

West Melbourne Ideas Workshop - Saturday 18 February 2017

Issues, concerns, ideas and comments

On Saturday 18 February, around 150 people attended an ideas workshop at the Angliss Conference Centre to continue the conversation on the future of West Melbourne.

At the start of the session, workshop facilitator, Keith Greaves, from MosaicLab, heard a range of issues, concerns, ideas and comments from the room. These were recorded by facilitators on flip charts at the front of the room.

The numbered lines below are the specific issues, concerns, ideas and comments raised on the day as recorded by the facilitators. Below each is a response from the City of Melbourne.

1. Spencer Street Tram

Response: The extension of the Spencer Street tram proposed in the 'Ideas for West Melbourne' discussion paper (the discussion paper). See Idea #1 *Spencer Street as a local centre* (p.32) and Idea #9 *Spencer Street as a high mobility street* (p.56).

See the *West Melbourne Transport and Access Study* (Phillip Boyle and Associates) for more information on the proposed Spencer Street tram.

2. Height Limits

Response: The existing height limits in West Melbourne are creating uncertainty around the kind of development that is expected in the area. The uncertainty around building heights has been a key driver for the need for a new structure plan. See Strategy 2 *Support good growth* (p.41) and Idea #5 *Built Form* (p.44) of the discussion paper for more on height limits.

See *Understanding West Melbourne – Baseline Report* (pp. 34-43) for a detailed analysis of the existing built form controls in the area.

3. Large Trucks

Response: Heavy vehicle access in West Melbourne's main streets is likely to remain during the construction of the Melbourne Metro Tunnel and the development of land in West Melbourne and surrounding areas. However, as industrial uses move out of the area, the need for heavy vehicles to use West Melbourne's streets is likely to reduce in the longer term.

The need to mitigate the impacts on through traffic in the short to medium term, including heavy vehicles, is discussed in Strategy 3 *Improve main streets* (p.53) of the discussion paper.

See Chapter 4.6 Heavy Vehicles (p.89) of the *West Melbourne Transport and Access Study* (Phillip Boyle and Associates).

4. Quality of development

Response: The importance of good quality development is the focus of Strategy 2 *Support good growth* (p.41) and subsequent Ideas #5, #6, #7 and #8 of the discussion paper. These ideas propose different ways of achieving good quality development with reference to built form, building scale and type, community benefit, a mix of uses, heritage, sustainability and adaptability.

5. 'We are a suburb' – identity of West Melbourne

Response: The importance of West Melbourne's sense of community, identity and distinctiveness was a key message from the community during the first phase of engagement. See *West Melbourne Structure Plan – Phase One Community Engagement Report* (April-May 2015).

This input has helped inform the draft vision for West Melbourne and guides the strategies and ideas for the area. See page 26 of the discussion paper.

6. Traffic management

Response: Ninety per cent of traffic on West Melbourne's main streets is through traffic. There are several opportunities to improve the management of traffic and increase the amenity of West Melbourne's streets. See Strategy 1 *Create great local places* (p.29) and Strategy 3 *Improve main streets* (p.53) of the discussion paper.

See the *West Melbourne Transport and Access Study* (Phillip Boyle and Associates) for more detail.

7. Mixed use

Response: Retaining a mix of uses within West Melbourne has been identified and discussed in idea #7 *Mixed use* (p.48) of the discussion paper.

8. Pedestrian friendly

Response: Making West Melbourne a safer and more pleasant neighbourhood in which to walk is a key focus of Strategy 1 *Create great local places* (p.29) and Strategy 3 *Improve main streets* (p.53) of the discussion paper.

9. Quality assurance across the City of Melbourne

Response: The City of Melbourne is committed to working collaboratively across the organisation to ensure that the quality of projects and services are delivered in a holistic

manner. The new structure plan for West Melbourne will establish a vision for the area, which will help coordinate policy, development, capital works, transport and provision of community infrastructure.

10. Adequate car parking

Response: Car parking was one of the key concerns raised by the community during the first phase of engagement. See the *West Melbourne Parking Analysis* (Phillip Boyle and Associates) for a comprehensive assessment of on-street car parking in West Melbourne. This study is summarised on page 21 of the discussion paper.

Idea #2 *Grey to green streets* (p.34) proposes to reallocate a proportion of the space in local streets currently occupied by on-street parking, traffic and turning areas to new open spaces, trees and water sensitive urban design while retaining local vehicle access and resident parking.

11. Reinstate the tram stop at the corner of King and La Trobe Streets

Response: The removal, upgrade and reinstatement of tram stops is the responsibility of Yarra Trams. The westbound tram stop at King and La Trobe streets was removed during the installation of separated bicycle lanes on La Trobe Street in 2013. The City of Melbourne will discuss this issue with Yarra Trams.

12. Extend free tram zone to Errol Street

Response: The free tram zone is managed by Public Transport Victoria (PTV) with the goal of making the CBD easier for commuters and tourists to move around the city. Errol Street is not within the CBD or the West Melbourne Structure Plan study area, however improving walking and cycling access to the Errol Street shops from West Melbourne is promoted in Idea #3 *Hawke Street* (p.36) of the discussion paper.

13. E-Gate – need for open space and connections to Docklands

Response: The discussion paper recognises the need to improve connections to West Melbourne, Docklands, E-Gate and Arden, see Idea #3 *Hawke Street* (p.36), Idea #10 *Dudley Street* (p.58) and Idea #12 *Surrounding connections* (p.62) for ways of improving these connections.

The City of Melbourne's Open Space Strategy (2012) identifies the need for large open space in E-Gate.

14. Affordable housing

Response: See Idea #6 *Community benefit* (p.46 of the discussion paper) for potential mechanisms to help deliver benefits to the community through development, such as affordable housing.

15. More planning on open space and transport

Response: See Strategy 1 *Create great local places* (p.29 of the discussion paper) for ideas to increase open space in the area, and Strategy 3 *Improve main streets* (p.53) for ideas to improve transport to, from and within West Melbourne.

16. Noise control around motorbikes

Response: The discussion paper promotes ideas to mitigate the impact of vehicle traffic on the local amenity of West Melbourne. Noise control around motorbikes is outside the scope of the structure plan.

The Environment Protection (Vehicle Emissions) Regulations are set by Environment Protection Authority (EPA) Victoria and aim to minimise the negative impacts on Victorians and the environment from noisy vehicles. A member of the public can report a noisy vehicle to the traffic management unit at their local police station. If a police officer assesses the vehicle as being too noisy, the vehicle will be referred to EPA for noise testing.

More information can be found here: <http://www.epa.vic.gov.au/your-environment/noise/motor-vehicle-train-and-tram-noise>

17. Parking – especially for residents

Response: See above - **10. Adequate car parking.**

18. Human centric development

Response: See Strategy 2 *Support good growth* (p.41) of the discussion paper for more on human scale development.

19. Connectivity and integration

Response: See Idea #3 *Hawke Street* (p.36), Idea #4 *Railway Place* (p.38) and Strategy 3 *Improve main streets* (p.53) for ways of improving connectivity and integration between West Melbourne and surrounding areas.

20. Easy connection to Docklands

Response: See above – **13. E-Gate – need for open space and connections to Docklands**

21. Respect for Heritage

Response: The protection and celebration of heritage buildings and places is a key consideration of the strategies and ideas in the discussion paper. For more on heritage see the *West Melbourne Heritage Review* (Graeme Butler & Associates) summarised on page 20 of the discussion paper, as well as *Strategy 2 Support good growth* (p.41).

The West Melbourne Heritage Review (Planning Scheme Amendment C258) will be open for comment during public exhibition in March and April 2017. The City of Melbourne will contact property owners, residents, businesses and other affected parties shortly. In the meantime, you can find out more at www.melbourne.vic.gov.au.

22. Viewpoints of the community taken seriously / planning as a service to the public

Response: The input of the community has been, and will continue to be, instrumental in developing a new structure plan for West Melbourne. The draft vision for West Melbourne (p. 26 of the discussion paper) has been informed by feedback from the first phase of engagement, particularly the vision statements shared by the community.

The three strategies in the discussion paper have been informed by the community's top priorities for the structure plan in the first phase of engagement and respond directly to the key issues facing West Melbourne.

23. Concerns re: integration, progress without checking in and need for a 'stopwork' (19 months since last check in)

Response: The City of Melbourne acknowledges that there has been a delay in the structure plan timeline as set out during the first phase of engagement. This was due to the need to better understand the effect on West Melbourne of significant projects in surrounding areas, including the Western Distributor, Metro Tunnel, Arden-Macaulay and the Queen Victoria Market Precinct Renewal.

During this time, we have undertaken a number of background studies to understand these effects and to further develop the strong evidence base which has informed the draft vision, strategies and ideas in the discussion paper. The studies into heritage, transport and access, economics and employment, parking, urban design and planning can be found on [Participate Melbourne](#).

At the first phase of engagement, we committed to developing a discussion paper of ideas for West Melbourne to test and review. This has been the focus of this second phase of

engagement from Saturday 18 February to Monday 20 March. We need your ongoing insights and input on these ideas to ensure that we can complete a draft structure plan in mid-2017.

24. Noise abatement

Response: Noise pollution has an impact on quality of life and can be problematic in neighbourhoods with a mix of uses and heavy arterial traffic. See above - **16. Noise control around motorbikes** for more on the mitigation of traffic noise.

The quality of building materials can also help to reduce noise pollution. Design and Development Overlay 12 (DDO12) identifies some blocks to the south of Dudley Street as a noise attenuation area to manage the noise in the vicinity of the Docklands Major Sports and Recreation Facility. This is one example of the mechanisms available to reduce noise pollution in residential areas.

25. Power back to the community

Response: See above – **22. Viewpoints of the community taken seriously / planning as a service to the public.**

26. Management of development and its impacts – eg. Builders parking/trucks etc.

More information related to construction activities including building, occupying roads and erecting safety equipment can be found here: <http://www.melbourne.vic.gov.au/building-and-development/planning-and-building-services/construction-development/construction-local-law-permits/Pages/construction-local-law-permits.aspx>

More information about making a complaint to the City of Melbourne can be found here: <http://www.melbourne.vic.gov.au/about-council/governance-transparency/policies-protocols/Pages/complaint-resolution-policy.aspx>

27. Would like strategy to address Victoria St businesses (eg. issues/opps)

Response: Local businesses, including those on Victoria Street, are considered in the West Melbourne Economics and Employment Study (SGS Economics and Planning). Local businesses will be consulted during the development of a new structure plan.

28. Parking

Response: See above - **10. Adequate car parking.**

Questions

Following a presentation on the background and context of the West Melbourne Structure Plan process from Senior Strategic Planner, Adam Mills, a number of questions were asked. These questions were answered on the day and a summary of the responses is included below:

Once done, what is the chance of Council approving this? Is there willingness to adopt?

Response: To 'finalise the West Melbourne Structure Plan' is a priority action in the Council's Annual Plan 2016-17. At the workshop on Saturday 18 February, Councillor Nicholas Reece spoke to the importance of finalising a new structure plan.

Are schools and kindergartens in or out?

Response: School provision is the responsibility of the Victorian Government. On 11 October 2016, the Victorian Government announced it will build a new primary school at Docklands, with work to start immediately on acquiring the site. Planning will also start on a new primary and secondary school at Fishermans Bend and a new primary school at North Melbourne. The City of Melbourne is working with the Department of Education to improve access to schools for growing communities in the inner city, including West Melbourne.

Kindergarten programs are run in a variety of settings, including children's centres, long day care centres, community kindergartens, independent schools and a small number of government schools. The need for increased kindergarten programs within or near West Melbourne will be considered in greater detail through the development of the draft structure plan. See Idea #6 *Community benefit* (p.46 of the discussion paper) for potential mechanisms to help deliver benefits to the community through development, such as kindergarten programs.

Addressing Planning Controls?

Response: Addressing the shortcomings of the existing planning controls has been a key driver for the need for a new structure plan. See Strategy 2 *Support good growth* (p.41) and Ideas #5, #6, #7 and #8 of the discussion paper for more on planning controls.

See *Understanding West Melbourne – Baseline Report* (pp. 34-43) for a detailed analysis of the existing built form controls in the area.

Process – where does the plan go eg. State Government? Can it be incorporated into the Planning Scheme?

Response: The structure plan will be implemented through a Planning Scheme Amendment. A Planning Scheme Amendment is a statutory process set out in the Planning and Environment Act 1987.

Before an amendment can be prepared it must be authorised by the Minister for Planning. An amendment becomes part of the planning scheme when it is approved by the Minister and notice is given in the Victoria Government Gazette.

More information about planning scheme amendments can be found here:

<http://www.melbourne.vic.gov.au/building-and-development/urban-planning/melbourne-planning-scheme/planning-scheme-amendments/Pages/planning-scheme-amendments.aspx>

And here:

<http://www.dtpli.vic.gov.au/planning/planning-schemes/changing-the-planning-scheme>

What is the State Government's vision for the area?

Response: The State Government's vision for West Melbourne is informed by the City of Melbourne's Municipal Strategic Statement, which was gazetted by the Minister for Planning in 2013.

The Municipal Strategic Statement (MSS) sets out the vision, objectives and strategies for managing land use change and development in the City of Melbourne through the Melbourne Planning Scheme.

In the MSS, West Melbourne is identified as an 'Other Local Area' of incremental growth. It sits alongside the relatively stable area of North Melbourne, but is otherwise surrounded by areas of significant growth in the Hoddle Grid, City North, Arden Macaulay and E-Gate.

Consideration of sustainability initiatives (harvesting water etc.)?

Response: Sustainability is a fundamental objective of the new structure plan. Sustainability objectives include:

- Improving and protecting access to solar on existing buildings via built form controls in specific areas – See Strategy 2 *Support good growth* (p.41) and Idea #8 *Sustainable neighbourhood with adaptable buildings* (p.50) in the discussion paper
- Reallocating impermeable surfaces to increase water sensitive urban design and urban forest canopy cover – See Strategy 1 *Create great local places* (p.29) and Ideas #1, #2, #3 and #4
Resilient and low carbon buildings - improved energy efficiency, adapted rooftops, future technology ready - See Strategy 2 *Support good growth* (p.41) and Idea #8 *Sustainable neighbourhood with adaptable buildings* (p.50) in the discussion paper