

CITY OF MELBOURNE WEST MELBOURNE STRUCTURE PLAN

Ideas Workshop

(including the launch of the Ideas for West Melbourne Discussion Paper)

The Angliss Conference Centre,
1.30pm to 4.00pm
Saturday 18th February 2017



Workshop Purpose - To update the community on the progress of the new structure plan and test the proposed strategies and ideas in the 'Ideas for West Melbourne' discussion paper.

This report is a summary of the participant notes from the workshop independently compiled by the facilitator. While every effort has been made to accurately reflect the hand written notes verbatim some errors may have occurred. For clarification requests please contact Keith@mosaiclab.com.au.

INTRODUCTORY COMMENTS

Some introductory comments made by participants in responding to what they hoped to achieve by coming to the forum.

Please make all zones mandatory height.	Create mandatory and strict regulations and restrictions.	I want West Melbourne to be the best place.	Is West Melbourne just another developer's dream?
Let's learn from other development mistakes to make West Melbourne great.	State schools are needed, why send a child to a religious school.	What is proposed for site at Howard Roslyn and William St? Looks like new high rise.	Height limits are limits, rules are not made to be broken.
Once done, what chance of council approving this?	Schools / kindergartens in / out? Pillars, including state schools.	Addressing planning, controls?	Process, where does plan go e.g. to state government? Can it be incorporated into planning scheme?
What is state governments vision for the area?	Consideration of sustainability initiatives (harvesting water etc.).	Concerns re integration, progress without checking in and need for a stop work, 18 months since last check in.	Noise abatement and power back to community.
Management of development and impacts e.g. builder parking / trucks etc.	Would like strategy to address Victoria St businesses (e.g. issues / opportunities).	Parking. What will happen with this info? Other spaces. Make a discussion paper.	Spencer St tram.
More planning on open space and transport.	Noise control around motorbikes.	Parking especially for residents.	Human centric development.
Connectivity and integration.	Easy connection to Docklands. Respect for heritage.	Quality assurance across City of Melbourne.	Adequate car parking.
Tram stop at King / Latrobe.	Free tram to Errol Street.	E-gate / open space connections to Docklands.	Affordable housing.
Mixed use pedestrian friendly controls.	Height limits.	Large trucks.	Quality of development.
We are a suburb (identity).	Traffic management.	Is there willingness to adopt?	Viewpoints taken seriously and planning as service to public.

KEY CONTENT REVIEW

Participants were invited to review key content from the discussion paper that was set up in an exhibition format around the room. The following comments were noted during the review (and in no particular order):

STRATEGY 1

Create Great Local Places

- Do not change mandatory height restrictions in next structure.
- Unfenced dog park (miller) not good idea. Also needs to be bigger.
- Railway Place is currently one-way.
- How will cycling infrastructure with two-way directionality be implemented?
- Shared Railway Place, a great idea, but more trees on rail reserve.
- Can E-Gate be a big park like Royal Park?
- Great idea to upgrade paths along Dudley St, esp. underpass.
- I like the Hawke ideas (I am the owner), however active laneway, and debris, trade man abuse.
- Do not destroy West Melbourne like Southbank/Docklands.
- Please segregate cyclists from cars and peds as much as possible.
- You should focus on Victoria St commercial development as there are already shops (not utilized) and a tramline.
- Move proposed dog park from cnr of Spencer to bigger place.
- Short term – need parking sites on Spencer & King to invigorate them.
- Make a park out of Adderley
- Make a park out of Adderley St from Abbotsford to Hawke and close it.
- Keep all zones mandatory height
- Great local places need to ensure hard rubbish is disposed of properly and not dumped.
- Grey to green is wonderful but developers must provide parking, which is already a problem.
- Should Railway PL be segmented? Does anyone need to drive from Festival Hall to North Melbourne station?
- Maximise connectivity for cyclists at Dudley – Railway Pl & Dudley-Adderley St.
- Walking paths that link North Melbourne, medical precinct, city & docklands. Promote public transport – not cars.
- Culture & identity will require a balance between creative and commercial spaces.
- Community spaces that promote diversity of people and user. Cater for families, older gen, young singles, and owners.
- Spencer St as a centre.
- Where will the current traffic flow be directed? How will this affect other areas of West & North Melbourne & surrounds?
- Community meeting places in green areas. E.g. playground, toilets. Add function to form e.g. seats, tables, and shade to small reserves.
- Not enough parks & greens.
- Green space.
- Keep all the same mandatory height limits in new plan.
- Hawke St Walk Bridge needs to link.
- Medical facilities, schools, mixed user.
- Extended Spencer St tram.
- More open green spaces are a must.
- Like the idea of the Hawke St Bridge to link to the Docklands.
- Shops/commercial builds on a busy thoroughfare is very problematic. Parking, children/families moving along streets.
- Great local places also need effective waste disposal & recycling programs.
- Same height limit mandatory.
- Potential street section with linear park on one side is a lot better and safer.
- Creating a place to stay. New businesses etc. on Spencer St.
- Car share schemes mixed use spaces.
- Much needed cycling/walking link between WM & Docklands.
- There is a need for permit only parking after hours. New idea that residents do or will not have cars is false.
- Trees.
- Love idea.3. Park on one side.
- Spencer St plan looks fantastic. Move ahead.
- Get basic right – rubbish removal, school zones.
- Hawke St Bridge should be the first leg of developing E-Gate. It will drive interest.
- Low allergen trees & plants should be used.
- Railway place – glad to see urban forest tree planting on eastern side not forgotten. Reopen overhead path from NM station to Moonee Ponds Creek.

- Spending money on Railway Place seems fruitless. No view to walk a the tracks are ugly.
- How to invigorate shopping precinct along Victoria and Errol St? Shopping centre with accessible & free car parks? To bring clients into the area to shop at local businesses?
- Railway Pl – great idea to improve for peds/cyclists/locals. However reducing parking could be a problem re commuter parking for the station and out of control population growth.
- Mandatory green space targets.
- Increased seating on Railway place is a great idea. Current train watching platform has no seating, only broken couches people have put there.
- Dog Park must be gated.
- Dog Park should be enclosed and not close to street
- Lack of confidence in the process timeline whilst around us govt/ developers have carte blanche without adequate control. It will be too little too late.
- Most livable is not about beautiful towers only but also a sense of community.
- Give enough attention to each development plan.
- Developer money used for community is a corrupt practice which makes us no different to 3rd world country cities.
- Creating strong community feel. A place of interest.
- Urgent moratorium on all existing development 4 stories applications until new structure plan approved.
- Need to consider - the character of the block, likelihood of major change and in more targeted planning controls. If 50% of area strata titled or heritage then matching emerged character should be mandatory.
- Controls mandatory.
- Need better consideration of good design. I am so sick of ugly cheap apartments ruining the area.
- No account for height restrictions 20 plus storey, hotels being built in residential areas, balcony views.
- Lack of privacy with balconies overlooking on Batman St and facing residential homes.
- Traffic congestion and lack of parking due to increased apartment buildings.
- What assurances are you going to give the community that any feedback provided at these forums will have any impact?
- Small single fronted, non landmark sites should be even further restricted.
- Dirty streetscape due to increased congested living with multiple high rises.
- Stop building 1 b/rm units. Keep heights manageable.

STRATEGY 2

Support Good Growth

- Keep high-rise buildings on the main street.
- My gym has to move again. Sold. Probably soon to be a high rise.
- Build office/hotel residential buildings.
- Developers should not be able to bargain height limits with cash rewards. 'Community benefit'. How can we be certain developer contributions for community benefit will actually be used for that purpose? Who defines 'benefit' and will residents actually be able to decide?
- I think the height limit north of Dudley St should be made higher.
- Interim planning controls & council rules must not be disregarded by developers.
- I support idea.6.
- Creation of harmonious architecture.
- Don't let the development approvals slip through gaps & have heritage destroyed.
- Need for restriction of apt building heights.
- Develop a community action plan by community to determine how developer contributions are spent in West Melbourne.
- The limits to height cannot be discretionary. The heights should be stepped down from city to WM proper.
- Plot ratios must be mandatory and set back guidelines explicit.
- Don't convert Melb into Hong Kong.
- Use images to obtain an accurate interpretation.
- Suggestion to be more image based.
- Invite members of Dept of Planning & Transport to hear and get clear sense of community sentiment.
- Building height mandatory and sympathetic to heritage.
- Errol St: upgrade, beautiful. Environment for residents to enjoy not ferals.
- Need to improve look of the area through public art, vertical gardens, murals, seating.
- Set-up one direct tram from Flinders to LaTrobe along Spencer. Increase small restaurants at Spencer & LaTrobe Cnr.
- Are there zones in this area?
- Get rid of 'discretionary'.
- Mixed use is a great idea if it involves tech jobs. Where is the NBN?
- Need mandatory heights.
- Adjacent guidelines to heritage sites should replicate the character.
- All developments to include mix of housing/types/sizes/private/public amenities.
- Diversity is being swamped by tall buildings.
- Need to maintain a mix of low & high-rise dwellings.
- Objectors should meet with planning before permit is agreed.
- Community amenities & resources needed to support good growth. More schools, kindergarten, childcare. Sporting reserve. Public transport, cycling lanes.

STRATEGY 3

Improve Main Streets

- I support extended tramline.
- Tram in Spencer St is a must. Don't wait for State Gov.
- I like Spencer St village idea but how does it work with increased traffic from Western Distributor?
- Yes to transform Spencer St. Please give more consideration to cyclists.
- Trams must be installed on Spencer St.
- Like to see upgrade of Dudley St bypass. Esp. lighting.
- Dudley underpass a great idea.
- Close Adderley St at Dudley St completely.
- What thought has been given to impact on residential streets in a block to Spencer & King will be restricted to residents only?
- What about elevated walkways across King & Spencer to reduce bottleneck?
- Why have you made a dog park at North Melb station?
- Bicycle boulevards. Is there space for them?
- Stop the Western Distributor at CityLink. Realign Footscray Rd into Dudley.
- New Franklin St & Western Distributor = very busy Dudley St between Spencer & Peel St – no mention?
- More frequent trams and for longer times on Latrobe St.
- Introduce nose to curb parking.
- Extend the 40 speed limit on King St to the intersection of King & Hawke St.
- There is a need for more community meeting places e.g. U3A, and groups.
- Height restriction to ensure heritage buildings are not overtaken.
- Footbridge idea must be safe to encourage use.
- Consider main substructure infrastructure. If build a road also build water mains to replace old ones.
- I like the idea of a tram down Spencer St. How can public transport be connected from Errol/Victoria to North Melbourne Station?
- More bike paths are a must. Try to keep away from traffic like Denmark. Bike/footpath/road.
- Let's have public artworks to add aesthetic value.
- More leafy main roads.
- King St pedestrian overpass at Jeffcott/Haileyberry.
- Don't put trams in Spencer.
- I only ride my bike on King because Spencer is unsafe. Please put in a bike lane.
- Facilitate conversion of existing buildings for community facilities.
- Dedicated closed off dog area in Flagstaff gardens.
- More trees are always a good idea. Water fountains appreciated.
- Dudley overpass great idea.
- Spencer St – high mobility and retail don't mix. Creates bottlenecks.
- King St – already traffic congestion and timing problems with lights at intersections. Clearway at all times if intention to add bike lanes and more pedestrian crossings.
- Mixed type of residential i.e. 3 bed dwellings. Adderley St is a traffic drain from Dynon/Spencer. Close it at Dudley St.
- Consultation with the community does not freeze the current plans by state govt we need a tandem timeline so what happens while this goes on – a race to the finish by developers /govt – too late.
- Dudley St overpass improvement – Just do it.
- Dudley St – whatever you do to improve underpass will not be pleasant unless noise from traffic is reduced. Improve safety at Dudley St/Footscray crossing.
- No mention on improved quality of residential apartments.
- Group King residence into one idea. What about smaller streets which we use every day?
- Use of speed humps in side streets.
- Quality links between w/melb and Docklands closer to NM station needed. Ped bridge? Also Dudley underpass.
- Not every main thoroughfare is suitable for bike lanes at cyclists.
- Will Latrobe St be overloaded as it sits on the edge of two suburbs?
- Better public transport for people with mobility issues, i.e. reopen tram stop in Spencer and Latrobe and extend to North Melb station.
- More emphasis on community facilities such as schools. Docklands school is a pipeline dream as no location has been selected.
- Stop residential developments in West Melb area immediately until this new planning scheme is united.
- Dudley street – please consider western connections plan to build park over railway and E-gate between Dudley and north melb station with ped/bike paths from Hawke to Docklands.
- Flagstaff gardens – better lighting, improved security, cleaner and more public toilets, more BBQ facilities, more public seating.
- High quality build of main roads increase design.
- Reduce Capel St car parks for overflow.
- Stop free parking at QVM & Capel St.

IDEAS RATING

Having spent some time reviewing the discussion paper and supporting exhibition participants were invited to express their initial support levels with each of the 12 ideas and 3 strategies outlined in the paper. All participants are also still able to provide comments on the Participate Melbourne page (participate.melbourne.vic.gov.au/westmelbourne) once they have fully reviewed and understood the discussion paper. These results are a summary of the comfort levels shared by participants using a 'clicker' technology system and the following rating scale:

RATING SCALE



Do not support
it at all



Do not support
most parts of it



Support some parts
of it but not others



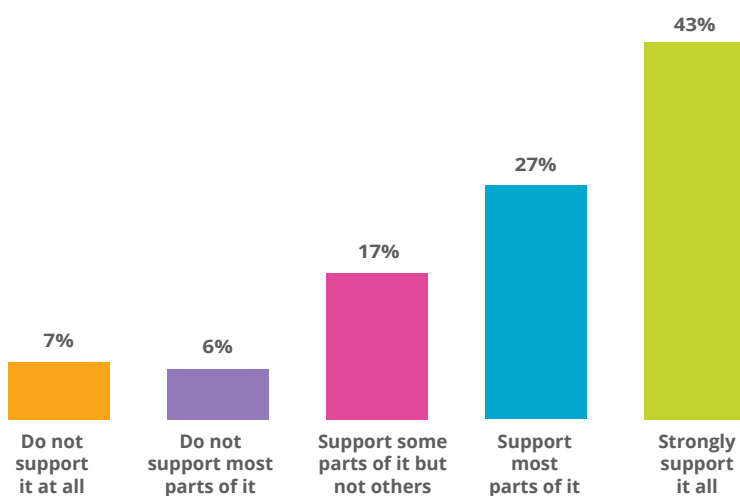
Support most
parts of it



Strongly
support it all

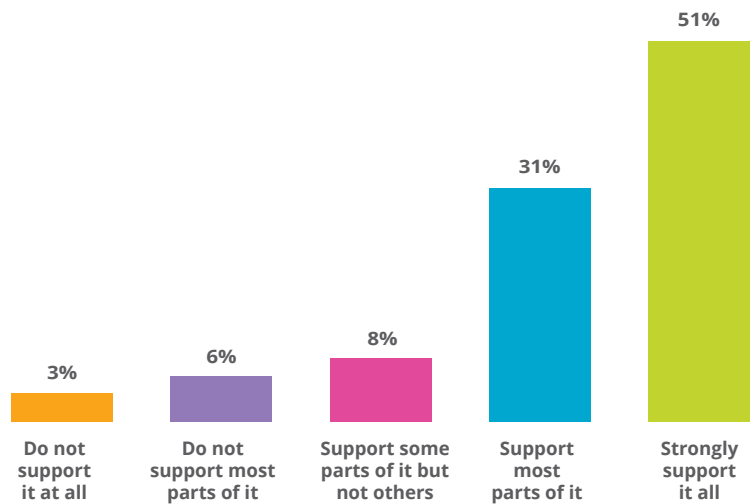
Idea no. 1

**Spencer Street as a
local centre**



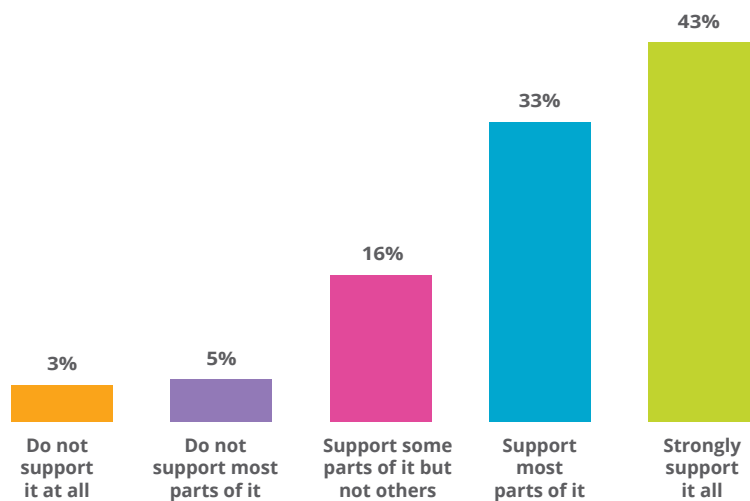
Idea no. 2

Grey to green streets



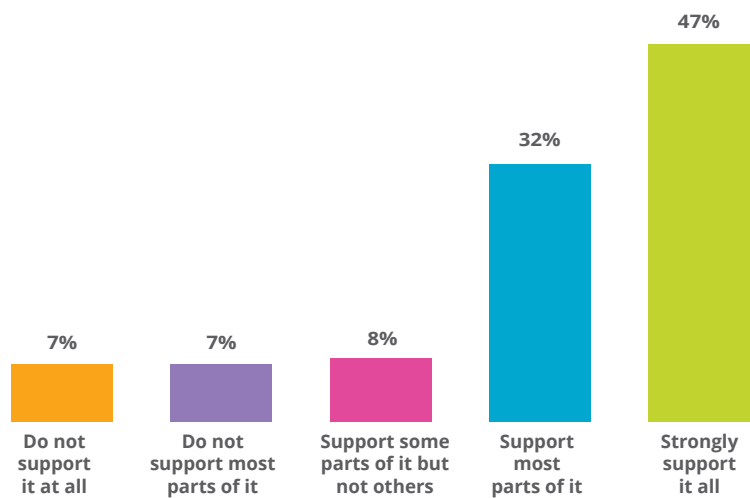
Idea no. 3

Hawke Street



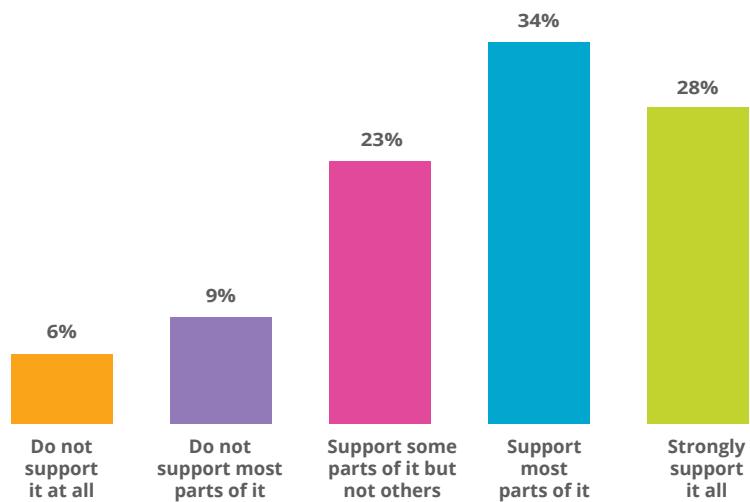
Idea no. 4

Railway Place



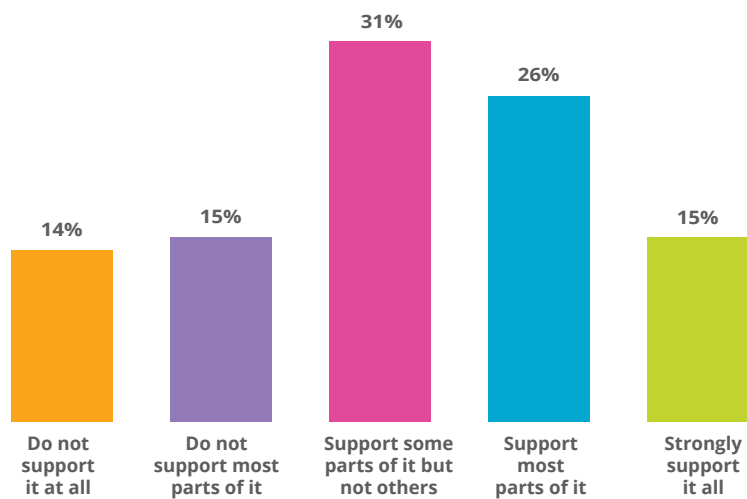
Idea no. 5

Built form



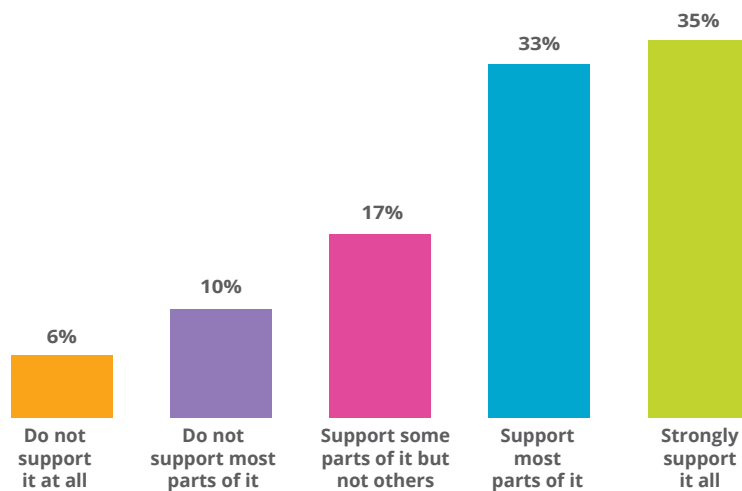
Idea no. 6

Community benefit



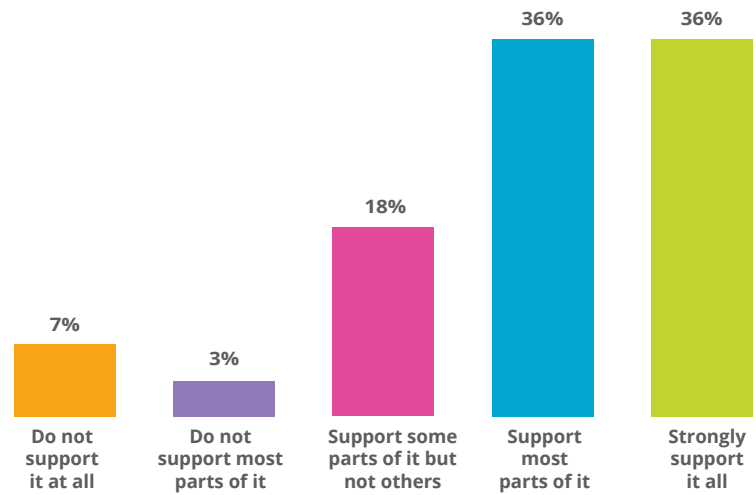
Idea no. 7

Mixed use



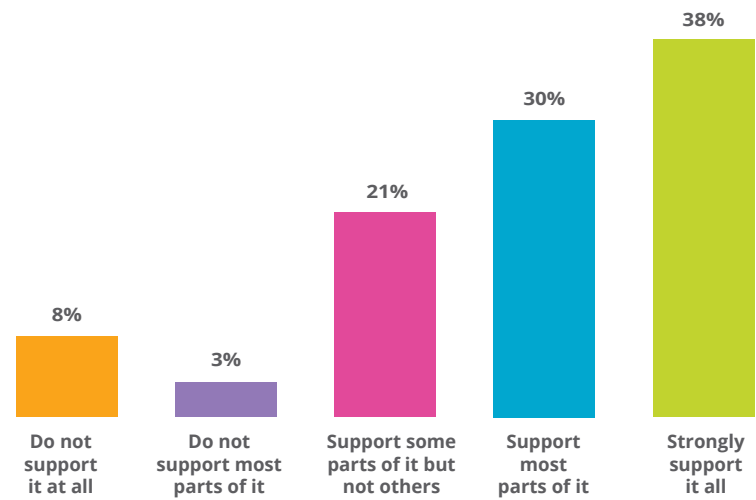
Idea no. 8

Sustainable
neighbourhood
with adaptable
buildings



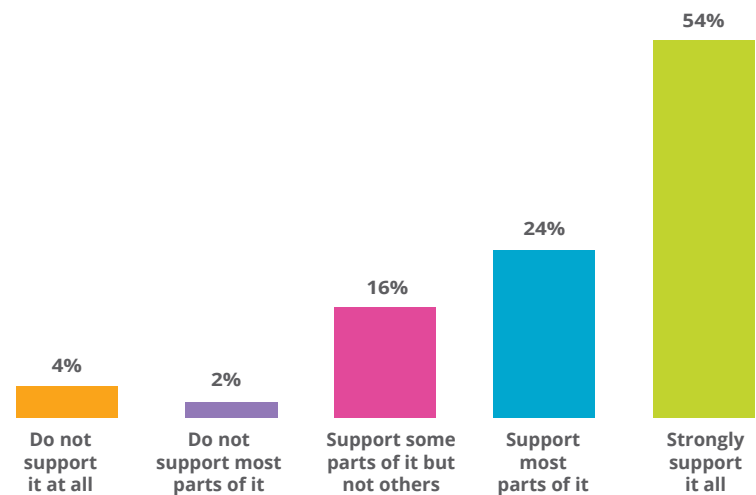
Idea no. 9

Spencer Street as
a high mobility
street



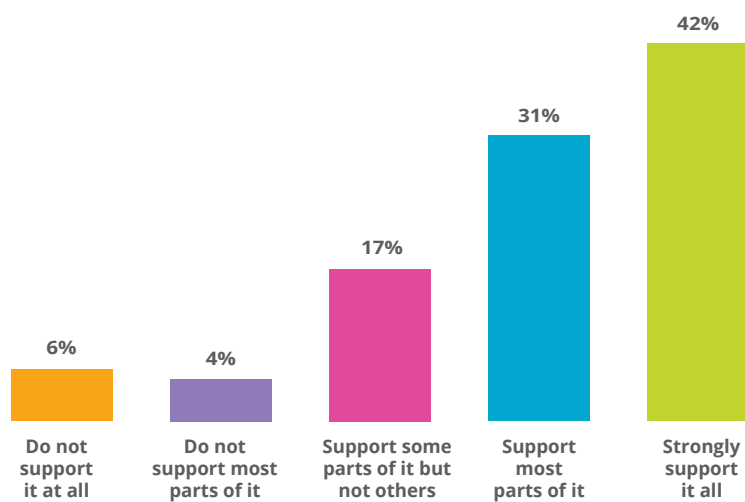
Idea no. 10

Dudley Street



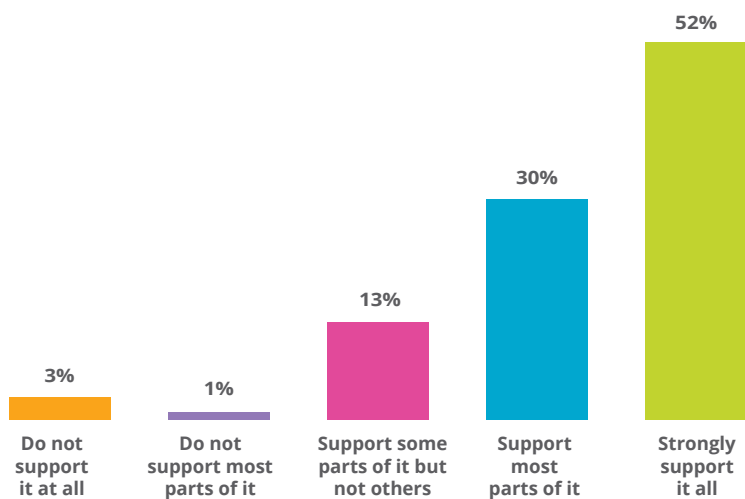
Idea no. 11

King Street



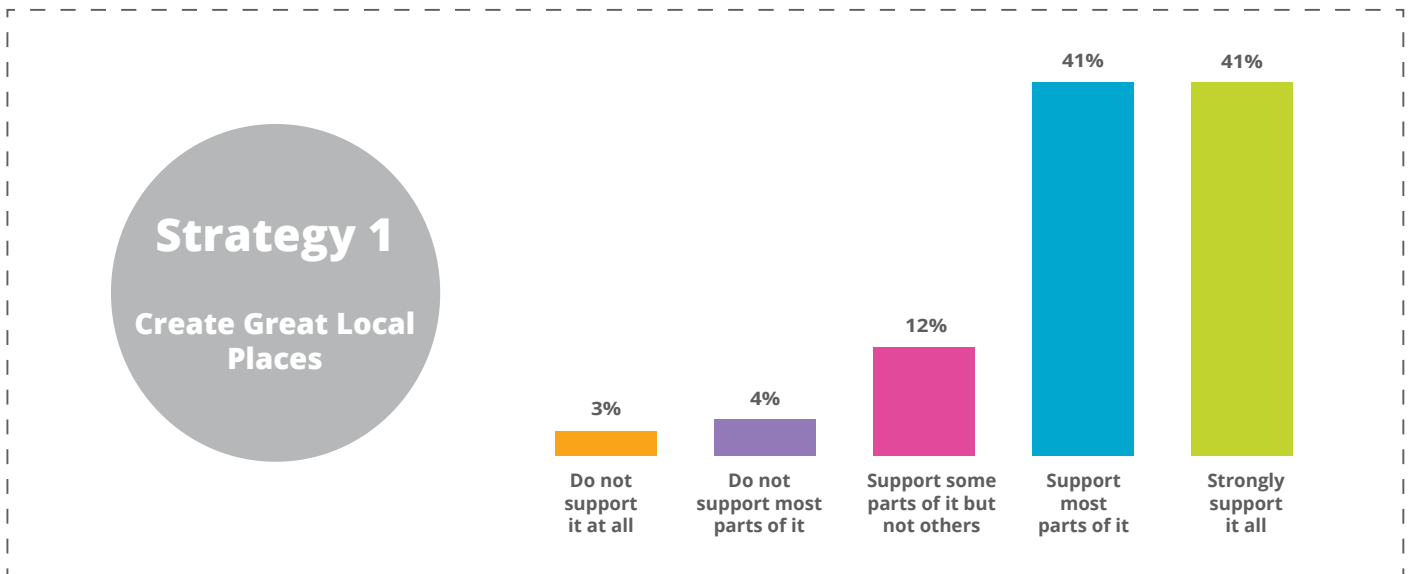
Idea no. 12

Surroundings connections





STRATEGY 1



STRONGLY SUPPORT IT ALL

Use the open space fund for parks in West Melbourne.

As long as heritage is respected. Promotes a diversity of shops apart from just cafes / restaurants in local area.

Build a bridge on Spencer St to allow free movement of people across the streets. As well, allow traffic and trams to flow.

Prefer potential street section with park on one side. Planned off street parking to accommodate increased volume of shoppers.

Great ideas to improve amenity with green spaces, more bike and pedestrian friendly routes and creating / modifying urban micro-climates. But please ensure bike routes have follow through and appropriate connections rather than abruptly stopping.

Include dog off leash areas and dog bowl at base of taps etc.

If the western distributor wasn't about

to dump a whole lot of traffic on Spencer St. I would love the Spencer St main street idea, but I fear transurban et al have a different view.

There was a plan for traffic congestion in Spencer, King and Dudley. How does adding a tram impact traffic flow?

The area is moving to be a residential area with higher density compared to current. But I would like the council to have more control to ensure new developments provide adequate car parks and comply to current standard.

Add public art in streets and parks maybe funded through developer contributions. Create a community plan for how developer contributions should be spent. This should be done by community representatives and community wide consultation.

There is a strong focus on creative spaces. Public transport interconnectivity to counter loss of parking spaces.

Focus on native vegetation - grasslands and eucalyptic woodland on page 8. Acknowledging aboriginal heritage. More diverse shops and more

walkability would be great.

Some / more amount of car parks are guaranteed for residents.

Overall I support this strategy - more greenery of West Melbourne and cycling lanes great. Would like to see a strategy to connect Victoria St with all other areas mentioned in strategy.

Especially ideas 6 and 7.

Be strategic with location, activity and interconnectedness of surroundings. Make it complimentary to neighbouring uses. Improve walkability and make it accessible for the disabled / family.

Agree strongly. Let's beautify West Melbourne and turn it into the envy of Melbourne.

Safer streets for families, kids etc., improved bike lanes / tracks for walking. Connect West Melbourne with Docklands / E-Gate etc.

I love the idea to make Spencer St more user friendly. Add trams, cafes, lots of low rise business, shops,

gardens and bike paths. Spencer St currently is a concrete, bland jungle. Green it up, make it an area where people want to hang out and drink coffee.

You did the Spencer St one first.

Spencer St idea as incorporating more street shopping and trams is fantastic. Spencer St should be the centre of West Melbourne. Dudley overpass great idea.

It is key to ensure that these main streets are more pleasant in terms of reducing congestion and opening up other options for people to walk / bike comfortable. We love West Melbourne!

Minimise pedestrian / vehicle conflict. Increase no. of parks - many smaller parks are better than few larger parks. Provide better sense of territory, identity and micro-community.

Implement nose to kerb parking to increase parking spots. Green spaces should be clearly defined as either dog friendly or not. Dedicated dog off lead spaces should be fenced areas, otherwise all green areas should be dog free zones or else strictly on lead specified. Not everyone likes dogs (in recreation areas)!

Streets narrowed, centre parking removed, add nose to kerb parking - like Roden St between King and Spencer. Fix up King and Hawke intersection. No centre street greening. Tighter parking controls when Etihad and Festival Hall have events.

Make more shops high quality in Spencer St.

You removed the dog park from North Melbourne station. Put more trees on streets.

Make it more attractive with landscaping opportunities and public / open amenities for local residents. Diversify traffic locations. Beautify roads and built form. CCTV, make it safe and large and flexible.

SUPPORT MOST PARTS OF IT

Railway Pl idea not important enough, waste of time. More important areas to focus on.

Take care not to lose parking while implementing greening, as it all progresses and parking spaces become free, extend greening.

All of this is good, but none of it makes sense if money comes from development of long towers taking families out of the city into the suburbs.

I do not support if the money for this comes from developers making tall towers. I consider this bad money and corrupt practice. Council gains enough money from the community in form of council fees, stamp duty etc.

Known budget or estimated budget to have an understanding of what is a reasonable expectation (applies to all strategies). All parking to paid or permits, no unrestricted parking. Must improve cycling infrastructure on Errol Street. Please segregate cyclists! Please no bluestone cobble! Bad for my wheels!

More green areas - trees, parks.

Spencer St - how will transport, parking and access be managed? Noise, currently high traffic volumes as indicated in the plan, how will this be maintained to help liveability and a sense of suburb, not city?

Need to control parking. Streets full of parked cars defeat the objective.

You would at least consider that car access and parking is important for elderly and family residents.

If west Melbourne was a place for non locals as well.

I like the Hawke St linear development and Railway Place development. Reduction of street parking - where will residents park if you turn street park into green park?

Use Hawke St bridge concept to develop elevated parkland over rail and potential western distributor.

Complete the existing areas first before creating new shops or services.

If we can achieve this and improve quality of life it will work. Ease off

traffic movement as some of us do need to use vehicles.

Not too sure the importance of Railway Place, most probably just move traffic along to Adderley St.

Traffic congestion is already bad along this street. How do you propose to fix this?

Obviously a great idea however consideration still needs to be given to the street function, parking strategies, etc. Love the spencer activation plan and generally the greening of the streets is awesome.

Need to consider future development and parking requirements. Developers need to provide at least 90% parking spaces for number of apartments.

Increase bike lanes. Blend in with existing streetscape.

E-Gate plans more obvious and western distributor plans more obvious.

Connect these great and green local places down to the CBD and Latrobe St as a cohesive and continuous network via Spencer or King St.

So long as - population is managed, heights of developments are managed (think Paris) and services are provided e.g. schools.

SUPPORT SOME PARTS OF IT BUT NOT OTHERS

Local shops weren't located on a busy thorough fare such as Spencer St. Safety issues with cars moving through pedestrian areas. Move to a quieter community focused location.

How is this to be incorporated with the western distributor?

Get rid of VCAT. Plant screening on existing arch-disasters. If we can't stop em, hide em.

Hawke St was not an active transport street. This would cause parking problems between Spencer and Railway when people drive to the area and then walk / cycle over proposed bridge. Redirecting more traffic down

Hawke between Spencer and Railway will adversely impact the nature of the street.

Noise issues are also considered i.e. noise from cars, cafes etc. particularly in morning and evening / night. No high development out of character with street scapes. Adequate off street parking required.

The photos are not clear and the railway place concept seems to indicate only the railways station end. What about Abbotsford St and Festival Hall, will it remain a car park for football?

Compulsory parking spots. Limit height. Single "family" occupation of new apartments. Larger apartment size. Reduce number of apartments per block.

More clarity around the community benefits. Building height restrictions would need to be adhered to and controlled. Maintain street scape. Clarity around funding for building approval.

There is currently plenty of shopping available. No more supermarkets. Commercial space that is not based on consumption. More trees and increased public transport is good.

I knew that parking was going to be addressed as part of grey-green. Dudley St underpass needs to be addressed. Flooding creates traffic

problems. It is not pedestrian friendly.

Great ideas however they don't resolve traffic issues, it will only divert traffic further into the city.

Local shops and services, but will be difficult to create in practice. E.g. no local shop will ever be better than the Vic Markets, so a little local produce shop is a non-starter. In the end, you can't just decide your area is now trendy, that has to happen organically.

Separate pedestrian from cycle ways. Consideration for residential parking (terrace residents). Better dog park solution! Not Spencer and Dryburgh St please.

Still require parking for existing long term residents and new. After hours permit parking.

DO NOT SUPPORT MOST PARTS OF IT

The words are nice however the level of specification is lacking and hence is open to abuse / discretion to totally unacceptable.

Information overload.

More consideration given to through traffic over the river. Dog off lead area provision somewhere. Pedestrians and cyclists safety given more consideration. Children's play areas

and fitness stations clearly defined.

Provided you can integrate parking spaces (as at present) with open spaces, more trees etc. I would be in favour of this strategy. Spencer St will not work as a local centre whilst it remains a main thoroughfare through the city.

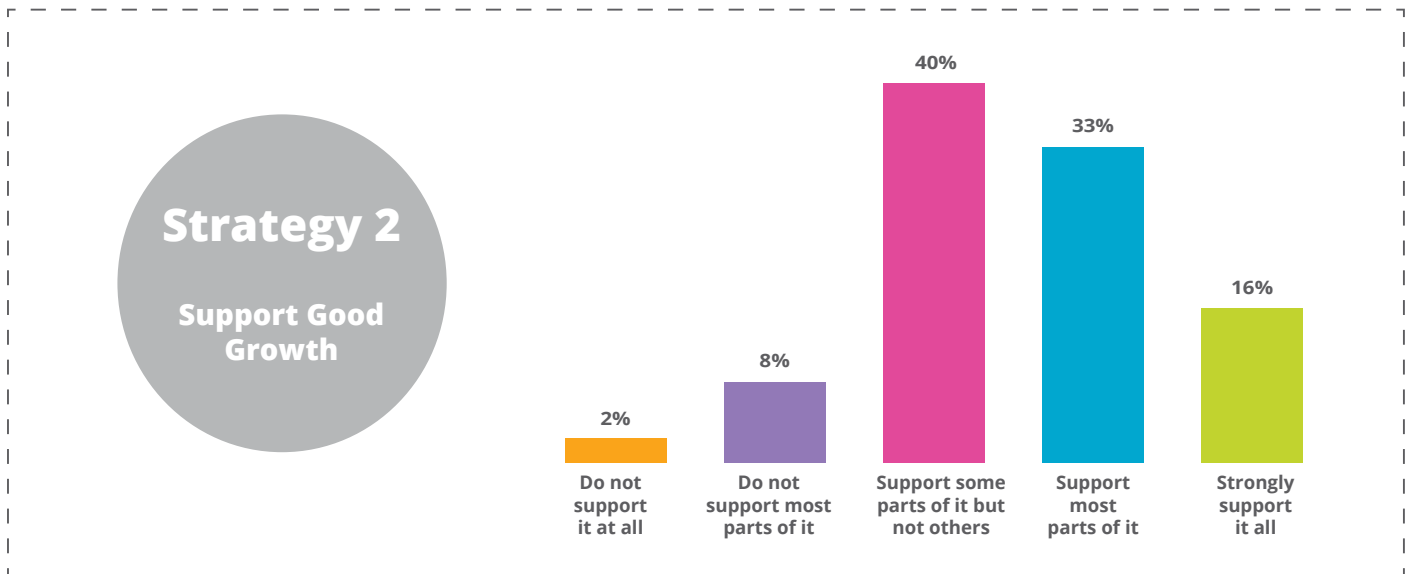
Not all residents are cyclists! A car is essential to most people. Provided the number of car parking spaces available as of February 2016 is not decreased, green space is ok. Resident parking only (24 hours) is essential. New development should not negatively impact car parking - every unit in a new development requires car park space within the development.

I don't believe opening access to E-Gate to West Melbourne will be an improvement to community. Must listen to community requests in report. Minimise use of brothels in West Melbourne - should be none.

There is a limit to the number of viable retail spaces that the plan can support. Public spaces need to be mentioned properly. Some roads are not suitable for cycle lanes. Push idea that cyclists must acknowledge responsibilities as well as rights and obey road rules.



STRATEGY 2



STRONGLY SUPPORT IT ALL

Floor area ratio - need to consider more effective techniques and have restrictions with max capacity, height restrictions.

Types of commercial mix is focused on community needs. No more homeless.

Supportive except would like to see more practical examples of what the council is envisaging with this initiative. Low rise with larger gardens, townhouses seem like better ideas than just large significant coverage high rise apartment blocks. Mixed use is a good idea.

Sustainability replaced the word "growth". "Good" is subjective e.g. may suggest high-rise is acceptable - it's not. Two, three or four-fold population growth - highly likely on independent demographic forecasts - could determine what "growth" means.

It happened soon. No parking on Dudley between Wurundjeri Way and Spencer.

Cyclists, pedestrians and cars need separation for safety reasons.

Growth was discouraged. Limit height of buildings to 3 levels in West Melbourne.

Preference is given to existing residents of new large scale apartments for parking, use of public spaces etc. Large developments should provide their own guest / resident parking, green spaces, outdoor spaces etc.

More trees in middle strip, not just one tree, then 6 parking spots in between. More speed humps as it slows traffic. More spaces that families, kids, students and pets can access. Safe bike lanes and parking sports for the community. More pedestrian safety.

Dog park needs to be gated and not as close to the road - if not, dog deaths will be on your hands! More trees please including Railway Place.

Spencer St as a destination is a great idea. Less large retail outlets and furniture zones. More restaurants and smaller mixed use shops. Less wide roads. Currently too much asphalt and truck stops.

Love this. Creating a greener community - great! Boutique shopping destination, restoring the charm.

Increase number of cafes, bars, restaurants for people to enjoy. Make West Melbourne a home!

Expand contribution of developments for community environmental enhancement. Vehicle excluded vegetated laneways. Harvest and harness rainwater, biomass converted for energy use. Optimise solar receipt for residents habitation, parks.

Developments come with car parks. Build up retail centre around station. Rename North Melbourne Station to West Melbourne.

Development and corporate range of use.

Mandatory heights were enshrined in law - no discretionary heights.

Focus on commercial development on Victoria St, there are unutilised shop fronts / infrastructure including an already existing tramline to promote businesses.

SUPPORT MOST PARTS OF IT

More information about density and strategy and height control is provided.

Agree that West Melbourne needs to play its part in supporting future population growth in inner city urban areas. Just needs to be complementary to the surrounding area. Height restrictions need to be mandatory not optional. Strategy needs to be implemented and implementable.

Must include public housing.

Need growth, space to create more area for community, should not be taken from land owners. Use council land or streets.

Rigid, strictly enforced, published planning, design and construction rules. Zero negotiations, bribery and corruption. Custodial sentences for breaches.

Height controls are important for sustainability and until the structure plan is approved, new development should not be given a green light. Heritage protection of such buildings should be preserved to create a legacy and maintain the character of a young city.

We need state government support and adherence. If state government overrules planning overlay, what recourse do we have? Ensure open ground floors of buildings for encouraging more pedestrians out and about.

Mandatory height limits to be incorporated in the plan / scheme.

If all the ideas are integrated will the plan actually work effectively? Is impact of E-Gate integrated to the ideas effectively?

More public and green spaces.

The current residents of Spencer St are included closely in discussion to ensure that the impact to them is minimal. Cycle lane to be more carefully designed. Current lanes are dangerous.

Once again proper consideration is made to the existing parking limitations and not have any further loss. Ensure sufficient safety precautions are put in place to accommodate Haileybury school and increased children within the surrounding areas.

Surrounding connections too dependant on external agents.

The plan allows for more diverse retail / entertainment facilities, not just apartment blocks. Need hospitality, parks, cinemas, supermarket but also have the old charm. We don't want a docklands.

Need diverse retail / entertainment facilities not just apartment blocks e.g. cinemas, bars, restaurants, parks etc.

More clarity around how building heights can be controlled in different areas. Ensuring enough parking for residents, new apartments should have enough parking for residents (off street).

Attention paid to maintaining parallel amenity growth e.g. schools, healthcare, green space etc.

There was more clarity regarding the restrictions on new developments.

It is essential to have mandatory controls over the built form especially with heights and number of storeys. These should be up to 5 storeys. Sustainable design includes provision for solar collectors, water collection is essential.

Developers must stay within the existing height restrictions. Within the last 18 months too many commercial buildings have been turned into residential buildings. Poorly built and planned buildings need to be pulled down and strict high quality buildings only to be allowed.

Very strongly support mixed use - what about technology parks. Hi tech jobs? Where is the NBN? We need better apartment quality and variety.

Height overlays were strictly adhered to and fewer exemptions grounded. More thought into the quality and long term life of new building developments.

Must have mandatory and strong rules so that community, council and developers clearly understand their positions.

A strong community needs an area with aesthetic values, quality outdoor

space, art, meeting places indoor and outdoor. These could be partly funded through developer contributions. Improve tram access in Spencer St.

Far thresholds ensure west Melbourne doesn't become a high rise extension of the CBD. These thresholds would need to be made on regulations and enforced (as opposed to being advisory only).

I don't understand idea 5 and its implications so cant comment on it. Uncertain about effectiveness of idea 6. Developers are good at finding loopholes around community benefits or restricting benefits to building residents, or not putting in the efforts to maintain the community benefits.

There should be less mention of adaptable and sustainable buildings. It really means "uniform". The bits regarding community benefits were the bits I support strongly.

If there were clear zoned areas of development i.e. warehouses, residential etc. Buildings to be more in character with overall look of west Melbourne.

Adaptive buildings to focus on entrepreneurial activities. Need to ensure mixed use is complimentary and don't create or impose further negative externalities.

If City of Melbourne could insert this into new structure plan, make Hawke / Docklands connection world class, bring in more cafes, more open spaces and connect both suburbs up. Also make the Ireland, Hawke, Adderley precinct more green. The Ireland St road bollards are awesome!

Bike paths do not seem as important in the plans, I would like to see more safer paths included.

New developments need mandatory on-site car parking. Maximum height restrictions of new development to 4 storeys. Help define our suburb by renaming North Melbourne station to West Melbourne Station.

SUPPORT SOME PARTS OF IT BUT NOT OTHERS

Strategy 2 needs to ensure that West Melbourne is true mixed use zone.

That means more development, more local business and more access to public transport, in order to increase vibrancy and commercialism of the area.

City of Melbourne should keep the existing mandatory height restrictions for the current mandatory levels / zones. There are zones / pockets of West Melbourne that are very nice, low rise, residential that are very good and nice to live in. Please do not destroy these nice low rise areas that lots of locals agree on.

I don't have issues with development as long as what's proposed fits in with surrounding areas and does not tower over already developed low rise buildings.

Strong planning controls that are enforced to protect the strategy.

Council was more prescriptive with the strategy of exactly where they will allow development and what community benefits are required and where. West Melbourne development is currently being controlled by developers, not council or residents.

Too much ambiguity allowing development wriggle room in idea 6. No clarity on how benefits would be derived or allocated.

Very subjective - what is good - diversity of opinion. Subject to local neighbourhood character, heritage etc. How do you make it watertight?

There were significant concrete assurances that height restrictions for new buildings will be adhered to and not overturned by VCAT. Respect for surrounding buildings / homes to ensure privacy is maintained. Thoughtful design needs to be controlled - with open balconies already overseeing homes. Design needs to be more thoroughly considered with current landscape as existing new buildings are not conformed with heritage overlays already in place.

Against multi-storey buildings adjacent to heritage listed areas. Low height residential buildings which are sympathetic to community / heritage buildings.

Need to respond with mandatory planning controls over height and overall density. No more discretionary rules. Define areas clearly for exemption (not near or close to). How far from the station is "close", 50m or 100m?

Building heights shouldn't be discretionary when currently they are mandatory. Future of what Melbourne shouldn't be left for developers discretion. Council cannot take money from developers to develop community. Long towers don't do any good for the community.

Have concrete, clear height and bulk limits and stick to them. Also stick to minimum number of parking spaces required in new residential complexes. New developments must fit in with existing streetscapes and character.

There was more detail not just reference.

We were able to improve neighbourhood amenity for everyone, but there will be winners and losers so we must accept compromise and loss.

As per above, how does this tie in with state government agenda? Will this just end up as a compromised plan to make West Melbourne a village that just ends up being a desert?

Adequate infrastructure is planned for schools, kindergartens etc. More low / medium density apartments not high rise. Depends on definition of "good" - "sustainable"? Respect for heritage is maintained.

The current sites that have been approved will need to follow these decisions, even though they are still in development. Give them these guidelines to follow.

What's the point of controls when there is non-compliance anyway. Completely against this sneaky way of increasing building heights. What happened to rooftop gardens and solar installations?

Can cover too many ideas and maybe confuse the result. I may get a different answer on review.

We must preserve and enhance residential amenity in West Melbourne,

not to distract from or dilute it!

Non heritage site is converted to residential with sufficient car space for new residential (complying to current code). No reduction.

Land use should be better considered. No mention of sustainable growth i.e. slow and steady growth in dwellings approved to ensure steady rates of capital.

Adaptable housing ideas the best of this cluster. Need to better define the community benefit and uplifts to stop property developers "porting" the base interpretation during planning application.

Need to get state government inline with overall strategy. Push sustainable design and re-use.

Much cleverer, firmer and widespread use of mandatory height / form limits.

This needs to be a lot tighter - if not it is very open to personal opinion. What does respectful scale mean? What does better mean?

Need to listen to the locals as to how they are affected instead of looking for more revenue.

This all sounds great but here are so many building approvals that are not complying with the higher controls or providing adequate parking.

Built form - heights in the right locations - to be determined by residents in the area, not by anyone else!

Maintain existing heritage and street scapes while allowing new development.

All good to look at these ideas on paper, however putting them into action is another story. Current height restrictions are simply ignored. This is the most important discussion that is required!

The ideas are great, adaptive, mixed use, planning tweaks etc. But I very much worry by the time any of these recommendations actually mean anything it will be too late. For example, image of warehouse

on page 50 adaptive reuse will be knocked down to build poorly planned apartments.

Based on current development, there may not be anything left to apply this idea to.

More consideration to overall plan.

90s areas have a character (Latrobe). Controls to considered the % of developable land (not heritage), and if <50% of total land area in a block, require new development to conform with existing character (or fall within mandatory preferred character controls).

Stop 8 storey developments around west Melbourne heritage neighbourhoods! Preserve our identity.

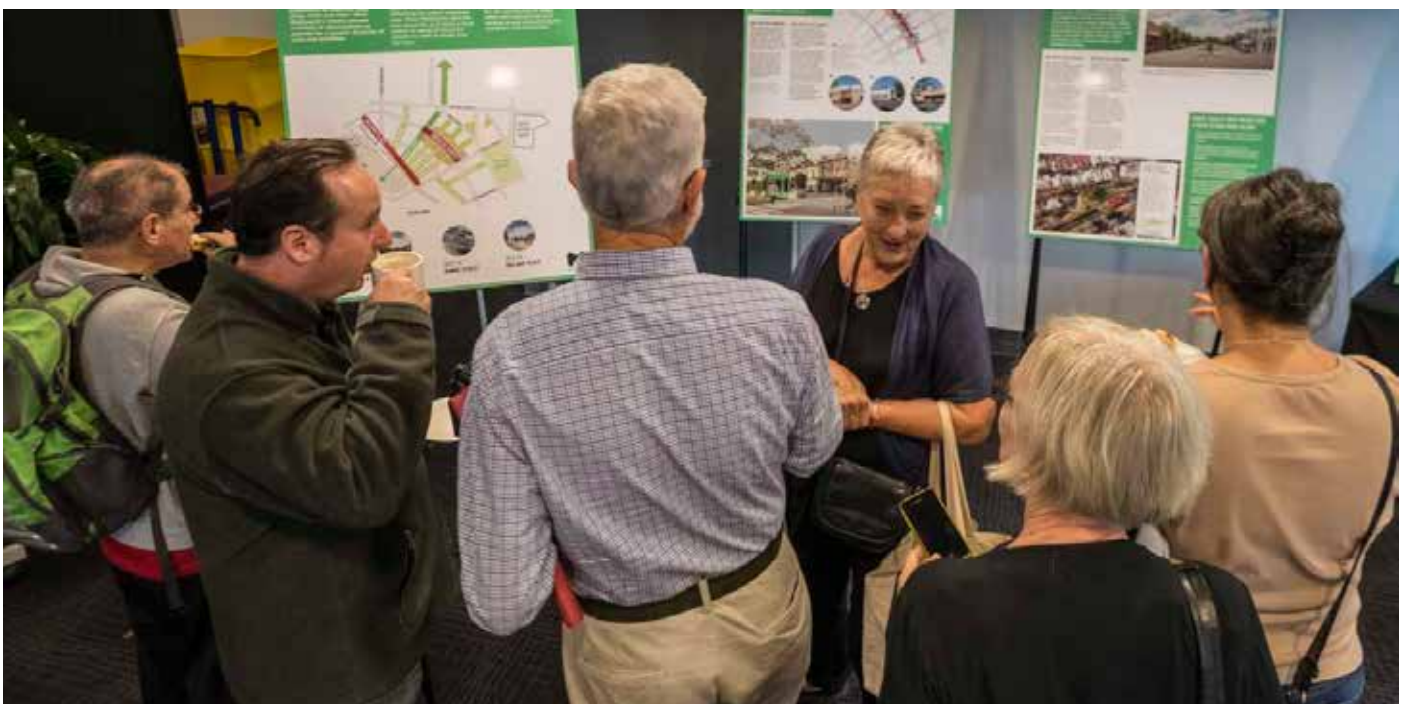
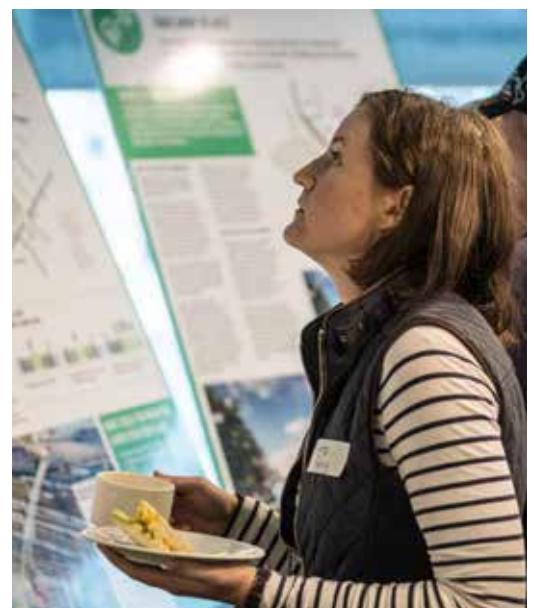
Height restrictions, apartment size management, no dog boxes.

DO NOT SUPPORT MOST PARTS OF IT

Community benefits were controlled. As it stands, developers are able to change footprint / height restrictions by giving funds to essential infrastructure - 20 trees do not compensate for an extra 4 levels that

are allowed by council (as payment for trees). More areas allocated to housing / residential - mixed use zones.

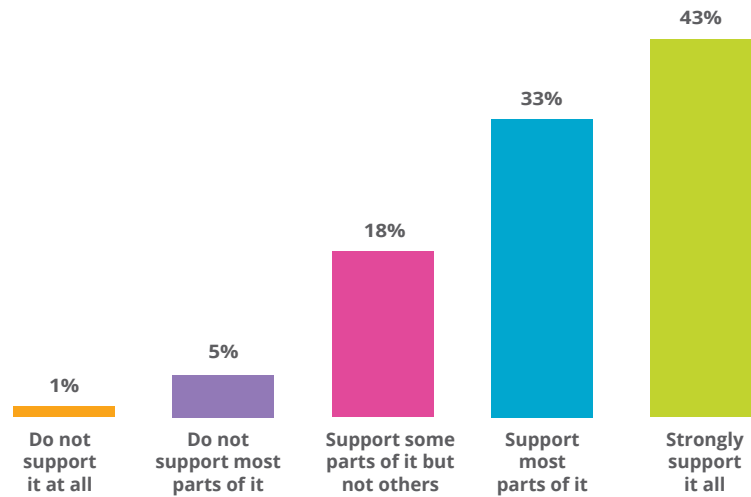
Developers cannot / should not be able to bargain height controls with cash. What assurances / transparencies will be in place to ensure 100% of this money will be used for community benefit? How is this an improvement / stronger controls on the 2005 West Melbourne DDO? Keep the current DDO with mandatory controls on height.



STRATEGY 3

Strategy 3

Improve Main Streets



STRONGLY SUPPORT IT ALL

Bloody awesome mate. Just get on with it.

While more and more traffic is directed into the city of freeways, these roads will never be people friendly places. We need to send western distribution traffic around the city not into it. To get businesses to move in there will need to be parking with pockets of short term parking.

Needs to be done with local input.

If there were more planned off street parking to accommodate for the high volume of shoppers / drivers. More small green spaces in the area.

There is a planned strategy to allow for small bespoke retail and artistic retail. Not just larger food chains and K-Marts etc. Allow for more off street parking so the locals won't struggle.

Need more safe crossing on King St as it is the main access to market and Errol St. Need more off street parking!

High mobility will create increased pedestrian, bike and car traffic. Will planned measures be enough to

cope with projected increase. How will this be managed re liveability, rather than making West Melbourne a thoroughfare?

If we considered insurable infrastructure as well - sewer, water, comms.

Pedestrian options are considerate of safety. Equal consideration of transport rather than an overwhelming focus on car transport only.

More pedestrian and cycling options are best. Also reduces reliance on parking spots. Increases physical access to other districts. King St - make cycling pathway permanent, not part time.

These main streets were somehow connected to access Victoria / Errol St (bike paths, transport).

Like extending tram line. In the meantime reinstate the 75 tram so a tram runs the length of Spencer St.

Maintaining high mobility of Spencer and Dudley St.

Aim to increase car, bike and pedestrian (not one at the expense of others). Consider connecting Spencer

to Latrobe and King to Latrobe, and include Latrobe as a mobility street.

Spencer St as a high street, great idea. Don't forget investing in Errol St too. Opportunity is there to make it a delightful hub for community.

Do not immobilise movements of traffic cars. This is an inner city suburb and you cannot make it like an outer city suburb. Ensure smooth traffic thoroughfare.

SUPPORT MOST PARTS OF IT

We had more detailed information regarding the Western Distributors.

There was more of an indication on how the council liaises with Vic government and transport providers.

We knew what the trade offs were e.g. some great areas and others sacrificed to ugly high-rise buildings etc.

Street trees were deciduous to maximise sun.

Concepts are good however the devil is in the detail. Laneway management not considered at all - these will become a key part of road management, current

management is very poor.

Want to see more pedestrian / green spaces and public transport. Volume of traffic needs to be diverted off Spencer St to do this.

Not comfortable with the idea of running a main road through E-Gate area. More controlled retail with local shop owners would be good.

I had more time to read the report and hear each of the representatives speaking on their specialty above the community / side comments and enthusiastically engaged attendees.

Still need to take into consideration the overall impact / loss of parking this will have on community - especially given the increased amount of high density housing proposed and currently being built / approved.

This was state government policy and had a real chance of success. How does this work with the Western Distributor driving more traffic to Spencer St?

It's a bit piecemeal - needs some principles that apply to all other spaces as well.

How to reconcile high mobility and cycling and pedestrian routes is explained more fully. No 57 tram needs double carriages, it is very overcrowded.

Federal funding for E-Gate to move it along. King St is an important crossway for residents into North Melbourne and to transport. Would like to see more vision on this street, like what Spencer St and QVM is undergoing.

There was no parking on Spencer Street if it were to be high mobility including bike lanes as parked cars add to congestion and are a hazard to the traffic flow. If there is a good bike lane on Spencer St then King St doesn't need one necessarily as there is one on William St. But still King St doesn't need parking, it adds to the congestion.

Confusing option "open area". Needs some info before important decisions are made.

Re-introduction of trams to North Melbourne Station is a good idea,

but Spencer St is a key link between City link and South Melbourne so this strategy (for Spencer St) will not work. This strategy is the largest oxymoron of all time! Cars must not be permitted to come off the Western Distributor to West Melbourne. Re-align Footscray Rd to Wurundjeri Way (away from Dudley St).

Cars are not coming the western distributor into Dudley or Spencer. Realign Footscray into Wurundjeri Way.

We definitely need more crossings / bike paths. What about pedestrian / cycle overpasses on King St?

I could understand the impact of the western distributor and how it would affect plans to improve Spencer St for local people.

Keep brothels in Dudley St discreet. Ensure developers clear footpaths of paint after mapping services. Keep parking costs reasonable. Maximise value of Spencer St as a community asset.

Support Dudley St ideas. Keep King St pedestrian and cycle focus in better traffic management. Do not shift traffic from Spencer and King into the residential streets!

More, wider connections across railway at North Melbourne station - park concept.

Plant more trees.

I feel King St currently works well. Not a priority.

Most important that King St traffic flow is not made worse than it is, as no doubt more traffic will come in South of Latrobe St.

Keep traffic to main streets.

Sustainability is key.

Good ideas, particularly Spencer St.

Traffic routes still important to keep traffic flowing - ensure King St is easy to access and flow with traffic lights.

Intersection of King / Hawke and Victoria / Hawke need synchronised

traffic lights and clearer road intersection definition.

Traffic lights at Rosslyn and Spencer. Clean up corner of Hawke and King St.

Incorporate the western connection proposal! www.westernconnection.org.au

Improve Footscray Rd access and through traffic.

SUPPORT SOME PARTS OF IT BUT NOT OTHERS

I cannot see how this reduces through traffic problems by reducing traffic on Spencer. Traffic does need to cross the city as it is not possible to travel efficiently on longer and complex routes by public transport. Older people and some others are not comfortable cycling. Need safer pedestrian conditions.

Support King and Dudley St proposals, but not ideas 9 and 12. Not 12 because of increasing traffic and congestion around North Melbourne station.

Il ideas are good but council should really look at community's biggest need - mandatory height restrictions for building. Don't convert Melbourne into Hong Kong.

Again do not support bad money coming from developers to do this. Process should be fairer and corrupt practices of developer money to council should be inappropriate.

I was confident this doesn't mean over-development of these streets so they are even more busy than they currently are.

Copenhagen bike lanes for Spencer St. No need for bike access if Spencer and William have good bike access. Better to have fewer very high quality routes than more routes without best practice infrastructure. Best to have one of the great connecting routes than many that are not enjoyable, especially if budget restrained.

Some major change is made to the city bound train stop in William St near Franklin St. What happens to through traffic across the river? Dudley

underpass / overpass essential to be improved, but safety may be a problem if underground. Overpass in King St for pedestrian? No mention of public transport improvements.

No bikes in King St if Spencer St becomes more bike friendly.

The building heights along Spencer St have some limits and require open space as part of the plan.

Support most but feel that the ideas ran out when it came to the last 2. The developments over Spencer St could be a winner but again worried about the movement of traffic into other surrounding streets. Love the idea of a tram continuing down there.

Stop large scale development projects. Turning a warehouse which probably had 10 staff to a building with 500

residents is not sustainable.

Requires more detail to assess certain ideas.

Ideas are valid but in practice it is not usually what happens.

Too much jargon - want certainty. How do you propose all these things and traffic too?

DO NOT SUPPORT MOST PARTS OF IT

Better strategy to deal with busy thorough fares and community spaces - not combined. More thinking / ideas required. Improvement of walking, cycling and public transport moving in right direction, could be even more radical - build for next generation not

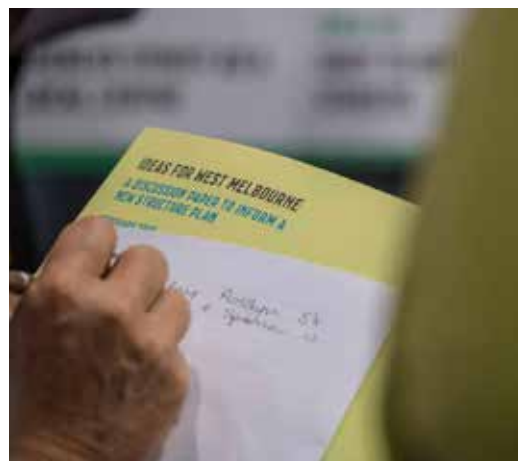
baby boomers!

Assessments include future trends - e-cars, driverless cars. More and more cars = grid lock. Congestion taxes.

Reducing car traffic access and flow in King and Spencer St will increase car congestion in the city and correspondingly affect nearby residential areas.

DO NOT SUPPORT IT AT ALL

Traffic in Dudley St should be reduced by better traffic flow in Spencer King, Victoria, Latrobe and Lonsdale St.

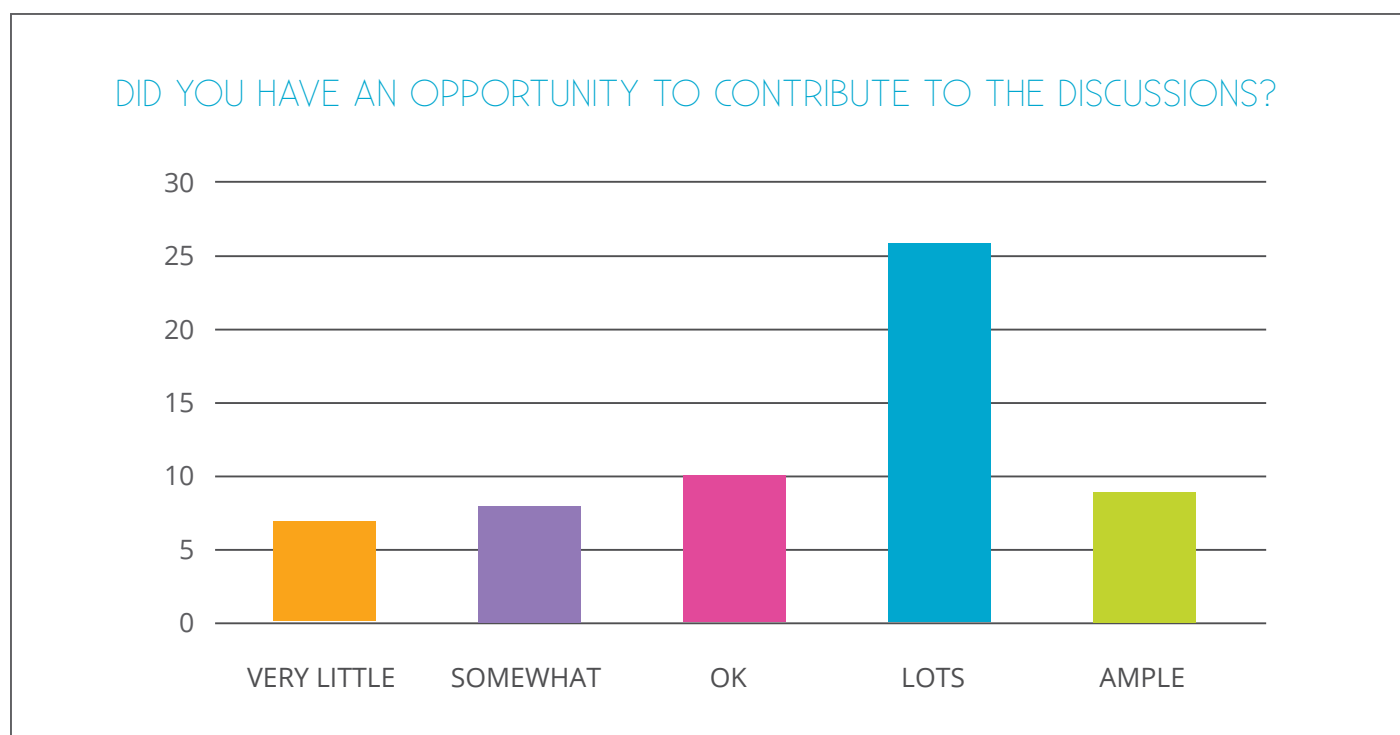
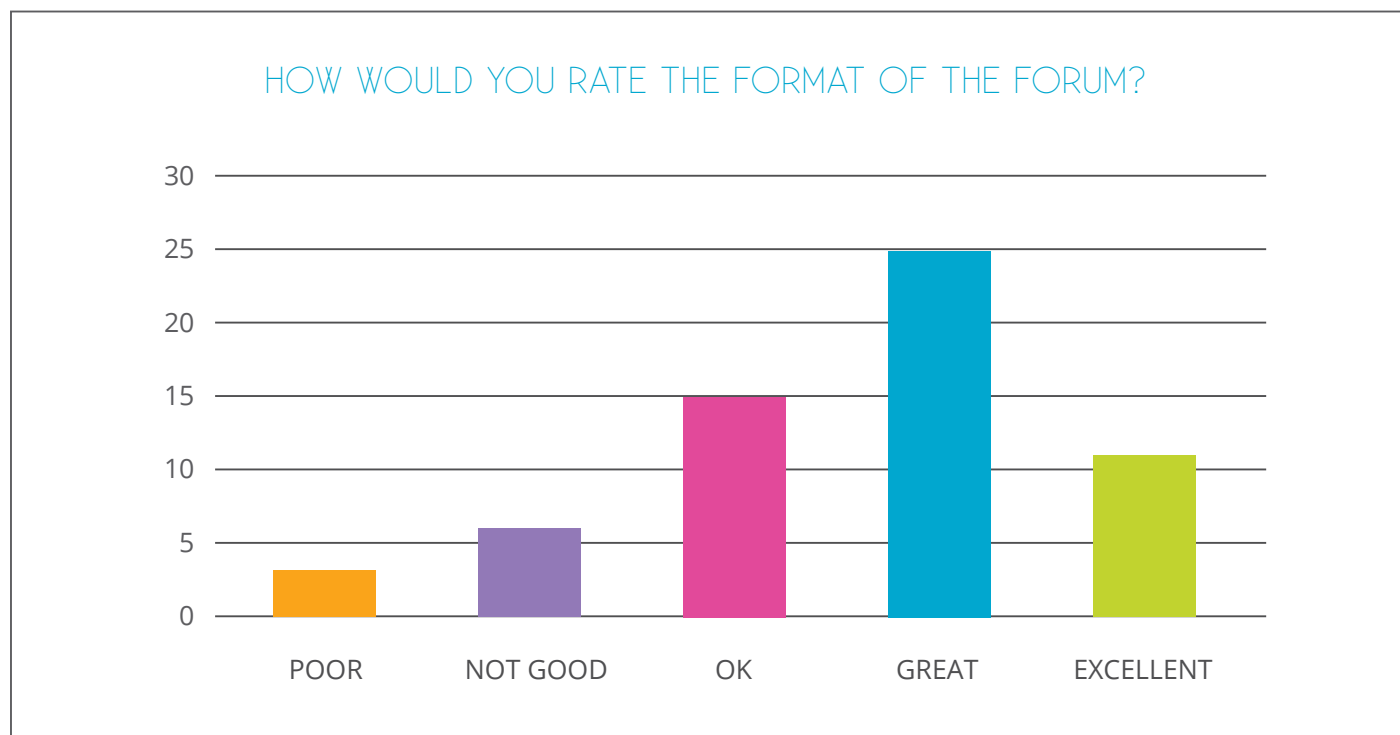






FORUM FEEDBACK

Participants attending the forum offered the following feedback on how useful they found the event to be.



WHAT IMPROVEMENTS, IF ANY, COULD BE MADE TO HOW WE WORKED TOGETHER TODAY?

This was too high a macro level - no specific issues were resolved. This did nothing but gather support for overall ideas without considerations to key / care issues. West Melbourne is being destroyed.

Report should have been sent out prior to event - too much info to take in - No discussion - Lunch was nice!

Someone needs to control people from grabbing the mic and getting on their soap box!!

It was good.

Smaller group sessions to allow greater participation for those who might not be comfortable contributing in a larger group. Session was highly enjoyable though.

Need more time!

Would be good to read the discussion paper beforehand rather than during.

Information being provided is too much for the short session - not enough time to make informal decisions.

A little bit rushed - not sure how much the clicks results are accurate.

Seemed the council doesn't really want to hear but just tell. Talks should be more promising, this was like a false promise. Council needs to focus on planning controls, that is the root cause of most of the problems.

Well facilitated - could have had another 30 minutes to understand the 3 strategies. Speed the process up.

Mostly happy, let us just get things moving and put into position asap. Go team!

Longer session - seemed a bit rushed considering the large scale of the topic. A lot to digest in only 2hrs.

Would like to have broken into smaller groups to share community feedback / response to all the rants - given the large size of the overall group.

It would have been better for us to have all this information beforehand, (give feedback) then discuss, so we have more time to give our opinions!

Like the different methods of communication - Loved the clicker voting!

Time keeping great - Adam a bit hard to understand (speak slower) - Good facilitator - Thanks Keith - Visual great.

Progress please - a lot of points raised from the floor were the same as two years ago. People are generally pretty cynical.

Very good session - thanks.

The publication should have been released well before the meeting today. Not dropped on us!

Have representative of the state govt. here as well to understand the community's frustrations when the govt. over rides the council planning controls. Good to have some input so thank you.

No chance for significant mpn - conversation stifled.

Why were the discussion papers not provided to use prior to allow us to have real feedback.

Visual graphics were not clear - switch the room light down - some people, presenters, speech was not clear - A great initiative.

Less being talked at - more real discussions needed - smaller groups work + have to hear from the real change makers.

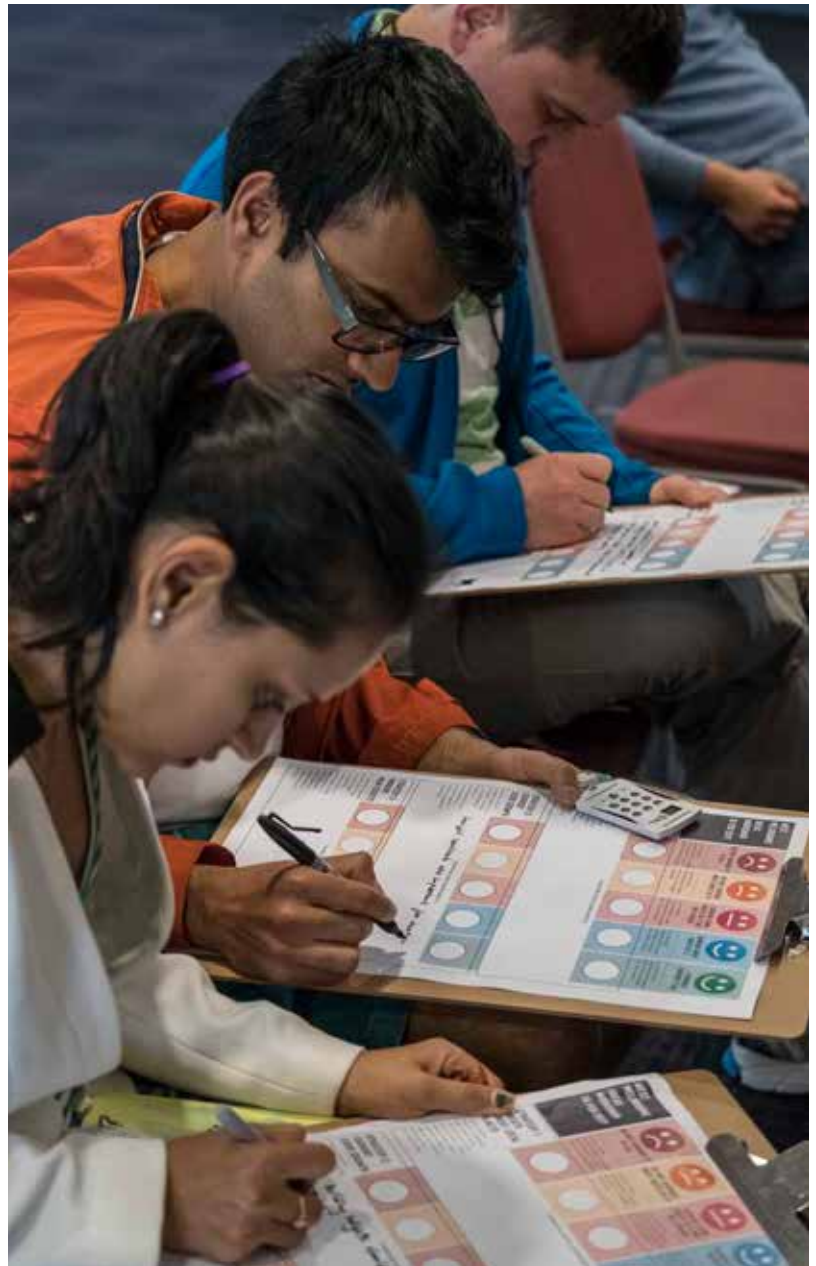
Great discussion but no focus on root cause of people's concern i.e. planning controls or existing structure planning to have no meaning. They can easily flaunted by developers to corrupt practises of donations

Citizens concerns were not addressed.

It would have been great to have received a copy of the ideas for West Melbourne prior to the event.

Some clear opportunity to vent- for some people!

Ask relevant questions! Don't ask if I support good growth, of course I do! Ask me if I support mandatory traffic limits or if I want heritage protection improved or if I support development commitments. Total spin!





Report prepared by:

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PLEASE NOTE: While every effort has been made to transcribe participants comments accurately a small number have not been included in this summary due to the legibility of the content.

Please contact Keith Greaves at
Keith@mosaiclab.com.au for any suggested additions.