

154-160 Leicester Street_TP-2022-613 & MPS Amendment

Carlton Residents Association Submission 9 November 2022

Heritage Policy Considerations [MPS 15.03-1L – New Building Strategies]

The CRA submits that the above ground building envelope is respectful of the heritage context; the building height, massing and form are in keeping with the key attributes of the heritage precinct.

However, in our view, the style and architectural expression is visually DOMINANT. More specifically, the façade treatment is not recessive; the architectural language [both the colour palette and design] is quite flamboyant. In this respect, the design COMPETES for attention with the heritage places to the immediate east and south of the development site. This is NOT appropriate.



Image extracted from Applicant’s Development Concept Plan

Since there is no physical heritage fabric remaining following the illegal demolition of the Corkman Hotel [Carlton Inn], the community had a reasonable expectation that the history and social significance of the former hotel would be respected. In the Association’s view, there is no design attribute of the new development that celebrates, in a tangible way, the past history of this site.

While a hotel use is appropriate for the new development, the extent of the licensed area is massive in comparison with former Corkman Hotel. There are no intimate spaces that were a feature of the former hotel, and no suggestion that the new venue would provide an appropriate setting for non-amplified music.

The Applicant is proposing to include a licensed area of over 2000 square metres spread over 5 levels [3 above ground and 2 below ground]. The trading areas include bars on FIVE levels, and kitchens on the ground, first and second levels. Those areas at ground, and above ground level, include extensive open air terraces. It will be very difficult [almost impossible] to control noise levels from these terrace areas. The Applicant is proposing to cater for over eleven hundred patrons

LEVEL	TOTAL LICENSED AREA	TRADING SPACE	AMENITIES	CORE/SERVICE/BOH	PATRONS
BASEMENT B1	455.5 m ²	259.8 m ²	38.7 m ²	92.7 m ²	260
BASEMENT B1 MEZZANINE	282.1 m ²	196.8 m ²	0.0 m ²	85.3 m ²	196
GROUND	441.6 m ²	221.1 m ²	43.0 m ²	167.1 m ²	203
LEVEL 1	441.1 m ²	221.2 m ²	42.9 m ²	166.9 m ²	221
LEVEL 2	443.1 m ²	250.2 m ²	40.4 m ²	119.1 m ²	249
	2063.5 m ²	1149.3 m ²	165.0 m ²	631.0 m ²	1129 PATRONS

Table extracted from Applicant’s Redline Plans

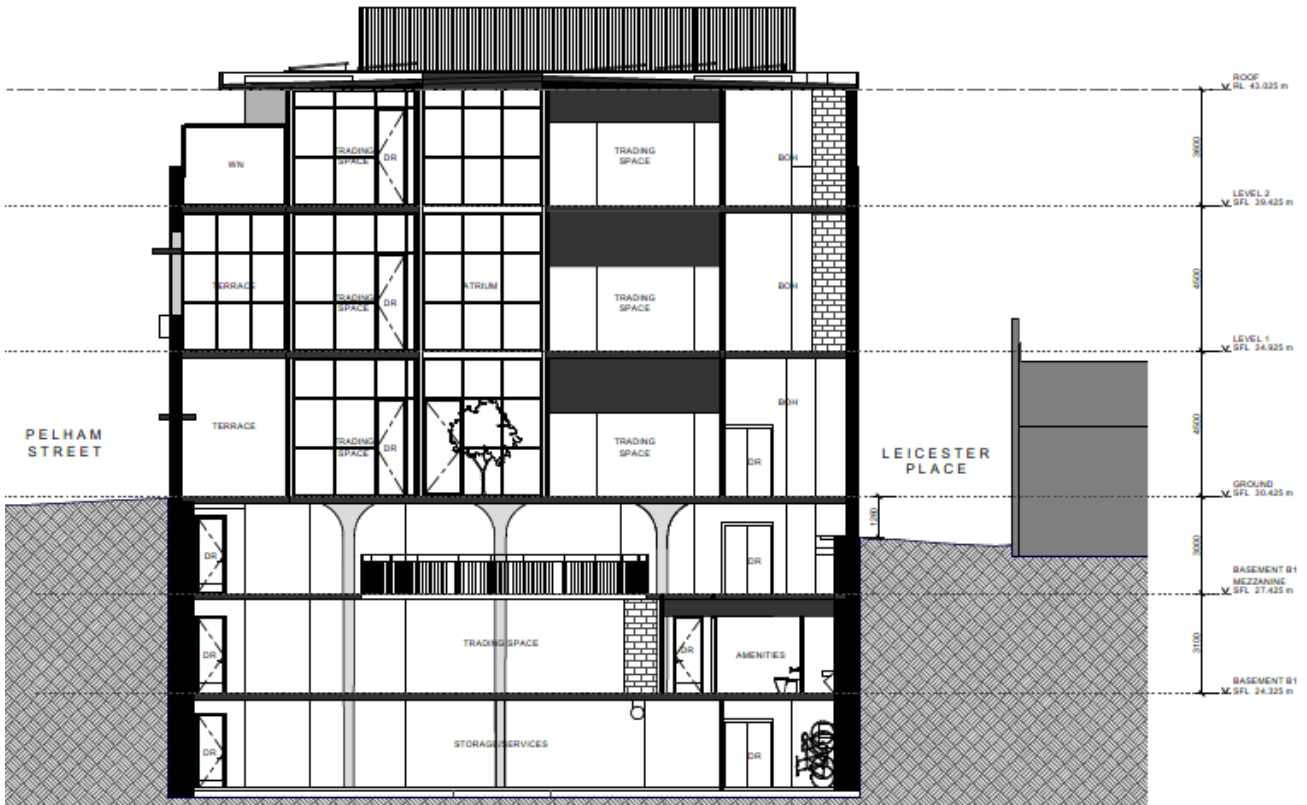


Image extracted from Applicant's Town Planning Drawings

Operational Aspects of the Hotel

In the Association's view, there are several operational aspects that are a disaster for adjacent residential properties. For example, loading and waste removal is planned via Leicester Place [a lane less than 5 metres wide adjacent to the hotel site]; this takes no account of vehicle access requirements for properties with off road parking accessed **from** Leicester Place [See images below].



Leicester Place looking west [Loading and waste removal from proposed development would BLOCK access to garages fronting Leicester Place – above and below]



Leicester Place looking east



Rear access to properties fronting 148-152 Leicester Street

In the Association's view, it is quite inappropriate for the Applicant to treat a narrow lane as a Loading Zone, or waste removal location.

Further, given that the successful operation of this hotel will rely extensively upon a functioning [and effective] mechanical ventilation system, working pumps, lifts, fire services etc., this hotel will require regular servicing. Accordingly, in our view, it is quite unrealistic to expect fire service, lift maintenance and other essential servicing personnel to rely upon on street parking for their vehicles. In the Association's view, the Applicant should be required to provide on-site parking for service vehicles; currently, NO onsite parking is provided for ANY staff or patrons.

With exception of Sunday, the hotel is proposed to trade 18 hours a day [from 7am to 1am following day]. In this respect, **why do the proposed Planning Permit conditions [see extract below] suggest that the proposed hours should only apply to the "roof top deck", and not the WHOLE complex [including the open air terraces on levels one and below].**

Hours of Operation

3. Except with the prior written consent of the Responsible Authority, the roof top deck must only be open for use between the following hours:
 - a) Monday to Saturday 7.00am and 1.00am the following day;
 - b) Sunday 10.00am and 10.00pm the following day;
 - c) Anzac Day 12pm to and 1.00am the following day;

In the Association's view, if the Applicant really wanted to respect the environmental quality experienced by those residents to the immediate east and south of the hotel, it would never propose a closing time of 1.00 am on SIX days of EVERY week. In our view, it is quite fanciful to suggest that any hotel manager will be able to meaningfully control any noise emanating from the open terraces AND patrons departing from the hotel.

Further, although the site is well served by public transport, it is quite unrealistic to expect that most patrons will not require vehicle parking. Most of the accessible bus services stop running BEFORE 10 pm [or soon after]; well before the desired 1.00 am closing time. Further, most tram services [with the exception of the East Coburg service] also stop running before 1.00am

In conclusion, the Association is of the view that

- **The proposed Incorporated Plan requires significant amendment before being approved by the Minister for Planning, and, as a consequence**
- **The proposed Town Planning Permit should not be approved by the Minister**

This submission was approved at the CRA Planning Group Meeting held on 7 Nov 2022