to show existing and established bin storage and pedestrian function.



## Description of Laneway

Nicholls Lane is heritage protected, blue stone lane in a 'pedestrian priority area' defined in The City of Melbourne Walking Plan 2014-17, in an attempt to make streets safe for pedestrians and Cyclists.

The Laneway is approximately 3.5 metres wide and 20 metres long.

+ 3 properties use this lane for primary and only access to their homes

+ 7 properties use this lane as bin storage and open space.

+ 3 additions properties have secondary access.

+ 1 property (6-10 MacArthur Place) only recently added a gate onto said lane

Nicholls Lane is used as a communal space, which the Elgin St Residents have all looked after as if it were our own front yards.

We recreate in the lane and catch up in the shade, away from the noise of the traffic. We have neighbourhood parties in this lane, and we have adorned it with fairy lights and used it as a romantic laneway entrance to movie nights (see Figure 13 below).

It's a perfect space for kids to kick a ball around, customers waiting for hair dye to set will have cigarettes out there and it's a little extra outdoor space when needed. Bin storage was approved (by CoM in 2015) after a thorough analysis showed inadequate private outdoor space.

It is used regularly by all properties, except for 6-10 MacArthur, which only has 4.3m of the 43.5m property abuttal. So I don't expect the owners to understand how commandeering this lane for through traffic will affect the Neighbouring community.



*Figure 2: Soap Bar Launderette  
Movie night May 2014*

## Pedestrian Safety

This proposed use of the lane assumes that pedestrians will have priority use of the lane. In reality, if a person is exiting 61 Elgin St with a Bicycle, baggage, or wash baskets piled high, or if a staff member is pulling two or even one wheelie bins from the end of the lane, any vehicle entering the lane would need to back out of the lane to give the pedestrian safe passage. (See Figures 4, 5, 6)

Backing out into a congested street, into hundreds of bicycles coming at speed down the bicycle highway (which has literally thousands of bicycle movements per day), is a dangerous manoeuvre and an unacceptable outcome. Given this, it is more likely that if a car was driving into the proposed development that a pedestrian would have to retreat completely back into his or her apartment or to the end of the lane, and wait several minutes for the vehicle to be able to enter the elevator and even longer if another vehicle is lined up waiting for the next chance to use the elevator. The pedestrian would be trapped in a confined space surrounded by high concrete and most importantly would become secondary to the car (which is completely against the CoM's policies for pedestrian prioritisation).

Figure 3: Peak Hour Congestion

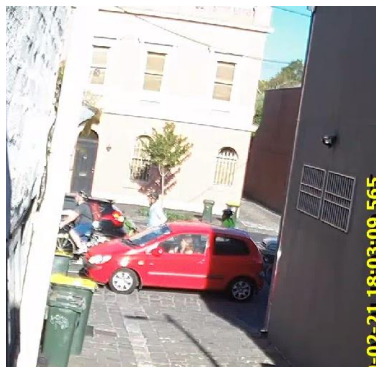
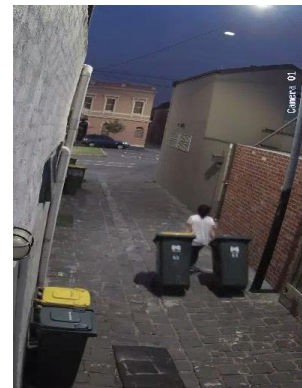


Figure 4: Leaving 61 on bike

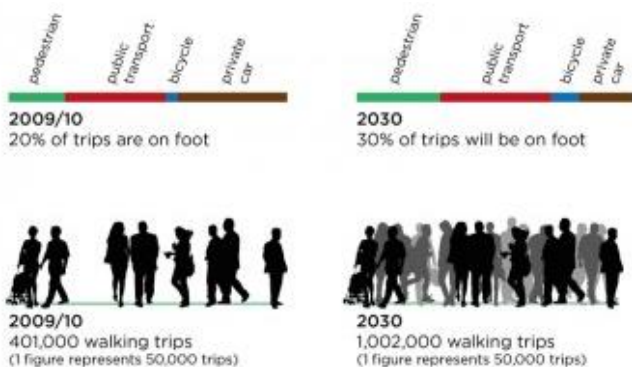


Figure 5: Taking bins out



The proposal also goes against the following quote from Transport Chair, Councillor Nicolas Frances Gilley

*“We need to optimise our city streets for people walking, cycling and taking public transport because that is how the majority of people move around”*



### Walking Modes Share and Trip Growth

The City of Melbourne Walking Plan  
2014-17

According to CoM's 2018 Transport Strategy discussions. The City of Melbourne has the highest rates of pedestrian death and injury in the state, could this be due to CoM's traffic engineers not performing site visits when they approve vehicular access to narrow pedestrian laneways? The Transport Strategy Refresh 2018 indicates that off street parking reduction targets will be put in place and new apartments will be built without car parks. See Appendix B, C and D for points of interest. Authorities have come to recognise the health and environmental benefits of active transport.

For over 150 years this lane has been solely for foot traffic, having survived a traffic boom, and it seems ironic that this opportunistic land grab for vehicular access is even being considered, now when we are trying to discourage vehicles.

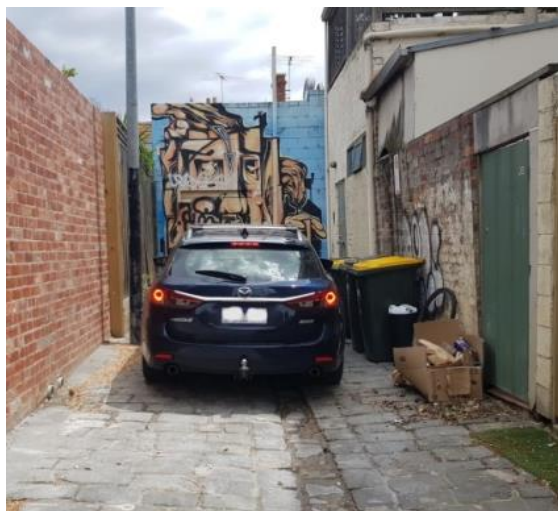


Figure 6: no way of passing vehicles



Figure 7: High Traffic Pedestrian Cross-over with blind corner

## Bicycle Lane Safety

Canning Street is one of the most celebrated arterial bicycle routes in Melbourne, with The Age reporting almost 2000 cyclists using the extended bike path daily.

Currently pulling into a parking spot on Canning Street, or into a garage from Canning Street, is a very difficult and dangerous manoeuvre during peak periods.

As thousands of Northbound cyclists gather great speed down Canning Street, I've personally seen on many occasions cyclists mistake the left blinker of a car waiting to turn into a property on Canning Street as waiting to take a left turn into Elgin Street. The cyclist is caught completely off guard when the vehicle turns into the garage or parking spot. It is not a question of 'who has right of way' but more a question of minimising conflict points between cars and cyclists.

Proposing access to three dwellings via a narrow laneway off one of the busiest cycling streets in the country and in proximity to Elgin Street, a major arterial east-west road, is not minimising potential for conflict. This potential is heightened to an incomprehensible level when considering a car may have to back out of the laneway if a pedestrian with wheelie bins is coming the other way (as discussed above). A reversing car could typically be blocked by banked up car traffic waiting to cross Elgin Street (as is often the case) and then when the traffic begins to move a stream of cyclists prevents manoeuvre until the next traffic cycle repeats itself.

There have been many altercations that I have witnessed and the hazard is well known amongst the neighbours. Often cycle accidents are unreported so it is difficult to 'evidence' this but one needs to only observe Canning Street at peak hours to understand the hazard that will be created if the lane is opened for vehicular access.



Figure 8: Aerial view 17:00



Figure 9: Aerial View 17:15



Figure 10: Looking out from the lane

## General Laneway Safety and Use

The existing lamp in Nicholls Lane was installed 10 years ago for safety reasons and has significantly reduced the use of the laneway for illegal activities including drug use and nightly defecation.

With this light in its existing position vehicle access to the lift is impeded. The proposed development has the lamp removed and mounted to the building. If this happens will the lamp still be maintained by council, or will our safety be put into the hands of an Owner's Corporation? Clearly the latter is an unacceptable outcome to us.

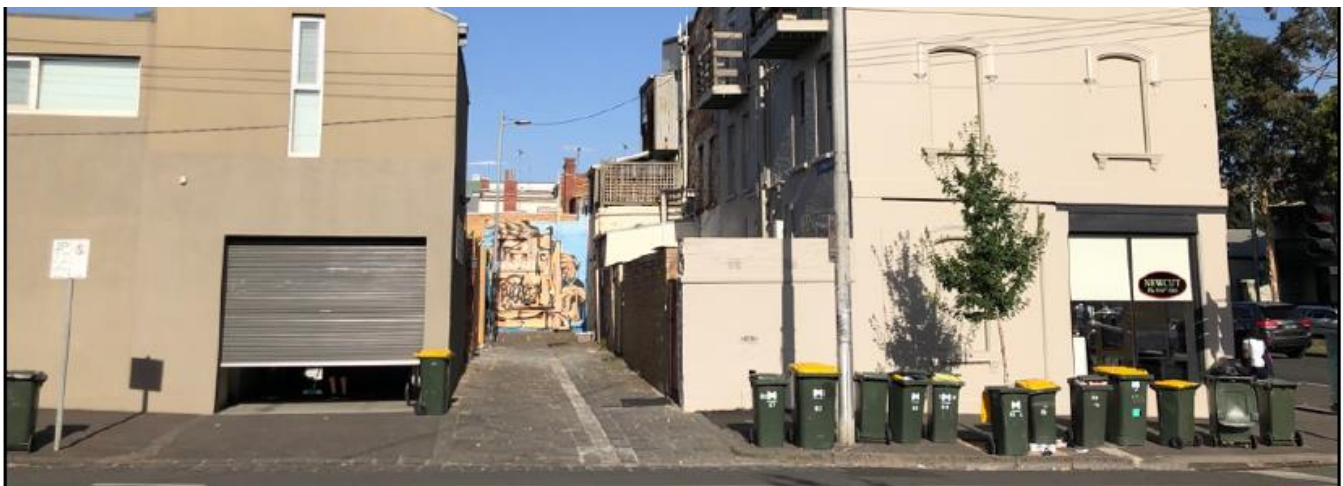
The bins and letter boxes make the 90 degree turn impossible for vehicles entering the lift, without the need to then reverse back into the lane. The traffic report shows difficulty without these obstacles and doesn't address the fact that there are fixed obstacles. It also fails to show B99 movements out of said basement, as it is obvious this would require more than 2 corrections. It will encourage cars to reverse out of parking spots and down the lane, as far fewer corrections will be required.

Amendment 52.06-9 Design standards for car parking:

Says, a 90 degree park, the access way width of 6.4m, this is not met

And the design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings. The current design shows the car elevator set back into the property by 1.5m and set at an angle of 90 degrees, perpendicular to the access way. As such, this is now a blind corner, hindering natural surveillance.

Also not addressed by engineering services is the fact that it is a 70 metre walk to their bin collection point on Macarthur Place. We consider it unlikely they will walk this distance. Canning Street is already at capacity with bins adjacent to the laneway. 6 extra bins will encroach on driveways and lane way entrance, further adding to rising tension.



## Laneway Substrate Issues

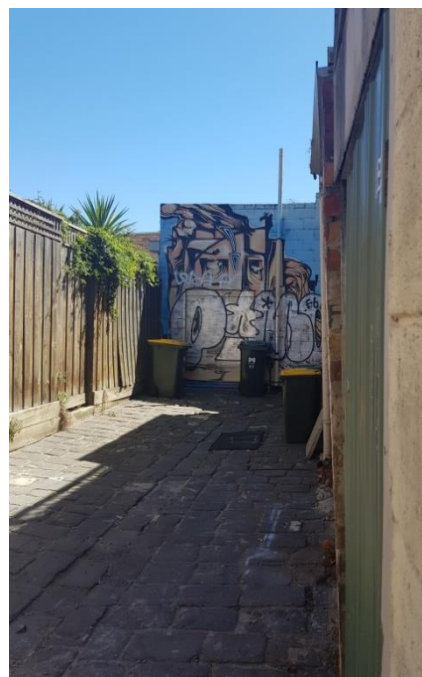
Nicholls Lane dates back to 1870 and was built well before the automobile. If vehicles are planning to use Nicholls Lane on a regular basis, then the lane will need to be fortified to support traffic and the council will also need to budget sufficiently to maintain this historical bluestone.

Currently there is subsidence already occurring due to storm water pipes draining to Nicholls Lane and the previous (much smaller) construction vehicles that have used the lane for access. We have grave concerns regarding heavy cranes, cement trucks or supply vehicles undermining the substrate and damaging underground clay pipes. The bluestones laid on a dirt substrate were designed to take a horse and cart weighing about 1.3 tonnes. A fully loaded cement truck weighs in at over 30 metric tonnes. There is currently an existing boundary wall almost leaning to the point that it might topple if disturbed by heavy machinery (see figure 12). There needs to be a thoughtfully laid out construction plan that recognises the importance of this lane to residence. We have previously been prevented from accessing homes that reside in the lane, without warning 15 years ago when the lane was ripped up for maintenance. This needs to be managed carefully over a 9 month build.

Figure 11: Tight Squeeze with small stationary vehicles



Figure 12: Leaning Wall of Nicholls Lane





## Noise and Air Pollution

Elgin St properties have front windows facing onto a busy polluted st, Back windows are used for fresh air and circulation.

Allowing cars to commute down Nicholls Lane and idling while waiting for a lift will sabotage the only access to fresh air.

The high walls, lack of building setbacks of this development will amplify noise and trap fumes; severely affecting the quality of living for these existing properties.

## Suitable Alternatives to Vehicle Access

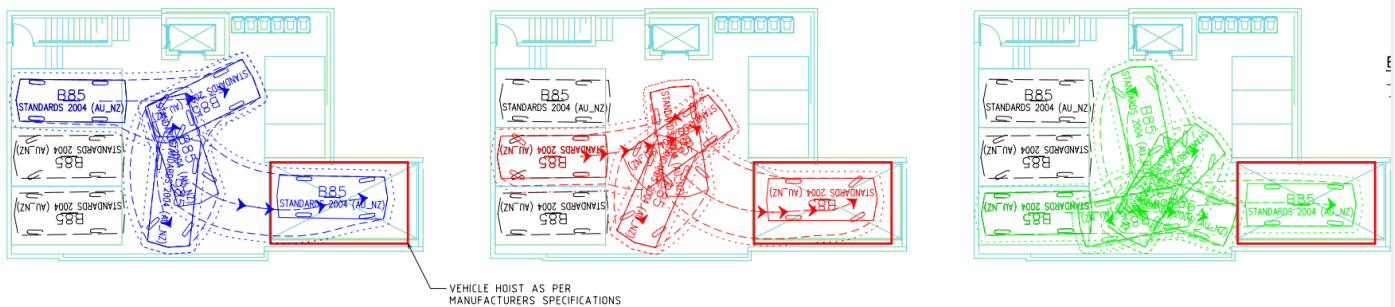
An alternative which is completely supported by CoM's policies for this area would be to remove vehicle access altogether with a waiver of car parking requirements. Based on the Developer's own commissioned report, parking exemption should be, evidently, easy to obtain:

In the traffic report from OneMileGrid, we can deduce that the parking facilities are not essential as **“The site has very good access to sustainable transport modes, with trams and buses operating in close proximity ... numerous formal and informal cycling routes in proximity, and numerous car share pods nearby.”**

OneMileGrid's report, although correct in saying this is an oversupply of private parking in Carlton and correct in analysing the sustainable transports mode, It also brings to light the fact that these spots can be leased out, as is common in city areas. This will further create issues, with users unfamiliar with the nature of the lane, difficult manouvours and surrounding bicycle traffic.

Also the new height of the one story car park begs the question as to weather they are planning to implement vehicular hoists to obtain their original goal of 6 car spot, which was over turned by VCAT based on PO12, but originally ignored by council.

Image from OneMileGrid Report: B85 exit plan, B99 was not provided



## Conclusion

As stated we are not against development or progress, but we cannot support a proposal that reduces amenity, creates clear safety concerns and affects the neighbouring community as a whole. This laneway is a lovely outdoor space and is highly utilised, please don't allow an overzealous developer to monopolise this space in order to make a quick dollar on some unsuspecting purchaser who will no doubt experience much hostility and trouble with this ill thought out design.

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

**Name: \*** Dominic Fitzjohn

**Email address: \*** [df390460@gmail.com](mailto:df390460@gmail.com)

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

**Date of meeting: \*** Tuesday 16 March 2021

**Agenda item title: \*** 6.1 TP-2020-533 6-10 MacArthur Place North, Carlton

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

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



[tp\\_2020\\_533\\_future\\_melbourne\\_committee\\_meeting\\_d\\_fitzjohn\\_submission\\_sm.pdf](#)

2.08 MB · PDF

**Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) Committee in support of your submission:** No

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

## TP-2020-533

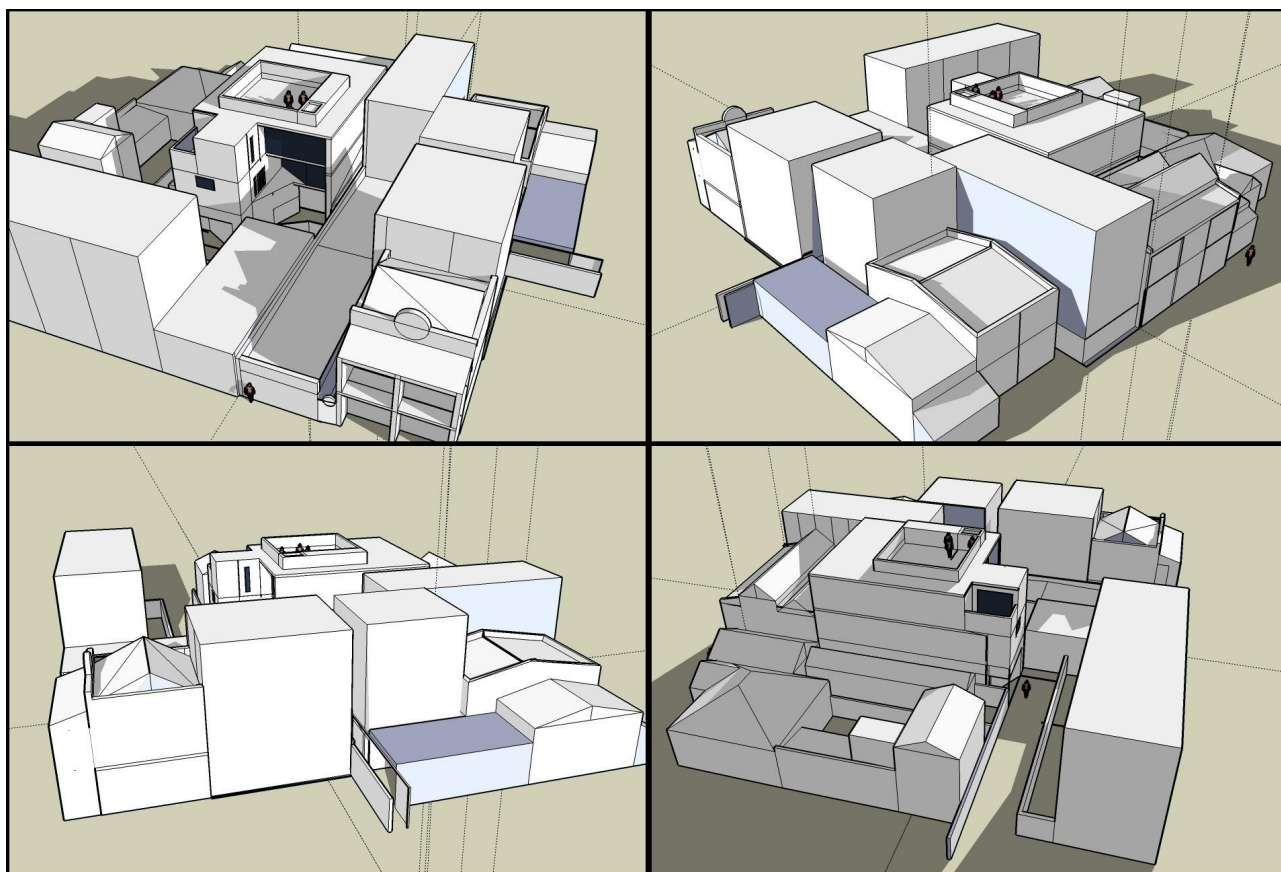
### 1.0 INTRODUCTION

In view of the fact that the amended proposal is almost identical to the original rejected proposal TP- 2018-1497 and I would like to request that the 16/3/21 Future Melbourne Committee meeting consider the following new points in addition to previous points raised in objection to TP-2018-59 and TP-2018-1497 that are included here. These represent the reasons for my objection and how I would be impacted.

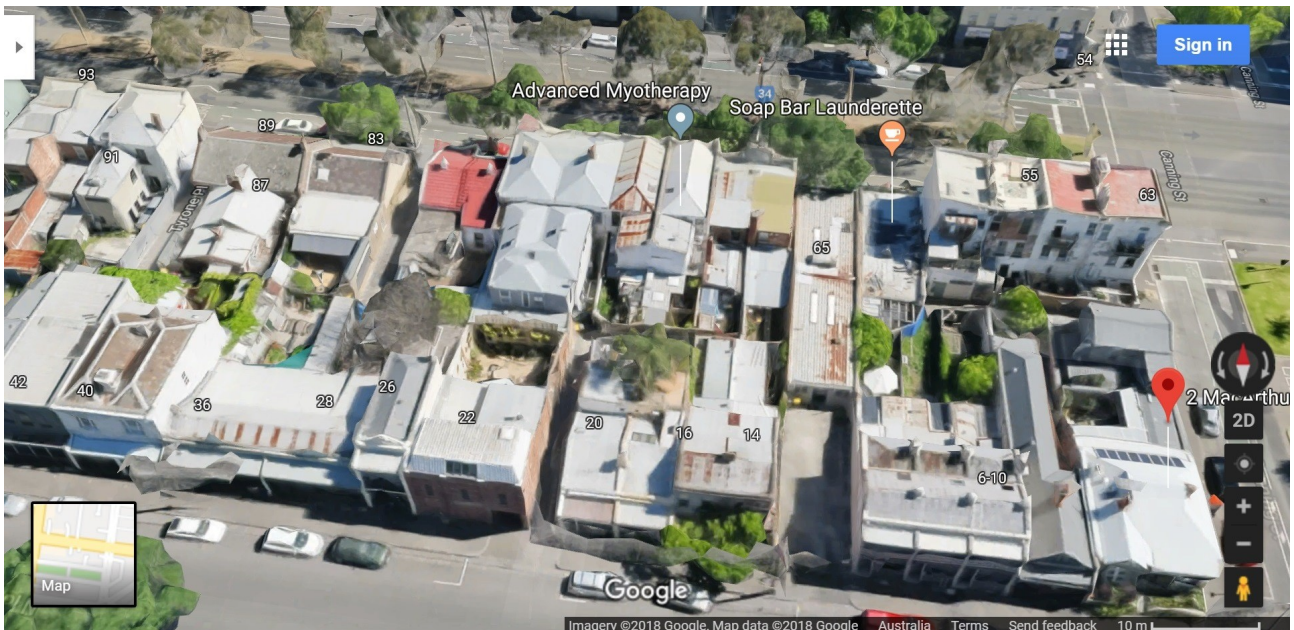
### 1.1

I also request that the Future Melbourne Committee meeting address the following question:

**Should the applicant be given approval to cover the site with a 3 storey structure with what appears to me to be site coverage in excess of 85 percent would that not set a precedent allowing all property owners in Carlton to do something similar and if they did so would that not have a disastrous and unacceptable effect on the health and amenity of all occupants?**



The above graphic shows massing implications that could result from an approval precedent permitting other property owners to build similar developments. The images show 3 storey full width additions with full site coverage of neighbouring sites.



## 1.2

Looking at the above aerial view of South Carlton it is obvious that 99% of this suburb is constructed with the “front full width building plus rear open space” model. This was implemented by victorian era planners in response to social and health problems associated with overcrowding in England at the time and this is referred to as “London style” planning by Raworth. The gardens, green open spaces and wide avenues in Carlton as planned by Hoddle are part of this thinking. In my view these planning ideas represent the optimal compromise between housing density and amenity for occupants and also address fire separation.

**The applicant seeks to unfairly take advantage of this legacy by being the first to occupy the open space associated with the rear of 6-10 Macarthur Place.**

## 1.3

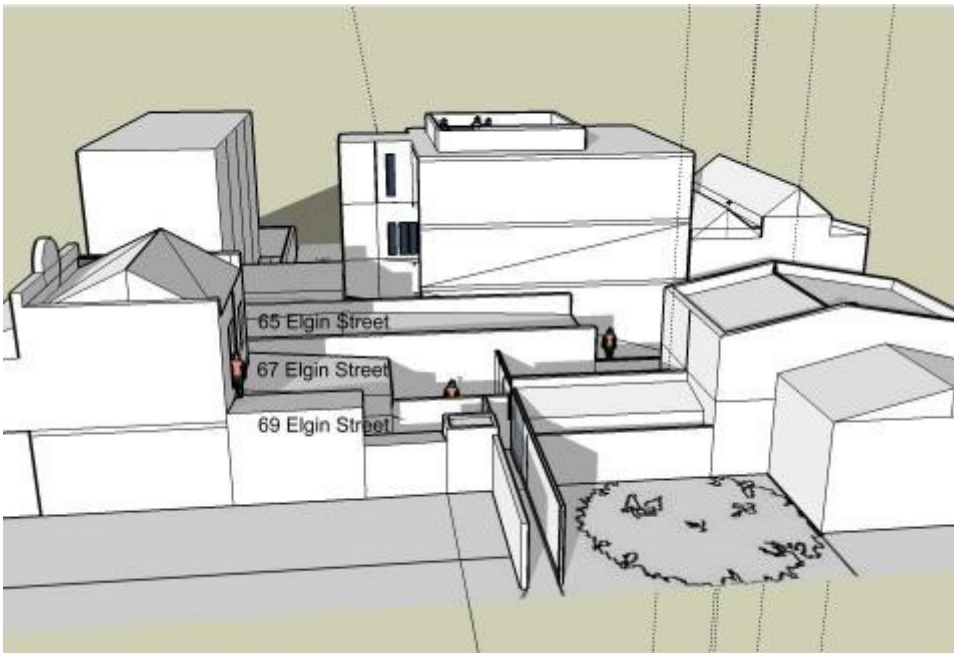
Significantly the applicants consultants do not consider impacts to amenity for anyone other than adjoining owners. This overlooks the fact that Carlton is already a high density / small allotment inner city suburb and so the proposal will directly impact the amenity of properties beyond adjoining properties.

Also the applicants consultants do not provide 3d images of what the proposals mass and “design” will look like from properties to the west and north west.

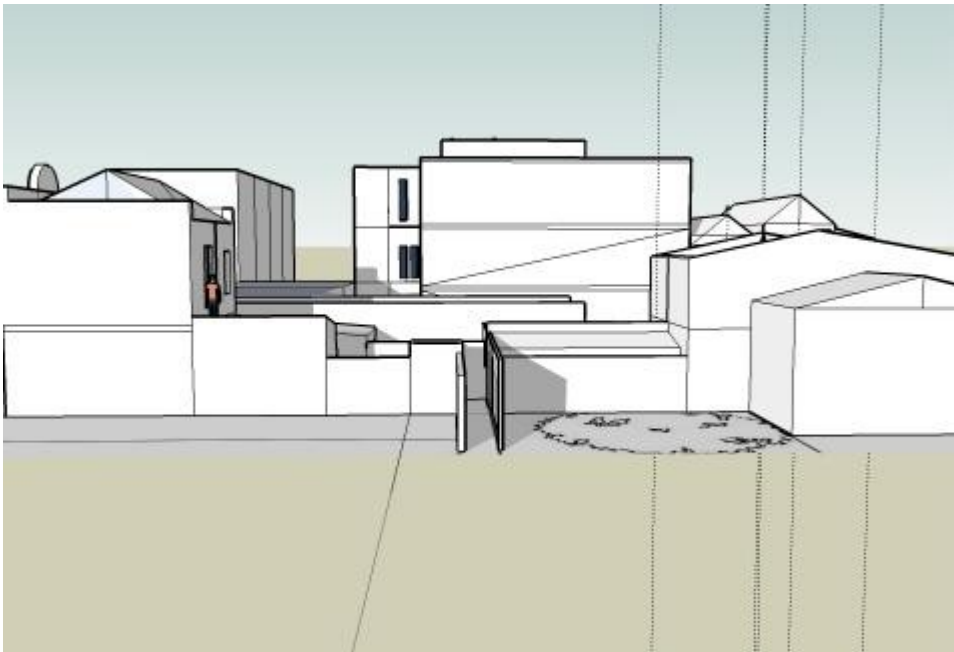
## 1.4

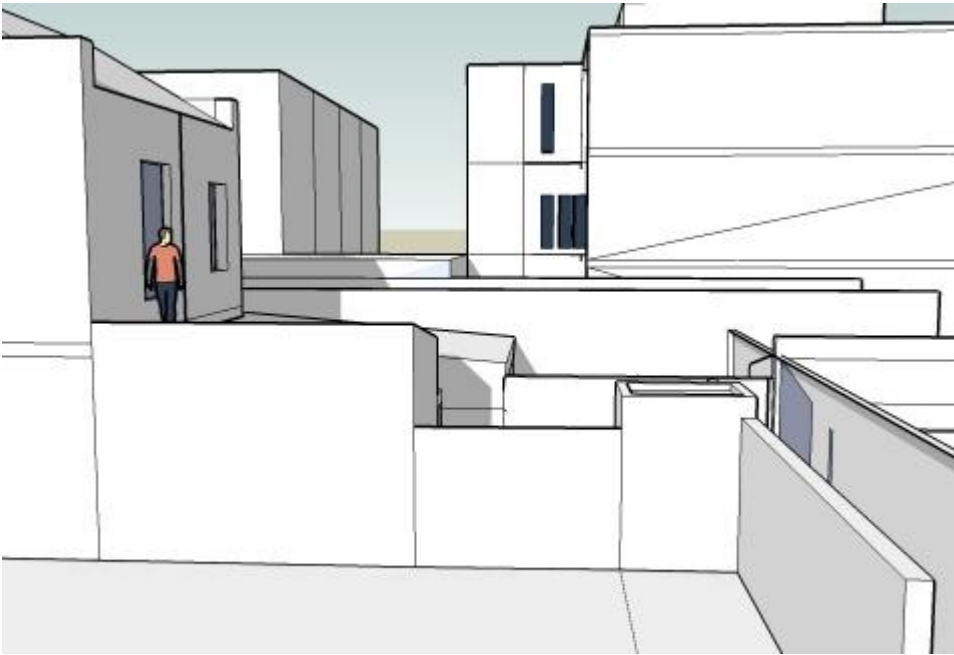
I request that the Future Melbourne Committee meeting consider the following images generated by me originally submitted in previous objection submissions and giving an indication of the unacceptable visual bulk and intrusion from the viewpoint of properties to the west / north west.

(As I've mentioned before the applicants 3d images showing the view from Macarthur Place are deceptively generated with an excessively wide angle (21mm) which would tend to reduce the visual bulk of the rear 3 storey addition from this viewpoint. As I understand it human vision focal length is equivalent to 50mm.)

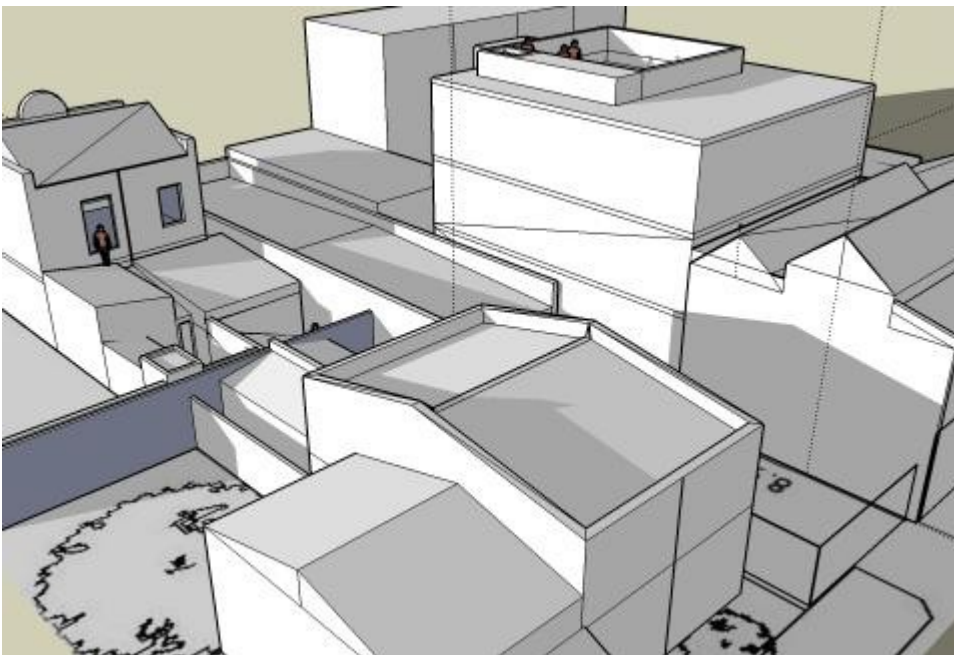


View looking east. The proposal is clearly a visually dominant intrusion into the open space of all surrounding properties.





Human images are included throughout for an indication of scale.

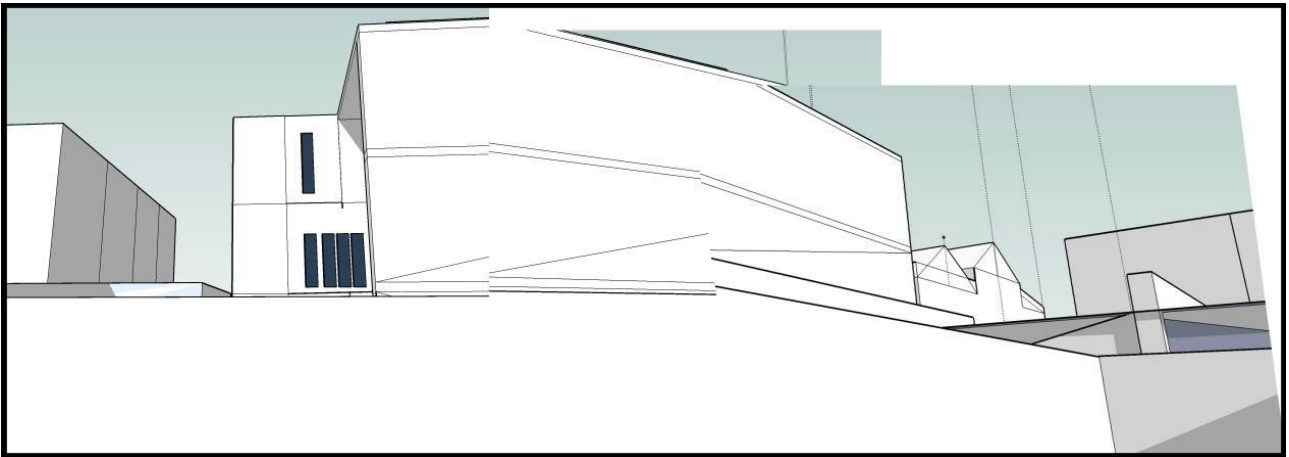


View from south west looking north east clearly showing the proposals monolithic intrusion and showing how overlooking from the western end of the roof terrace impacts properties to the north west.





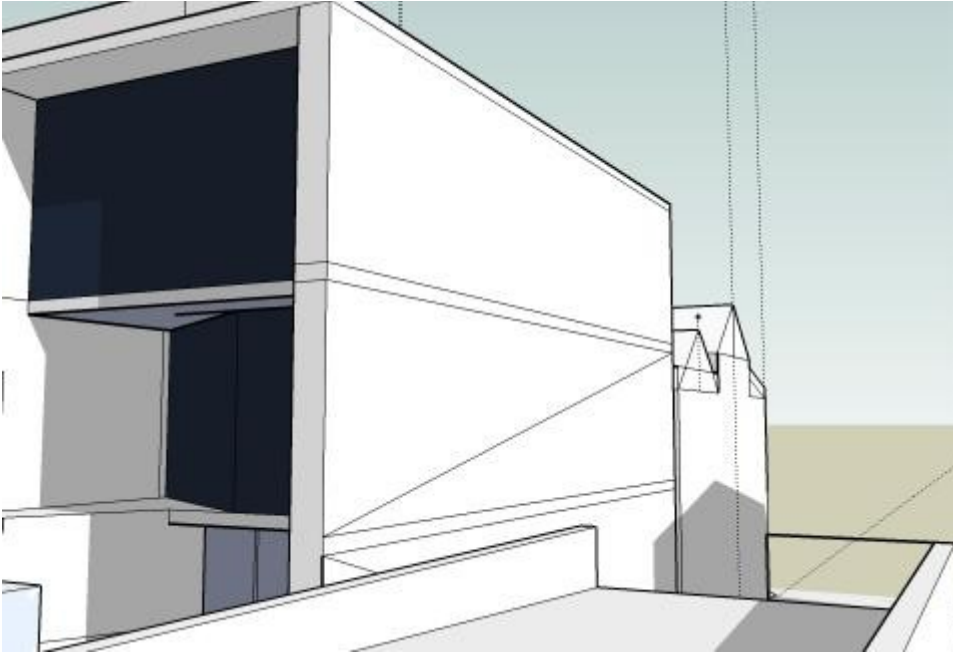
Montage of views photographed from 69 Elgin Street courtyard.



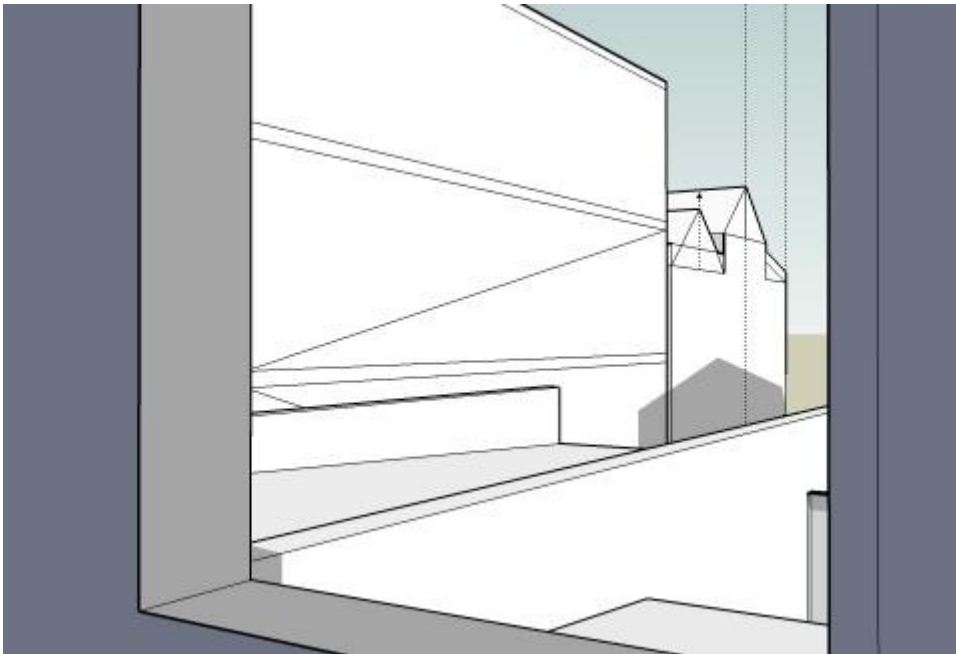
Montage of 3d generated views from 69 Elgin Street courtyard.



View from 69 Elgin rear bed window.



3d view from 67 Elgin rear bed window showing 65 Elgin rear roof indicating impacts to privacy.



3d view from 69 Elgin rear bed window.

## **2.0 The following is from previous submissions for TP-2018-59**

### **2.1**

The applicants consultant has argued that full width boundary to boundary building is typical in the substantially intact Victorian era suburb of Carlton.

The layout of structures for Victorian 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.

Victorians 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 an uncrowded /naturally lit / open space amenity in the rearmost private places of each dwelling while still maintaining overall high density. Victorian suburbs never consist of full width 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 adjacent dwellings.

## **2.2**

The applicants 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 greedy developers from a period when there were fewer objections to or 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 remember back in the 80s seeing that reflective glass box building that was built in front of the exhibition buildings in Carlton Gardens on the Nicholson street side. Was that rich architectural variety?

## **2.3**

The applicants consultant has argued that the proposal satisfies planning controls encouraging "diverse forms of housing that offer choice". As I understand it the intent with encouraging housing diversity is to ensure that there is accessible housing for less fortunate people not to ensure that there are luxury apartments for more fortunate people.

As I have said earlier the visual bulk of proposal will unreasonably affect the amenity of adjacent dwellings.

## **2.4**

The applicants consultant has argued that the existing improvements have the visual bulk of a single building thereby justifying the monolithic proposed additions. This is completely wrong. The existing improvements appear as 3 separate dwellings.

Victorian 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. Here is another example of the fundamental way the proposal is at odds with the key attributes of its context.

## **2.5**

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

## **2.6**

The proposal fails the site coverage objective and totally disrespects the traditional character of Carlton regarding site coverage. Please refer to the 3d images I have generated which indicate the inappropriateness of the proposals bulk.

## **2.7**

The applicants consultant argues that a number of the development standards do not apply to apartment developments.

for example:

*55.03-6 - Standard B11*

*Open space objective*

*- N/A*

*Standard B11 does not apply to apartment developments.*

Wouldn't this indicate that the standards are trying to discourage apartment developments?

## 2.8

The applicants consultant argues that the parking lift arrangement is appropriate. Is it not likely that a vehicle waiting for the lift could meet another vehicle that is using the lift requiring one of the vehicles to reverse either back out onto Canning street or back into the parking spot if the congestion occurred in the basement? Additionally the turning / manouvering diagrams to not take into account any obstruction such as garbage bins that would limit laneway access / egress from the carpark lift.

## 2.9

The applicants consultant argues that "Bins will be transferred by residents up the car lift and transferred kerbside on Macarthur Place North on collection days, commensurate with existing arrangements. Following collection, bins will be collected and returned to the bin storage area within 24 hours."

I wonder about the likelihood of this actually happening.

I respectfully request that you do not approve the proposal TP-2020-533

Regards

Dominic Fitzjohn

## 3.0 The following are brief responses to the claims made by consultants Best Hooper and Raworth in the current "Technical reports"

### 3.1

#### Best Hooper

*• The proposal contributes to urban consolidation and housing diversity in a suitable location;*

The proposal does not increase housing density at all while significantly increasing site cover. The original three 2 bed terrace dwellings are being replaced by three 2 bed strata dwellings.

### 3.2

*• The proposal has satisfactorily responded to the issues raised by Council and VCAT with the previous application;*

*• The proposal is acceptable in neighbourhood character terms;*

*• The proposal will not adversely impact on the heritage significance of the existing terraces or the area;*

The proposal has not addressed the following extract cited by Raworth concerning MCC rejection grounds:

### 3.3

#### 1.0 Introduction

*2. By way of background, a permit application for the redevelopment of the subject site was received by the City of Melbourne on 3 January 2018 [TP-2018-59].*

*Council subsequently issued a Notice of Refusal to Grant a Permit which cited 9 grounds. Two of these related to heritage matters and are reproduced as follows.*

*1. The proposed additions would detract from the architectural and historic quality of the building and the surrounding area and would be contrary to the purpose of the Heritage Overlay in the Melbourne Planning Scheme and Local Policy 22.05 (Heritage Places outside the Capital City Zone) of the Melbourne Planning Scheme.*

As the proposal is substantially the same these significant grounds for rejection have clearly not been addressed.

### **3.4**

- *The proposal will not unreasonably affect the amenity of the adjoining properties;*

The proposal is an unacceptable and monolithic intrusion into the open space and privacy of all surrounding properties.

### **3.5**

*Thirdly, the form of the proposal provides an acceptable response to this neighbourhood. The proposed extension will be constructed along both side boundaries, except the second floor extension which is setback from the eastern boundary. Boundary construction is a prevailing character of this area. The proposal is consistent with the prevalent character of this neighbourhood in this regard.*

There are in all probability no examples of residential extensions built full width to the rear boundary.

### **3.6**

*As shown in Figure 2 below, the subject site is currently improved by three attached doublestorey brick terraces, which have the appearance of a single building.*

This is just not true.

Victorian era builders went out of their way to ensure that terraces did not look like a single building by the use of expressed party walls and decorative detailing.

### **3.7**

5.2

*For all the reasons outlined above, it is submitted that the scale, massing and form of the proposed extension is appropriate in this locale. The proposal will be a good neighbour that assimilates well into the neighbourhood.*

The proposal will be a monolithic eyesore and intrusion into the amenity and privacy of the neighbourhood.

### **3.8**

*To the immediate north, the subject site has a partial abuttal to Nicholls Lane, which is a bluestone laneway that has a width of 3.5 metres and a length of 20 metres. It extends from Canning Street at its eastern end to the northeast rear corner of the subject site and an abuttal with 63 Elgin Street at its western end. It provides pedestrian and vehicle access to a number of properties.*

This is not true.

Nicholls Lane does not currently provide vehicular access to any properties.

## **3.9 MCC**

### **4.1 STATE PLANNING POLICY**

*Clause 15.01-2 - Urban design principles, which seek to achieve outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.*

The proposal completely fails in this respect.

## 4.2 LOCAL PLANNING POLICY FRAMEWORK

### **Clause 22.05 – Heritage Places outside the Capital City Zone**

*It 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 prominent 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.*

*At it relates to height, the policy encourages additions to respect the character and scale of adjoining buildings and the streetscape.*

The materials, finishes and design of the proposal are completely unsympathetic to the context and have more in common with cheap commercial office construction.

### **Clause 22.17 – Urban Design outside the Capital City Zone**

*It provides broad design principles in the consideration of new buildings and works in terms of scale, context, building height and bulk, street frontages, front and backs of buildings, building tops, visible facades, pedestrian connectivity and vehicle access, projections, protection from wind and rain, and landscape.*

The proposal fails to meet this clause.

## 3.10

*Pursuant to Clause 32.08, the GRZ includes the following purpose:*

- To implement the Municipal Planning Strategy and the Planning Policy Framework;*
- To encourage development that respects the neighbourhood character of the area;*
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport;*
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

*In relation to the scale of the proposed extension, the proposal represents an extension that will not introduce a built form that is dominant or overwhelming to this neighbourhood.*

*Thirdly, the form of the proposal provides an acceptable response to this neighbourhood. The proposed extension will be constructed along both side boundaries, except the second floor extension which is setback from the eastern boundary. Boundary construction is a prevailing character of this area. The proposal is consistent with the prevalent character of this neighbourhood in this regard.*

This is just not true.

## 3.11

### **5.4 WILL THE PROPOSAL UNREASONABLY AFFECT THE AMENITY OF THE ADJOINING PROPERTIES?**

*This application has been assessed against the relevant requirements of Clause 55.*

*As shown in Appendix A to this report, the proposal demonstrates a high level of compliance with the relevant Clause 55 standards. Notably, the proposal will not cast any additional shadows to the adjoining secluded private open spaces to the east.*

*Accordingly, the proposal will not give rise to unreasonable off-site amenity impacts.*

Significantly there is no reference to visual, privacy and open space impacts to adjacent properties to the west / north west.

## 3.12

**55.03-3 - Standard B8**

*Site coverage objective*

✓ **Complies with objective**

*The proposed development will result in a site coverage of 85%, which exceeds the 60% maximum site coverage specified in Standard B8. However, given the lot size of the subject site and the prevailing site coverage found in this neighbourhood, the proposal complies with the objective.*

I submit that the typical small lot sizes in Carlton would tend to make compliance with this objective more critical not less critical. Again the claim about typical site coverage in Carlton is clearly not true.

**3.13**

*55.03-6 - **Standard B11***

*Open space objective*

*- N/A*

*Standard B11 does not apply to apartment developments.*

All the more reason for rejecting proposals to build apartments in areas typified by conforming structures.

**3.14**

*55.04-2 - **Standard B18***

*Walls on boundaries objective*

✓ **Complies with objective**

*West elevation*

*The proposal will be constructed along the western boundary for a maximum length of approximately 22.37 metres and a maximum height of 10 metres.*

*As the subject site abuts a car park and a commercial building to the west at 65 Elgin Street, the non-compliance with Standard B18 will not result in any adverse amenity impacts on 65 Elgin Street. For a character perspective, for the reasons outlined above, the proposal will not be overwhelming when viewed from the west.*

This claim does not address impacts to adjacent but not adjoining properties made more critical by the small lot size characteristic of inner city suburbs.

**3.15**

*55.04-6 - **Standard B22***

*Overlooking objective*

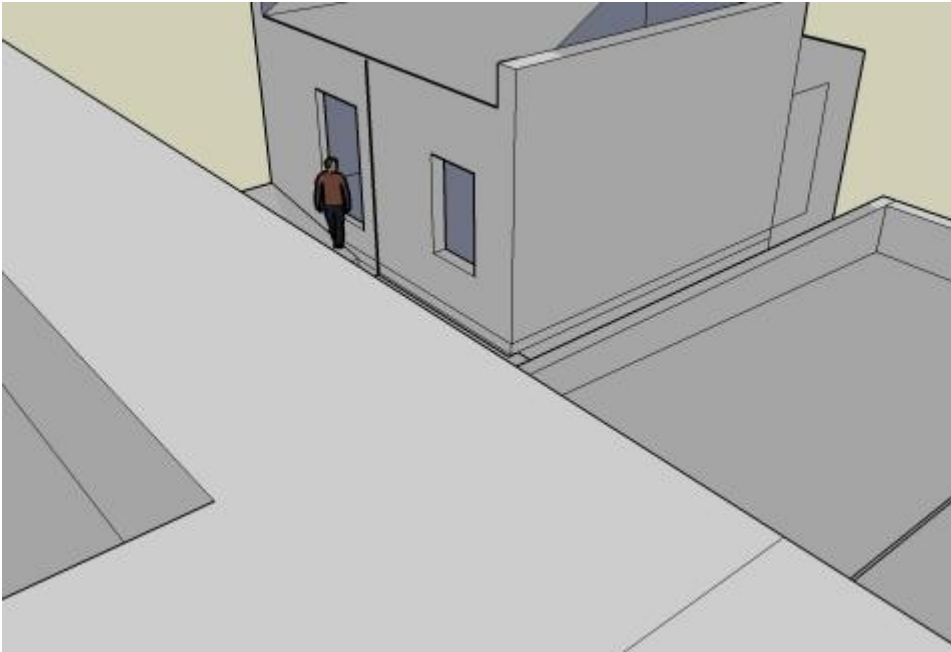
✓ **Complies**

*As shown on the north elevation (Drawing No. TP09) and Section 1 (Drawing No. TP11), the north elevation includes obscured glazing and privacy screens to restrict overlooking to adjoining habitable room windows and seclude private open space*

*The rooftop deck is located more than 10 metres from the closest dwellings to the north. To the east, the deck has potential for downward views to the adjacent private open space. However, views are restricted by the placement of the fixed planter box balustrade, the intervening boundary wall of the subject site and the two-storey form of No. 4 MacArthur Place North.*

*Along the east elevation, the second floor east-facing windows are opaque windows.*

The applicants consultant significantly does not address overlooking impacts to the north west and west. The line of site from the roof terrace on its western end has the potential to overlook properties to the north west as a direct result of the fact that the 3<sup>rd</sup> storey roof is set back on the western end clearly enabling impacts to privacy to the north west.. The consultant again does not include a section through the western end to show overlooking lines of sight – only through the eastern end where the 3<sup>rd</sup> storey roof below extends to the rear boundary.



View from roof terrace western end showing overlooking / privacy impacts to north west specifically 67/69 Elgin Street rear bed windows.

### 3.16

#### 55.06-1 - **Standard B31**

*Design detail objective*

✓ **Complies**

*As discussed in the assessment of Standard B1, it is considered the proposed development represents a scale and siting that will assimilate comfortably into the streetscape. The proposed materials and finishes are common in this area and are considered appropriate in a neighbourhood character context.*

This is just not true. Ive never seen a victorian era building constructed of (probably flammable) lightweight insulated panels, frameless glazing and precast concrete panels like some kind of tilt up warehouse construction or office building.

### 3.17 Raworth

*20. The built form around Macarthur Place is notable for a range of Victorian residential buildings, though also includes examples of dwellings dating from the late twentieth century (or older buildings that have been heavily reworked). These include 15-21 and 61 Macarthur Place South and 40, 42 and 52-54 Macarthur Place North. These are generally of an unassuming character that integrate successfully in their heritage context. The buildings at 15-21 Macarthur Place South have a squared form and no visible roof, which is comparable in these ways to the proposed envelope.*

This is not true. As can be seen below 52 Macarthur Place's height is the same as the adjoining 2 storey terrace despite being 3 storeys and its front elevation is structurally articulated to look like two terraces which is a far more sympathetic and interpretive than the proposal. I also note that



this building is not at the rear of its allotment like the proposed additions. The building even has a front setback on the east side to conform to the neighbouring weatherboard houses main wall being setback behind its verandah.



Figure 10 52-54 Macarthur Place North.



Figure 11 15-21 Macarthur Place North.

The building at 15 Macarthur Place Sth above while being a grossly incongruous blemish to what is a substantially intact victorian era streetscape does however demonstrate a massing and elevation articulation that is again reminiscent of its context unlike the proposal. While this building also looks like two separate terraces more could have been done to make the building look less like a single building and this is why the building tends to look more incongruous in the same way that the proposal will.

### **3.18**

#### *Response to Grounds of Refusal*

*1. The proposed additions would detract from the architectural and historic quality of the building and the surrounding area and would be contrary to the purpose of the Heritage Overlay in the Melbourne Planning Scheme and Local Policy 22.05 (Heritage Places outside the Capital City Zone) of the Melbourne Planning Scheme.*

The proposal has clearly not addressed this fundamental ground for rejection.

#### **4.0 The following are submissions for TP-2018-1497**

## **STATEMENT OF GROUNDS**

- 1. THE DESIGN IS INCONSISTENT WITH HERITAGE CONTROLS.**
- 2. THE MASSING / SCALE OF NEW STRUCTURE IS INCONSISTENT WITH ITS CONTEXT.**
- 3. UNSYMPATHETIC BUILDING DESIGN / ENVELOPE.**
- 4. SITE COVERAGE IS EXCESSIVE.**
- 5. OVERLOOKING / PRIVACY IMPACTS**
- 6. ADVERSE IMPACT TO PROPERTY VALUES.**

### **1. 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 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.

## **2. THE MASSING / SCALE OF NEW STRUCTURE IS INCONSISTENT WITH ITS CONTEXT.**

The height of the proposed new structure exceeds the height of the adjacent Victorian 3 storey building at 55 Elgin St. and is not in an appropriate scale with surrounding residential buildings let alone the original 2 storey terraces at 6-10 Macarthur Place Nth. The applicants computer generated images clearly show the incongruity with the architectural context. The applicant cites buildings at 22 and 54 MacArthur PI 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. While the front 3 storey part of No 54 is not entirely incongruous in scale with its 2 storey Victorian neighbour the 4th storey is set back and is as far as I know not visible from the street. Regardless this building 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.

The proposal has no setback to most of the rear boundary and the design is a monolithic intrusion into the scale and character of Victorian residential Carlton.

## **3. UNSYMPATHETIC BUILDING DESIGN / ENVELOPE.**

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.

The applicants 3d model images appear to be rendered with an excessively wide angle. This might tend to distort and minimize the apparent visual impact of the massive scale of the additions relative to the heights of surrounding buildings compared to what would probably be viewable from Macarthur Place. I notice also that the renderings tend to not show the hipped roof forms of adjacent dwellings.

Existing three story constructions in Macarthur Place are more respectful of their context. 22 Macarthur PI Nth presents the third storey within a mansard roof and only occupies approximately

50% site coverage.(see images X and X) and 54 Macarthur PI Nth appears in scale with the adjacent Victorian dwelling.

The feel and character from the rear of the properties is a relevant consideration. See:

Golden Wing International Pty Ltd v Boroondara CC [2003] VCAT 1768 (26 November 2003)

*34. . . . we suggest that some neighbourhoods are so individual in nature that a view from surrounding properties is an imperative. This is supported by the observations on the nature of neighbourhood character discussed in the report of the VicCode 2 Review Panel and referred to by Mr Canavan:*

*Character is also used to refer to the "feel" of an area - the atmosphere perceived not only from the street but from the backyard. This is a much more amorphous concept, reliant on intangible qualities such as peaceful, secluded, quiet, friendly etc as on descriptions such as green and leafy.*

*35 Our inspection confirmed a sense of seclusion, of spaciousness and in particular a feeling of being within a picturesque setting as important elements of the character and amenity enjoyed by the properties . . .*

*36 We have been unable to find that the barrack like visual appearance of the southern elevation would respect this character*

See Appendix photos for the current "feel" of the rear views of Macarthur PI Nth.

#### **4. SITE COVERAGE IS EXCESSIVE.**

The excessive site coverage is completely incongruous with the Victorian character of Carlton and materially impacts the surrounding architectural context. There is no setback or reduced scale adjacent to the rear lane unlike the Victorian building at 55 Elgin St and most other buildings in Carlton. 3<sup>rd</sup> 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 (see Appendix photos) and does not respect the existing scale of elm tree height and low scale, modest adjoining buildings.

#### **5. OVERLOOKING / PRIVACY IMPACTS**

There will be significant overlooking impacts associated with the height and “design” of the north east facing 3rd storey balcony and 4<sup>th</sup> storey rooftop terrace incorporated into the design.

The applicants Section 2 indicates an overlooking “line of sight” extending to the northern most part of the 3rd storey roof along the north boundary. This is misleading however in that the roof plan indicates that the roof terrace is mostly along the setback part of the 3rd storey roof clearly enabling overlooking of all adjacent dwellings to the north west with a consequent adverse impact to privacy. The applicants drawings do not clearly indicate the height of the proposed visual screening around the roof terrace and significantly do not show any line of sight sections through the North-west part of the design.

#### **6. ADVERSE IMPACT TO PROPERTY VALUES.**

There may arise an adverse effect on adjacent property values resulting from the visually dominating envelope and privacy intrusion associated with a 3 storey concrete and glass structure with a 3rd storey balcony and a 4th storey roof terrace.

Some 3d renderings originally included for this submission have not been included again here.

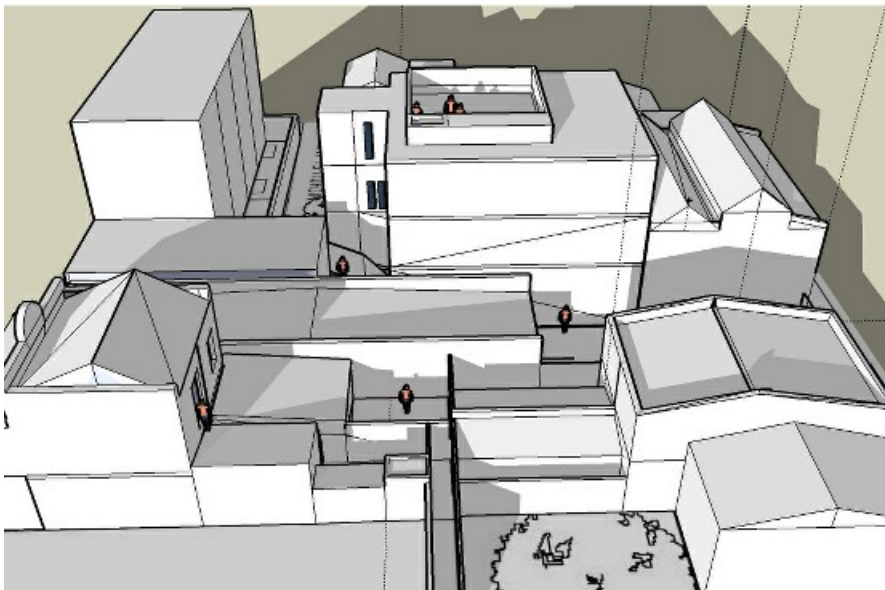
## APPENDIX

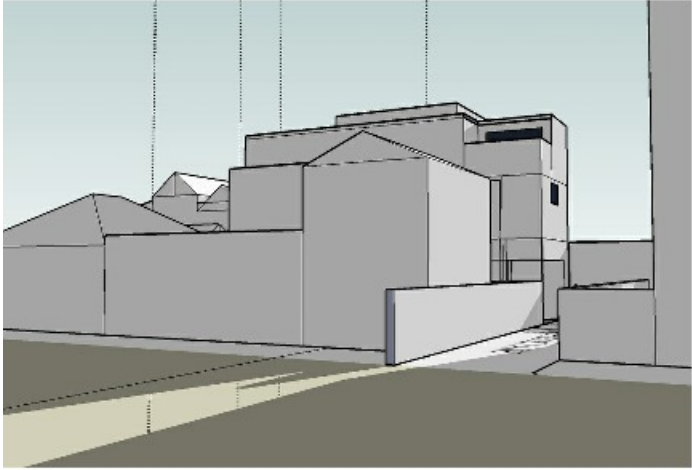
The following are site photos and computer generated views of the proposed building works in their context in support of the foregoing. The 3D model images were generated in Google Sketchup Version 6 software. Measurements of the proposal were taken from dimensions and to scale from the applicants documents. 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 applicants subdivision plan into Sketchup and enlarging the plan to match the dimensions of the proposals site boundaries thereby accurately locating adjacent buildings.

### INAPPROPRIATE MASS AND SCALE

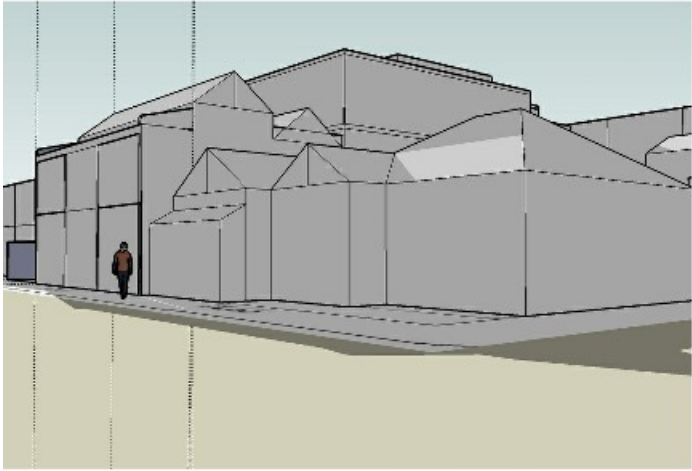


6-10 Macarthur Place currently occupies approximately 60% site coverage.



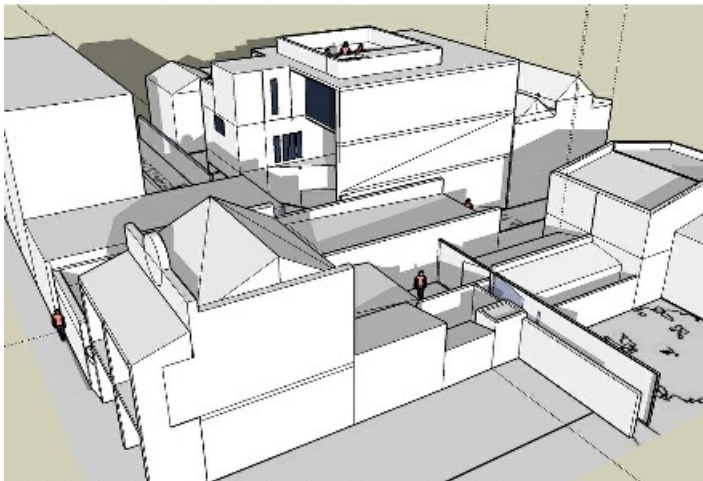
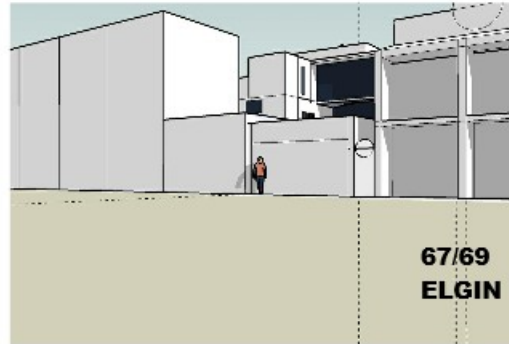
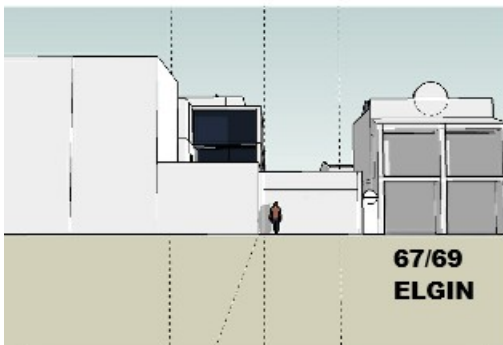


Computer generated views from Canning Street.





Views from Elgin Street



Aerial view from Elgin Street looking south east.



**5.0**

**CONCLUSION**

**I respectfully request that the Future Melbourne Committee does not approve the applicants proposal for the reasons stated above.**

**Dominic Fitzjohn**

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

\*

**Name: \*** Helen Ulmann

**Email address: \*** [uwwia@aussiebroadband.com.au](mailto:uwwia@aussiebroadband.com.au)

**Date of meeting: \*** Tuesday 16 March 2021

**Agenda item title:** 6.1 TP-2020-533 – 6-10 MacArthur Place North, 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.**

Re: request to refuse application TP-2020-533 – 6-10 MacArthur Place North, CARLTON

My name is Helen Ulmann, I own [redacted] Canning Street, 12 meters east of the proposed development. I am one of the 66 objectors. You should be aware that this development leaves serious concerns raised by VCAT (attached) unanswered. The concerns are around neighbourhood character, heritage, and amenity.

As our elected council member, I expect you to hear these concerns, represent our community and support and fight for us in rejecting this development, especially given the very large number of objectors.

Our street is in a heritage overlay (H01), it has a lovely park and wonderful historic buildings. We are all for suitable development where the height and setbacks respect the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings. Despite going to VCAT in 2019, this proposed development is still not in keeping with heritage/neighbourhood character, and negatively affects amenity.

Heritage/Neighbourhood character

Regarding the heritage/neighbourhood character, VCAT said:

‘However, just because a maximum building height is specified [up to 11 metres] does not mean a proposal can automatically build to that height. A key question from a neighbourhood character perspective is whether this proposal ‘fits in with the existing valued character’, which is strongly influenced by the fact that the neighbourhood is recognised as having heritage significance’<sup>1</sup>.

The development does not address this concern because it is 11m high, while the existing heritage/neighbourhood character is single or first storey. A bit more detail ...

#### Too high

The development is 11m high (4 levels). In contrast, the existing heritage/neighbourhood character is single storey or two levels (98% of the properties around MacArthur park)<sup>2</sup>.

Its existing (heritage) building is two levels. Its proposed extension is another 2 levels higher. In contrast, the existing character regarding extensions is, any extension or new build matches the height of its existing (heritage) property or of its neighbours (99% of the properties around MacArthur park)<sup>3</sup>. This development is not just ‘infill’ it is upfill. It should be a maximum of two levels only, with setbacks.

#### Too bulky

The development’s first two levels form a 7m high concrete bulk, boundary to boundary concrete walls with no setbacks[MM1](except 2nd level, eastern boundary has a 1.8m setback along no. 4’s back courtyard).

The third level eastern wall has some setbacks (900mm setback of the concrete wall, 2.17m setback of the glass wall). As I live to the east, I am very concerned about the eastern view, my daughter would be staring at this from our front door, balcony, studio window and bedroom window every day. As you see below, the compound effect from the east is bulky, box-like with nothing to alleviate it.

#### Too exposed

The development site is unusually exposed, meaning its height and bulk will stick out like a sore thumb.

Given there is a vacant property to its west, and because of the park and the wide streets of MacArthur PI N/PI S, the three-storey addition will have a high degree of visibility. It is too exposed because of the flat-roofed ground floor structures to its east<sup>4</sup>, it will have a high degree of visibility via oblique views from Canning street. Lastly, because the land slopes down to Canning street, the development will be even more exposed. It will stick out like a sore thumb. Clearly a 4 level development is not in keeping with the existing heritage/neighbourhood character.

## Amenity

Because the development is too high and too bulky, we will suffer loss of sky view.

### Loss of view ruined by visual bulk

Currently from our balcony, bedroom window, studio window and front door, our western outlook is a view of our distant neighbour's beautiful Jacaranda tree, not currently in flower, which we really love and admire, and lots of sky. This would change to a view of the visual bulk of a 11 m tall, mostly concrete panelled wall (directly in eye view). See picture below.

### Setback changes still not good enough

Re amenity, VCAT said that the developer agreed to a 1m setback for the remaining section of apartment 3.1 (which the developer did not do – the setback of the concrete wall is 900m). Despite the setbacks to the 3rd level, VCAT still raised concerns about its suitability to the heritage/neighbourhood character ...

"I support these changes from an amenity perspective, but I remain concerned about whether these changes sufficiently address the heritage and neighbourhood character built form considerations.<sup>5</sup>"

### Laneway amenity

The development intends to convert the laneway into its driveway. This is unworkable for a number of reasons (another objector, Constance Bernard will elaborate on this). One reason directly concerning us is, at VCAT the swept path diagrams showed that the only way it could work is to store all of the neighbours' bins against our wall (under our two windows that open directly into our house). You should know that we will not allow other people's stinky bins to be permanently stored against our property. The smell would affect our amenity.

VCAT said about the swept path analysis:

"Whether it can be achieved technically is a matter to be resolved by the Council and the other affected owners, e.g. if Council permission is necessary and can be obtained to relocate some of the bins".

You should know that to date the council engineering/traffic department has not contacted us or to my knowledge any of the other affected owners to investigate or test if this can be achieved 'technically'. This is of grave concern to me.

Please note, that as of Monday 31st August 2020 the City of Melbourne altered the road at the Canning St./Nicholls Lane intersection, by turning the left-hand lane into a dedicated bike lane, this is going to result in even heavier bicycle traffic, using Canning Street as a major route into and out of the city and the increased car traffic in the alley will result in an increase in car/cycle accidents.

As our elected council member I expect you will take note of these unanswered VCAT concerns, represent our community and support and fight for us in rejecting this development especially given the very large number of objectors.

Yours sincerely,

Helen Ulmann,

Allansford, Vic. 3277

(Director of Tovingham Pty Ltd, owner of [redacted] Canning Street, Carlton)

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

**Privacy acknowledgement: \***

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

**Name: \***

Mary Marasco

**Email address: \***

[mary@marasco.id.au](mailto:mary@marasco.id.au)

**Date of meeting: \***

Tuesday 16 March 2021

**Agenda item title: \***

6.1 Planning Permit Application: TP-2020-533 6-10 MacArthur Place North, Carlton

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

I prefer to address the committee via Zoom.

**Submissions will not be accepted after 10am.**

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



[mary\\_\\_submission\\_to\\_com\\_20200314\\_final.docx](#) 1.29 MB ·

DOCX

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

Yes

Verbal submission to council  
Future Melbourne meeting 16<sup>th</sup> March 5:30pm  
Mary Marasco  
Carlton

Lord Mayor, deputy Lord Mayor and councillors, thank you for allowing me to address the chamber. My name is Mary Marasco, I am one of the 66 objectors, I speak on behalf of the MacArthur Place and Canning street objectors.

Because I have only three minutes, I want to talk about only one of the issues, but it is a big problem, and affects all objectors, height and bulk. This development is too high and too bulky. It is 4 levels, 11 meters high, and composed mainly of concrete and glass panels. It does not fit in with the existing neighbourhood character. It will affect heritage. This problem of height and bulk was one of the many concerns previously raised by VCAT, and not answered in this TP application.

Planning objectives say that developments must fit in with the existing neighbourhood character. In our case we are in a heritage overlay (H01), so heritage and neighbourhood overlap. 84 properties, mostly Victorian or Edwardian terraces, face onto MacArthur Park. 80 of the 84 properties (95%) are single or two levels. In contrast, this development is four levels high.

What about the new extensions tucked behind these 84 properties? How do they fit in? 100% of the extensions either match the height of their existing terrace, or the height of their neighbours' terrace, or they're lower. They fit in.

Of the few cases where the property was completely replaced, it's the same, they either match the height of what was there before, or the height of their neighbours' terraces. That's 100% fitting in.

How does this development compare? Its extension is ...

- 2 levels higher than its existing terrace.
- 2 levels higher than its immediate neighbour at number 4
- 4 levels higher than its immediate neighbour at number 12.
- 1 meter higher than the elegant heritage property behind it, on the corner of Elgin and Canning sts.

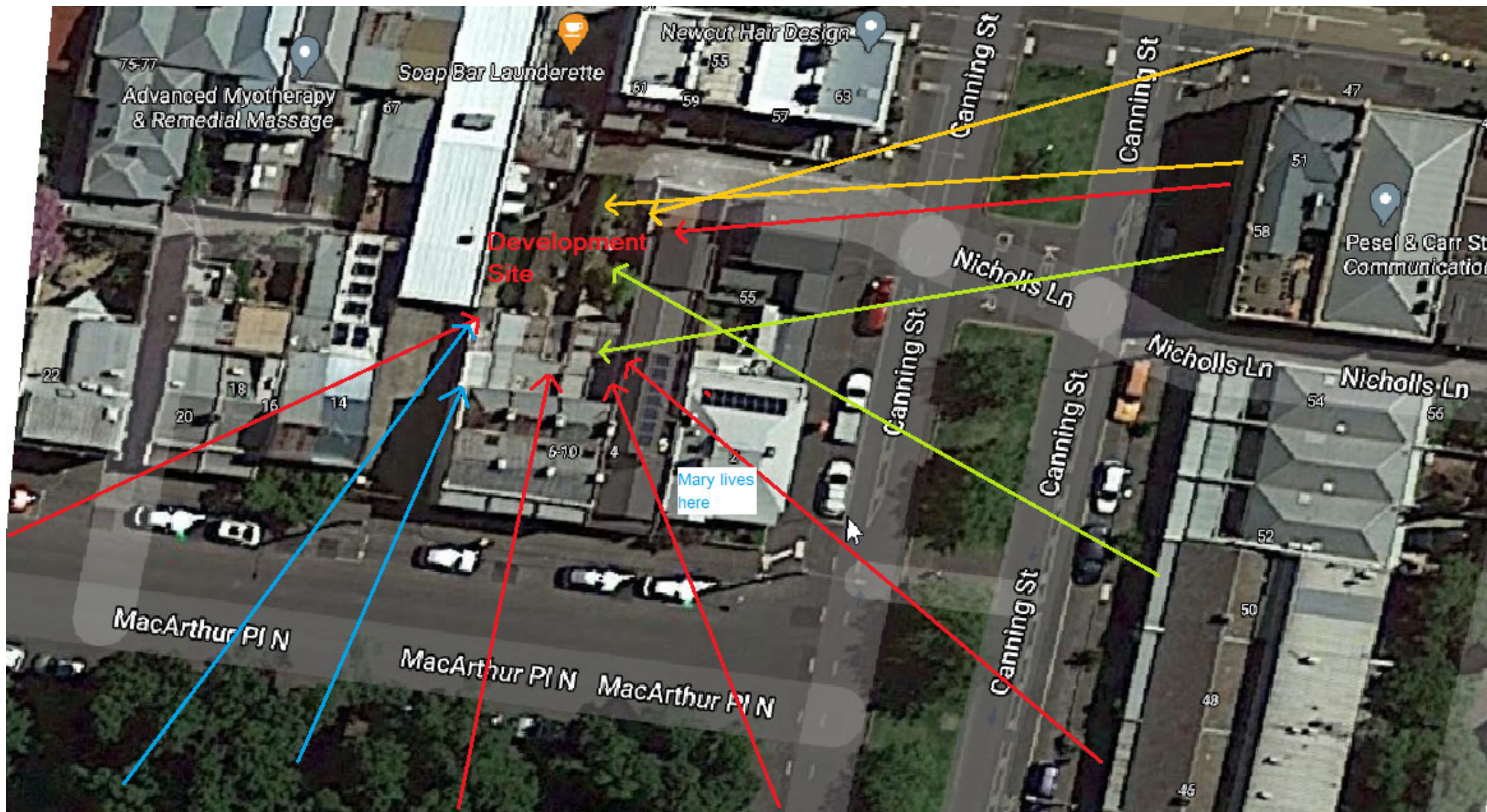
Not fitting in is exacerbated because the development site is exposed. To the west, its neighbour at number 12 is a vacant lot. To the east, the properties between the development and Canning street, their middle sections are single level with flat roofs. So the development's height and bulk is exposed and will stick out like a sore thumb.

We took this developer to VCAT in 2019. I quote VCAT member Rachel Naylor:

'... just because a maximum building height is specified [she refers to 11 metres] does not mean a proposal can automatically build to that height. A key question from a neighbourhood character perspective is whether this proposal 'fits in with the existing valued character'.'

So just because a guideline states a height of 11 meters doesn't mean that you can do that. A development must fit in. The 66 objectors want MacArthur Place developments to fit in. As our elected council representatives, I ask you to consider this problem, support us and fight for suitable development, and reject this TP application.

Thank you.



**Blue** view through the vacant lot. You see everything, the development's 1<sup>st</sup>, 2<sup>nd</sup> 3<sup>rd</sup> level west boundary wall, mainly concrete panelled wall.

**Green** view over the 1<sup>st</sup> level flat roofs of number 2 and number 4. You'll see the development's 2<sup>nd</sup> and 3<sup>rd</sup> level east boundary wall - concrete panelled wall.

**Yellow** view over the back fences. You'll see the development's 2<sup>nd</sup> and 3<sup>rd</sup> level eastern walls – concrete and glass panelled wall.

**Red** view over the 2<sup>nd</sup> level properties. You'll see the development's 3<sup>rd</sup> level concrete or glass panelled walls, 4<sup>th</sup> level balustrades and roof utilities.



**Privacy acknowledgement: \***

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

**Name: \***

Olga Fischer

**Email address: \***

[olga@parasoft.com.au](mailto:olga@parasoft.com.au)

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

Council meeting

**Date of meeting: \***

Tuesday 16 March 2021

**Agenda item title: \***

TP-2020-533 | 6-10 MacArthur Place Carlton

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

I wish to make a verbal submission at the meeting please. Please contact me via my email to confirm. Kind regards. Olga

**We encourage you to make your submission as early as possible.**

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

\*

**Name: \*** James Samargis

**Email address: \*** [samargis@vicbar.com.au](mailto:samargis@vicbar.com.au)

**Date of meeting: \*** Tuesday 16 March 2021

**Agenda item title:** Development application: TP-2020-533 – 6-10 MacArthur Place North, 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.**

Written Submission

Dear Lord Mayor and Councillors,

My name is James Samargis and I live at [redacted] Macarthur Place Nth, in Carlton.

I am a barrister by profession.

I live a few doors up from a proposed development at 6-10 MacArthur Place North, Carlton.

What is proposed is a 4 level development with a rooftop.

The height and bulk of the development is not in keeping with the heritage area and I am greatly concerned that the proposed development continues to have the problems of the earlier proposed development.

These issues have not been considered at VCAT. I ask that the proposed development is rejected by Council this Tuesday.

The height and bulk will be visible by me from my back first floor terrace and from the street. I will look onto a

concrete and glass wall from my back terrace.

Macarthur Place is a refined Square, a calm space for inner city dwellers. Residents and other people who walk through really love and respect the Square.

It is an oasis of calm. It is very important that this historic and heritage area is retained with the low density housing surrounding it.

Visitors and car parking lift the use of the Square, but building should not be allowed which will ruin the sense of calm the Square has retained.

That calm is, for me, the heritage value, in addition to the historic houses surrounding the Square. This will be ruined by large and bulky residences.

This is part of the problem with the proposed development. It opens up a precedent for the loss of the heritage value of the place as a coherent whole and a coherent statement of what one of Melbourne's earliest subdivisions looked like.

As a Council, I ask you to please help to keep the historic character of the neighbourhood.

James Samargis

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

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

**Name: \*** John Cicero

**Email address: \*** [jcicero@besthooper.com.au](mailto:jcicero@besthooper.com.au)

**Date of meeting: \*** Tuesday 16 March 2021

**Agenda item title: \*** 6.1 Planning Permit Application: TP-2020-533 6-10 MacArthur Place North, 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.** We act for the permit applicant in this matter. We support the officer's recommendation and intend to make brief oral submissions only if any of the objectors seek to make written and/or oral submissions to the Future Melbourne Committee in relation to this application.

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

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

\*

**Name: \*** Jalila Slaouti

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

**Date of meeting: \*** Tuesday 16 March 2021

**Agenda item title:** TP-2020-533 6-10Macarthur Place North

\*

**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, find below my objection as per previous submission to Council:

– The proposed height of the development is my biggest concern. All MacArthur Park has beautiful heritage low buildings, giving a beautiful light in the square. Otherwise, the view will be shady instead to enjoy the afternoon sun in the Park for all the community. The current and preferred heritage/neighbourhood character of MacArthur square is 1 or 2 levels. It will be respectful for the community to keep the uniform, historic and sunny afternoon, street Heritage.

– The proposed plan to turning the rear lane (Nicholls's lane) into its driveway. VCAT was showing that the only way this could work is to store all the Elgin street neighbours' bins (about 10 or more) against the laneway boundary wall and that it was a matter for council to deal with. Since the first proposal the Traffic/engineering was supposed to solve this, but nothing was done, and the planner, unfortunately has OK'd the development. Very disappointing by the way. The planner has no respect with the previous refusal.

As a member of the Carlton community and a long-standing Macarthur Square resident, I feel it is very important for the community to keep the character of the Macarthur Place Heritage square.

As an elected official of our local council, I expect you to hear our concerns, represent our community and support and fight for us in rejecting this development, especially given the unanswered questions raised by VCAT, and the very large number of objectors.

Thanks in advance for your understanding and support.

Yours faithfully,

Jalila Slaouti

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

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Rt Honorable Lord Mayor and Councillors, Date: 14 March 2021

Dear Councillors of the City of Melbourne,

**Re; Planning Application No: TP-2020-533**

I write as one of sixty six objectors to the proposed development at **6-10 Macarthur Place North**, Carlton. My objection as per previous submission to Council, is on the following grounds:

1. The proposed height of the development is **out of keeping with the streetscape**. It is one level too high.
2. The proposed three -story level of the development is not in keeping with the **Heritage-listed** Macarthur Place, designed along the lines of the London squares. As such, it is in **contravention of the City of Melbourne's own stated 'Vision' Statement that affirms its commitment to preserving the Heritage assets of the area.**
3. I understand that the town planner in charge of this application has already made a decision to grant the permit, with no conditions as to its height and bulk. This not only goes against the commitment of Council to preserve the architectural integrity and built form of Heritage buildings and neighbourhoods and against the wishes of the majority of residents, but against the stated objections of VCAT at an earlier hearing of this proposal.
4. The Member at the earlier VCAT hearing stated clearly that it is not simply a matter of an applicant complying with maximum height restrictions; it needs to then be considered in its context. **The urban planner, Ryan Cottrell , would be arguing on behalf of the City of Melbourne against the already stated objections of the VCAT Member.**

Accordingly, I ask that as our elected representatives, Council consider the urban planner's decision and insist on conditions as to the height of the proposed development in keeping with the character of the Macarthur Place Heritage square.

Yours faithfully,

Lillian Nativ

---

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

Name: \*      Jasper Meagher

Email address: \*      [admin@crewber.com.au](mailto:admin@crewber.com.au)

Date of meeting: \*      Wednesday 17 March 2021

Agenda item title: \*      Objection to proposed Planning Application No: TP-2020-533 6-10 Macarthur Place North

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 of the City of Melbourne,

I write to you today, as one of sixty six (66) objectors to the proposed development application: TP-2020-533 – 6-10 MacArthur Place North, CARLTON, 4-level 11m high development

Council's Future Melbourne Committee (Planning portfolio), will discuss the application on Tuesday 16th March at 5:30PM.

Please, find below my objection as per previous submission to Council:

– The proposed height of the development is my biggest concern. All MacArthur Park has beautiful heritage low buildings, giving a beautiful light in the square. Otherwise the view will be shady instead to enjoy the afternoon sun in the Park for all the community. The current and preferred heritage/neighbourhood character of MacArthur square is 1 or 2 levels. It will be respectful for the community to keep The uniform, historic and sunny afternoon, street Heritage.

– The proposed plan to turning the rear lane (Nicholls lane) into its driveway. VCAT was showing that the only way this could work is to store all the Elgin street neighbours' bins (about 10 or more) against the laneway boundary wall and that it was a matter for council to deal with. Since the first proposal the Traffic/engineering was supposed to solve this, but nothing was done, and the planner, unfortunately has OK'd the development. Very disappointing by the way. The planner has no respect with the previous refusal.

As a member of the Carlton community and a long standing Macarthur Square resident, I feel it is very important for the community to keep the character of the Macarthur Place Heritage square.

As an elected official of our local council I expect you to hear our concerns, represent our community and support and fight for us in rejecting this development, especially given the unanswered questions raised by VCAT, and the very large number of objectors.

Please indicate whether you would      Yes



like to address the Future Melbourne  
Committee via phone or Zoom in  
support of your submission: \*

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Dear Olivia

**Re: Development application: TP-2020-533 - 6-10 MacArthur Place North, CARLTON, 4-level 11m high development. Application will be discussed at Council's Future Melbourne Committee (Planning portfolio), Tuesday 16<sup>th</sup> March at 5:30.**

I am writing to you to urgently draw your attention to the above development application that has two serious issues with it that would seriously impact the residents and visitors of Carlton.

The proposed development is a multiple dwelling on MacArthur Square that includes underground car parking. The development would require a small narrow laneway that is not currently used by cars to serve as a driveway for multiple cars to enter directly onto a busy footpath and bike lane near the intersection of Canning and Elgin Street. This would be particularly dangerous as the lane is concealed and only metres from two corners. Cyclists would have split seconds to respond to cars exiting and entering the lane. Further, this intersection has recently been redesigned to transform it into a protected safety zone for cyclists. Cyclists entering this bike zone would not reasonably expect cars to be entering that section. It would be an accident waiting to happen.

I do not think the City of Melbourne who is actively encouraging people to cycle in the inner city would want to approve a developer's plan that would make it more dangerous to cycle. The Canning street bike lane should stay a shining example of how people of all ages can safely cycle in the inner city. My own primary school aged children have started riding to school using this bike lane in the mornings. It is chilling to think that children innocently approaching this protected bike zone would be vulnerable to oncoming cars. The risk of an accident happening is just too high.

The footpath itself is heavily used on weekends with people of all ages making their way to the parks in the area - Carlton Gardens, MacArthur Place and Murchison Square. I live on Canning Street and I especially worry about the small children who I often see ride ahead of their parents on the footpath on their trikes etc who cross this concealed laneway that would be used by cars. The laneway is less than 5 metres from the corner of Elgin and Canning Street. There is simply not enough time for pedestrians or cars using the laneway to respond to each other. Please object to this laneway being used as a driveway for this development and protect your residents from injuries or worse.

The other major issue with this proposed development is its bulk and height. It would tower over neighbouring houses and would be a visual blight on MacArthur Square and the heritage value of the area. This square is a fantastic example of Melbourne's Victorian heritage and a cherished place for residents and visitors to Carlton. Please protect it for all of us!

I implore you to stand up for inner-city residents that voted for you and reject this development in its current form.

Yours sincerely  
Janelle Farrelly

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

\*

**Name: \*** Evrim March

**Email address: \*** [evrimmarch@hotmail.com](mailto:evrimmarch@hotmail.com)

**Date of meeting: \*** Tuesday 16 March 2021

**Agenda item title:** request to refuse application TP-2020-533 – 6-10 MacArthur Place North, 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.**

I am Evrim March, living at Canning Street facing the east side of the proposed development. I am one of the 66 objectors. You should be aware that this development leaves serious concerns raised by VCAT unanswered. The concerns are around neighbourhood character, heritage, and amenity.

As our elected council mayor, I expect you to hear these concerns, represent our community and support and fight for us in rejecting this development, especially given the very large number of objectors.

Our street is in a heritage overlay (H01), it has a lovely park and wonderful historic buildings. We are all for suitable development where the height and setbacks respect the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings. Despite going to VCAT in 2019, this proposed development is still not in keeping with heritage/neighbourhood character, and negatively affects amenity.

Heritage/Neighbourhood character

Regarding the heritage/neighbourhood character, VCAT said:

‘However, just because a maximum building height is specified [up to 11 metres] does not mean a proposal can

automatically build to that height. A key question from a neighbourhood character perspective is whether this proposal 'fits in with the existing valued character', which is strongly influenced by the fact that the neighbourhood is recognised as having heritage significance'<sup>1</sup>.

The development does not address this concern because it is 11 m high, while the existing heritage/neighbourhood character is single or first storey. A bit more detail ...

#### Too high

The development is 11 m high (4 levels). In contrast, the existing heritage/neighbourhood character is single storey or two levels (98% of the properties around MacArthur park) <sup>2</sup>.

Its existing (heritage) building is two levels. Its proposed extension is another 2 levels higher. In contrast, the existing character regarding extensions is, any extension or new build matches the height of its existing (heritage) property or of its neighbours (99% of the properties around MacArthur park) <sup>3</sup>. This development is not just 'infill' it is upfill. It should be a maximum of two levels only, with setbacks.

#### Too bulky

The development's first two levels form a 7m high concrete bulk, boundary to boundary concrete walls with no setbacks [MM1] (except 2nd level, eastern boundary has a 1.8m setback along no. 4's back courtyard).

The third level eastern wall has some setbacks (900mm setback of the concrete wall, 2.17m setback of the glass wall). As I live to the east, I am very concerned about the eastern view, I would be staring at this from our kitchen window every day. As you see below, the compound effect from the east is bulky, box-like.

#### Too exposed

The development site is unusually exposed, meaning its height and bulk will stick out like a sore thumb.

Given there is a vacant property to its west, and because of the park and the wide streets of MacArthur PI N/PI S, the three-storey addition will have a high degree of visibility. It is too exposed because of the flat-roofed ground floor structures to its east<sup>4</sup>, it will have a high degree of visibility via oblique views from Canning street. Lastly, because the land slopes down to Canning street, the development will be even more exposed. It will stick out like a sore thumb. Clearly a 4 level development is not in keeping with the existing heritage/neighbourhood character.

#### Amenity

Because the development is too high and too bulky, we will suffer loss of sky view and loss of natural sunlight.

#### Loss of view ruined by visual bulk

Currently from our small, private courtyard, our western outlook is a view of our neighbour's new single storey extension (back half of their property), which we really love and admire, and lots of sky. This would change to a view of the visual bulk of a 11 m tall, mostly concrete panelled wall (6m away). See picture below.

#### Block our western light

Currently for practically the full year, we get the full western sun in the afternoon and early evening to our private internal courtyard, kitchen and living room. For at least half of the year (eg today) this would drastically change, the development would totally eliminate our late the afternoon and evening sun, replacing it with shadow. So when we come home from the office at 5:30, or on the weekends when we entertain in our courtyard, there will be no sun but shadow.

In a similar way the loss of amenity will affect the properties to the west of the property, ruining their eastern view and blocking their morning sun.

#### Setback changes still not good enough

Re amenity, VCAT said that the developer agreed to a 1m setback for the remaining section of apartment 3.1 (which the developer did not do – the setback of the concrete wall is 900m). Despite the setbacks to the 3rd level, VCAT still raised concerns about its suitability to the heritage/neighbourhood character ...

"I support these changes from an amenity perspective, but I remain concerned about whether these changes sufficiently address the heritage and neighbourhood character built form considerations.<sup>5</sup>"

#### Laneway amenity

The development intends to convert the laneway into its driveway. This is unworkable for a number of reasons (another objector, Constance Bernard will elaborate on this). One reason directly concerning us is, at VCAT the swept path diagrams showed that the only way it could work is to store all of the neighbours' bins against our wall (under our two windows that open directly into our house). You should know that we will not allow other people's stinky bins to be permanently stored against our property. The smell would affect our amenity.

VCAT said about the swept path analysis:

"Whether it can be achieved technically is a matter to be resolved by the Council and the other affected owners, e.g. if Council permission is necessary and can be obtained to relocate some of the bins".

You should know that to date the council engineering/traffic department has not contacted us or to my knowledge

any of the other affected owners to investigate or test if this can be achieved 'technically'. This is of grave concern to me and neighbours.

As our elected council member, I expect you will take note of these unanswered VCAT concerns, represent our community and support and fight for us in rejecting this development especially given the very large number of objectors.

Yours sincerely

Dr Evrim March

Facing east side of proposed development

Notes:

VCAT order 20190911, page 8, part of point 13.

98% = 72 properties in MacArthur PI N/PI S and 12 properties on Canning street (Elgin to Faraday street, facing the park) are single storey or have a first level. The 2 exceptions are 22 MacArthur PI N and 52-54 MacArthur PI N, both have a second level.

99% = 73 properties in MacArthur PI N/PI S and 12 properties on Canning street (Elgin to Faraday street, facing the park) if they have extensions match the height of its existing property or of its neighbours (or is lower). The 1 exception is 52-54 MacArthur PI N, at the back of the property it is 1 level higher than its neighbour.

Both properties to its east (no 2, and no 4), the middle sections of both properties are ground floor only with flat roofed, exposing the 11m 3 storey development to Canning street oblique views.

VCAT order 20190911, page 11, part of point 22.

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

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

\*

**Name: \*** Tristan Ceccato

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

**Date of meeting: \*** Tuesday 16 March 2021

**Agenda item title:** Canning bicycle lane debacle

\*

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

My name is Tristan Ceccato – the "Canning Street Champion" (see <https://streets-alive-yarra.org/canning-street/>)

Canning street has enforced traffic calming measures all through the city of Yarra, making this one of the safest cycle routes. Of the 12,000 people who cycle to work (Source: CoM's Transport Strategy 2030), many choose Canning St as the safest route due to the reduced interaction with vehicles.

Continuing to minimise dangerous interactions between vehicles and cyclists on this route within Melbourne city council to align with Yarra city councils implementation will increase confidence.

Crash stats tell us that the left side swipe is the seventh most common crash type for bike riders (Source: [https://www.monash.edu/\\_data/assets/pdf\\_file/0005/216734/Bicycle-and-motor-vehicle-crash-characteristics.pdf](https://www.monash.edu/_data/assets/pdf_file/0005/216734/Bicycle-and-motor-vehicle-crash-characteristics.pdf)), encouraging vehicles to turn left directly before a set of lights will increase confusion and decrease rider confidence on the Canning Street Bicycle Superhighway (source: <https://www.racv.com.au/royalauto/moving/cycling/racv-bicycle-superhighway-melbourne.html>).



This proposal is not only dangerous but a huge backwards step in creating safe bicycle routes in and around Melbourne.

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

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**Privacy acknowledgement: \***

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

**Name: \***

Wayne Coles-Janess

**Email address: \***

[wayne@ipso-facto.tv](mailto:wayne@ipso-facto.tv)

**Date of meeting: \***

Tuesday 16 March 2021

**Agenda item title: \***

6.2, 6,4, 6.5

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



[mcc\\_fom\\_a6.2\\_16th\\_march\\_21.pdf](#) 48.05 KB · PDF

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

Yes

## Future Melbourne Committee

### Agenda Item 6.2 16th MARCH 2021

Heritage Buildings are an important element of Melbourne City and add charm and interest for residents, workers and visitors.

The diversity and spread of heritage buildings has been great diminished in the CBD in recent years. While being marketed by local and state governments as a major draw card for tourism and authentic experiences in the City.

The obligation and cost of maintaining the remaining "Heritage Buildings" in Melbourne for all, falls on the owners and tenants. With maintenance costs increasing with the age and complexity of the buildings and their usually restrictive location for any maintenance and works.

1. Can the MCC enact a levy/fee on contemporary buildings over 6 stories to assist in higher maintenance costs of Heritage Buildings and the amenities of the laneways and streets fronts that they are found?

**Privacy acknowledgement: \***

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

**Name: \***

Felicity Watson

**Email address: \***

[felicity.watson@nattrust.com.au](mailto:felicity.watson@nattrust.com.au)

**Date of meeting: \***

Tuesday 16 March 2021

**Agenda item title: \***

Agenda Item 6.2 Amendment C396 Finalisation of the Heritage Places Inventory

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

See attached

**Submissions will not be accepted after 10am.**

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



[2021\\_03\\_15\\_ntav\\_submission\\_to\\_fmc\\_re\\_amendment\\_c396.pdf](#)

150.48 KB · PDF

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

No



15 March 2021

Future Melbourne Committee  
City of Melbourne  
GPO Box 1603  
Melbourne VIC 3001

6 Parliament Place  
East Melbourne  
VIC 3002

Email: [conservation@natrtrust.com.au](mailto:conservation@natrtrust.com.au)  
Web: [www.nationaltrust.org.au](http://www.nationaltrust.org.au)

**Re: Agenda Item 6.2 Amendment C396 Finalisation of the Heritage Places Inventory**

Dear Councillors,

The National Trust of Australia (Victoria) is pleased to write in strong support of the recommendations relating to the Finalisation of the Heritage Places Inventory outlined in the report for Agenda Item 6.2 for the 16 March meeting of the Future Melbourne Committee.

We commend the City of Melbourne for progressing this important work swiftly following the resolution on Amendment C258 in July 2020. We understand that this amendment will reduce complexity in the Melbourne Planning Scheme by introducing a consolidated Heritage Places Inventory and a single set of heritage policies for listed properties.

We support the methodology applied by Lovell Chen and Anita Brady Heritage and note that Amendment C396 proposes to:

- Remove the A-D Heritage Places Inventory (Part B) incorporated document and the Part B sections of the local heritage policies from the planning scheme.
- Include the newly converted properties in the consolidated Heritage Places Inventory as needed, using the Significant, Contributory and Non-Contributory categories.
- Make minor changes to planning scheme maps and the Schedule to Clause 43.01 (Heritage Overlay) to ensure consistency between the Inventory, maps and the Schedule.
- Introduce Statements of Significance for D-graded buildings in individual Heritage Overlays which have been assessed as Significant.

This amendment strongly aligns with the vision of the National Trust, that our diverse heritage is protected and respected, contributing to strong, vibrant and prosperous communities. We note that the Planning Scheme Amendment exhibition process will provide an opportunity for community groups and individuals to make submissions on the detail of the proposed changes.

We strongly encourage Council to continue to undertake precinct-wide heritage reviews to update significance assessments for precincts and individual places. We note that the Hoddle Grid, Fishermans Bend, Carlton, North Melbourne, and South Yarra Heritage Studies are currently underway, and future reviews are planned for Parkville and East Melbourne.

In conclusion, we urge the Future Melbourne Committee to accept all recommendations from management set out in Agenda Item 6.2.

We look forward to the opportunity to provide feedback on the Planning Scheme Amendment once exhibited, and provide our further support for the finalisation of the Heritage Places Inventory.

Yours faithfully,

Felicity Watson  
Executive Manager—Advocacy  
National Trust of Australia (Victoria)

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

\*

**Name: \*** Greg Day

**Email address: \*** [gday@edunity.com.au](mailto:gday@edunity.com.au)

**Date of meeting: \*** Monday 15 March 2021

**Agenda item title: \*** 6.3 30-year infrastructure strategy: Free tram zone

\*

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

Short personal submissions on free tram zone

I am a 62 year old professional working in the CBD. I rely on a mobility scooter to get to work and appointments in the CBD.

The addition of low floor trams and accessible stops has been a great help to me – and was crucial in the decision to locate my business in the CBD. So basically a happy camper!

PRE COVID trams can be very crowded at morning and evening peaks, I avoid these times because its not uncommon for me not to get on because of over crowding.

Its my observation that the Free Tram Zone has added significantly to tram over crowding especially in the lunch hours noon to 2 pm.

This deters me from using trams during this period.

But of course the biggest barrier to access is old style trams and lack of accessible stops. But I appreciate that this is a work in progress.

In conclusion. Bravo for making the city more accessible to all. Just be aware the the Free Tram Zone isn't loved by all.

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

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Dear City of Melbourne

This is a written response in regards to Agenda Item 6.3- Submission to Infrastructure Victoria on Victoria's Draft 30 Year Infrastructure Strategy.

Under the key issues heading, Section 6.8 discusses urban renewal in Arden, Macaulay and Fishermans Bend. Prioritisation should be given to a tram extension at Fishermans Bend, as well as two train tunnels underneath Fishermans Bend, running from Newport Station to Southern Cross Station.

Building skyscrapers over the Jolimont Railyards will effectively increase the Urban Heat Island (UHI) of the City of Melbourne.

Increasing the UHI will have an impact on the Australia Open tennis tournament. By increasing the UHI , there will be days where the threshold of whether play can occur or is postponed is crossed sooner due to the increase in temperature.

As it stands, scientists will tell you that the UHI Extends beyond H Gate at the Royal Botanic Gardens Melbourne and extends by 50 to 100 yards into the RBG.

By building the Gold Coast skyscrapers at the Jolimont Railyards, you are increasing the UHI. Green infrastructure , bushes, trees,shrubs, grasses, located south of Flinders west of Spring Streets,the habitat of bugs, insectoids, slimy little creatures, bees, birds will be removed. Part of the biosphere of the City of Melbourne , of Treasury Gardens will disappear. When a climate crisis has been declared this removal of green infrastructure should be opposed.

This development is against Climate change mitigation processes. Melbournes biodiversity will be diminished.

The parks and open spaces around the City of Melbourne are the vision of Victoria's First Governor Sir Charles Joseph La Trobe. He envisioned that when the city of Melbourne had a population of five million people , it's Citizens would benefit from having beautiful parks and open spaces around the Hoddle Grid. He believed that this would make the city more liveable.

Melbourne won all those World's Most Liveable cities in part as a result of Sir Charles Joseph La Trobes vision of Melbourne.

BBC cricket commentators wax lyrical about how beautiful Melbourne is with all its great parks and open spaces around the sporting precinct. They said Melbourne was blessed to have such visionary town planners.

Proper management of urban change would see the kind of development at Jolimont Railyards reprioritised to Fishermans Bend.

There is a precedent for the scrapping of a big development due to climate change concerns. The Brazilians scrapped a Formula 1 development at Rio because of climate change concerns.

Best regards  
Chris Thrum

<https://www.bbc.co.uk/sport/formula1/55899992>

**From:** c t <mineralsands@hotmail.com>  
**Sent:** Monday, 15 March 2021 12:32 PM  
**To:** CoM Meetings  
**Subject:** Agenda Item 6.4 Marketing Support for Activation in the City

Dear City of Melbourne Meeting Group Team

This is a written response in regards to the Future Melbourne Committee meeting of 16 March 2021, and in particular Agenda Item 6.4 Marketing Support for Activation in the City. City of Melbourne has given much to the citizens of Melbourne during this time of extreme distress with Covid-19. Kudos to the City of Melbourne for having the ambition to encourage a return of visitors to the city by creating a positive profile of the city.

One marketing campaign, Music In The City gives great value to the City of Melbourne. It reaffirms that Melbourne is the music capital of Australia. The busking community provides a positive energy to the city, and it is encouraging to the music industry that the City of Melbourne gets it. The reach of the Pop Up performances of well established artists is tremendous and has been noted plus the support of the busking community will add further energy to the city's drive to lift the confidence of the citizens of Melbourne. Daryl Braithwaite's Pop Up performances gave a tangible lift to the citizens, and attracted much media attention.

<https://themusic.com.au/news/daryl-braithwaite-gordi-melbourne-pop-up-performances-victoria-government-mushroom-group-city-melb/ng26sLOytbQ/11-12-20/>

<https://7news.com.au/entertainment/music/daryl-braithwaite-missy-higgins-mark-seymour-busking-in-melbournes-cbd-c-1765093>



Some of our most famous musos have been busking in Melbourne's CBD - with more to come

7news.com.au

Mushroom Group chairman Michael Gudinski noted at the time that , " Music is in Melbourne's blood and always has been. The fact that you can be entertained at one of our great restaurant precincts by a household chart topper or the next big thing, just illustrates why this amazing city is Australia's music capital." Gudinski added - "A big thank you to the Victorian Government and the City of Melbourne who are supporting our wonderful local music scene by getting music back into the streets" .

Melbourne Music Week (MMW) and MMW- Extended have helped elevate the music industry, the musical community is thankful for the creativity and dexterity that has been shown by the City of Melbourne. MMW 2021 should be augmented with another edition of MMW-Extended 21-22. The brand MMW and MMW-Extended are very very strong in the community. Establishing a year round music office with street

frontage to promote MMW and MMW -Extended programs would help bring back more visitors to the city. This office would enhance the city's sense of welcome and vibrancy.  
I support the recommendation from management to approve the waiving of daily hire fees for the Promotions (Banner) Program for all current bookings commencing between 1 March and 30 June 2021.

Best regards  
Chris Thrum

---

**Privacy acknowledgement: \***

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

**Name: \***

Wayne Coles-Janess

**Email address: \***

[wayne@ipso-facto.tv](mailto:wayne@ipso-facto.tv)

**Date of meeting: \***

Tuesday 16 March 2021

**Agenda item title: \***

6.2, 6,4, 6.5

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



[mcc\\_fom\\_a6.2\\_16th\\_march\\_21.pdf](#) 48.05 KB · PDF

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

Yes

## Future Melbourne Committee

16th MARCH 2021

Agenda item 6.4

*.... to encourage a return of visitors to the city, create a positive profile for Melbourne and stimulate spend to support the city's retail, hospitality, tourism and accommodation sectors.*

There are the "39% of unsuccessful applications" along with "sole traders, artists, human rights organisations and companies in areas that were not supported by the 1st waves of support to businesses in the City".

1. What are the MCC plans to ensure that all funding and spending of public funds is equitably distributed to all businesses and use the current opportunities to create a better Melbourne to visit.

*10.2. on the local economy with an average spend per person of \$131.26, split 48% on shopping and 22% on food and drinks. The total economic impact to the City of Melbourne was over \$7.7 million.*

2. Does the MCC have a breakdown of expenditure on what shopping these figures relate too? Coles, Harvey Norman, Officeworks, JB Hi-Fi, Mc Donalds?

Key issues:

*The Melbourne City Recovery Fund, and partnership between the City of Melbourne and Victorian Government, has provided an additional \$5 million contribution to marketing in 2020-21, which has been key to enabling a significant increase in marketing activity and support for city reactivation and recovery.*

- *16.1. Notes the continued uplift in destination marketing activities required to support city reactivation efforts in 2021-22, and ongoing work with the State Government to secure additional financial support for the marketing of the city of Melbourne.*

We have seen that some of the larger companies receiving millions in public funds to support their operations, and paid bonuses to executives and shareholders.

3. What actions will the MCC be taking to ensure that funds are going to local projects and companies of varying sizes.

Suggestion:

Focus should be on releasing funds to diverse experiences and businesses in Melbourne and MCC should lobby State Government for funds to support these activities and the address equitable access for those businesses in need.

**Privacy acknowledgement: \***

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

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**Date of meeting: \***

Tuesday 16 March 2021

**Agenda item title: \***

6.2, 6,4, 6.5

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



[mcc\\_fom\\_a6.2\\_16th\\_march\\_21.pdf](#) 48.05 KB · PDF

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

Yes

## Future Melbourne Committee

16th MARCH 2021

### Agenda Item 6.5

1. What is the total number of funding applications submitted and total of funds applied for? The totals for rejected applications?
2. What is the dollar value and to which sectors received the funds as a percentage of the Council funds what were the industries types?

#### Suggestion:

MCC review its Grant Allocation methods to use “blind allocation” for all eligible applicants. - remove any perception of bias towards certain sectors, precincts or industry type.

A blind allocation method, will reduce the Grant application burden on all the Applicants, it will also save significant Council - Public Funds in the management and assessment of applications.

#### Standardisation:

Fixed Allocations for all successful “blind drawn” applicants will significantly reduced the burden on Applicants and Council in relation to the preparation and assessment of Budgets and project management.

#### Suggestion:

Rather than a defined, for example \$5,000 to \$10,000 budget range for applications. Fix the amount at \$7000 for all. This will improve equitable allocation and transparency and provide greater funds for the initiatives.

3. What actions are the MCC taking to rely on local suppliers and diversify their providers?

#### The Wallis Report:

Both the Report and the Grant allocations appear to be focused towards “shopping, retail and experiences” rather than supporting a diverse selection of businesses that operate in the City.

The report focuses on the ‘opinion and vagaries’ rather than quantifiable outcomes, based on specific business sectors and encompass the entirety of businesses impacted by the COVID lockdown in Melbourne City.

*“Those who said they were dissatisfied with the grants and support offered by the City of Melbourne mainly cited issues with the funding not being enough for what they needed”.*

Why are the direct quotes unattributed and unacknowledged?

*“(38%) were aware that support from the City of Melbourne was available, but they didn’t apply for **or didn’t receive support.**”*

4. - what are the Total number of businesses that were declined support by MCC and in what sectors?

*“overall satisfaction was at 76% compared to 39% among those who did not receive a grant”.*

5. Why didn’t these applicants and businesses have equitable access to public funds?



## Future Melbourne Committee

“Telephone interviews were conducted by Computer Assisted Telephone Interviewing (CATI), taking an average of 15 minutes to complete. The survey link was also published in the City of Melbourne e- newsletter, but only n=10 businesses responded through this channel.”

6. Given the amount of state and local funds allocated to these initiatives, the number and responses are disappointing.

Suggestion:

Put into practise Council procedures to ensure that ALL applicants have equitable access to public funds.

Revise and reinvigorate the City and Council to focus on the entire City and its diverse businesses rather than all ratepayers largely supporting only the Retail / Service sectors in the City.