



NWMA General Meeting

19th August 2008

7:30 PM

Meeting Room 1

North Melbourne Town Hall

521 Queensberry Street

North Melbourne

Type of meeting: General

Chair: Bill Cook

Secretary: Alba Gatto

Timekeeper:

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Introduction & Welcome: Chairperson, Bill Cook welcomed all present, including guests, David Pryor, (Urban Design, City of Melbourne), Ranabahu Wickramasinghe, (Senior Project Manager, Dept. of Transport) Kate Ryan & Phil Houebury, (Connex Transport).

Present: Bill Cook, Alba Gatto, Alan Ashley, Lorraine Siska, Mary Kehoe, Verena Augusti, Ingrid Hardie, Mary Masters, Patricia Patterson, Heather Harper, Beth. Bennett, Denys Harraway, Huw Davies, Ian Williams, Conrad Cunningham, Margaret Fried, Michael Horscroft, Nicholas Witte, Janet Graham, Connie Yu, Maureen Peck, Gabrielle Stannus.

Apologies: -

Business Arising from previous Minutes:

1. Secretary, Alba Gatto expressed appreciation to City of Melbourne for use of Town Hall Meeting Room for two meetings at no cost.
ACTION: Alba to send in Evaluation Report (Offer of Community Use Of Town Hall) & thanks to Community Development Department, MCC.
2. Graffiti Hurts Australia – to follow up this discussion with plan of action as an agenda item for next monthly meeting.
3. 401 Bus – A letter has been sent to Bronwyn Pike and she has supported the inclusion of a 'stop' at Errol & Arden Streets. There is some resistance from the Dept.of Transport.
4. North & West Melbourne Precinct Association Inc. – Bill to meet with Secretary, Conrad Cunningham regarding future development of Errol St shopping precinct and how both associations can support each other.

Correspondence:

General Business:

1. Mary Kehoe & Bill Cook met with Bronwyn Pike about Queensberry St School Development. It was felt that this proposed option is most appropriate for the site.
Plans show an exit from site and an entrance foyer and Public Hall opening from Union St, with 23 car parking spaces included. The cream brick printing school is to be demolished and ¼ of the site fronting Elm St to be sold to MCC as first option or on open market. Rezoning to a four-storey limit & discussions with Uniting Church regarding a Child Development Centre is a further option.

Bronwyn has sent proposal details to be written-up in next edition of N&W Melb News and is to be thanked for supporting a decision to demolish this building – at a cost to the Government, but with gratitude from the community.

Mary was thanked for her continuing efforts over the years to effect a suitable outcome for this site. It was felt that it was really important what decision MCC would make regarding this site.

2. North Melbourne Football Club Consultation Meeting re design concept was attended by Alba, Mary and Doone Clifton, who thought the re-design of buildings was better than first proposed for the site now believed to be worth between 13M and 16M. Alba noted there was an outside ½ court for children and an indoor gym, which will be run by YMCA, (Plans are on Website). It was expressed that the new CEO Eugene Arocca was inclusive of community involvement. Doone represented Sustainability Street and was interested in the greening aspects of the proposed development.

Committee Report:

1. Committee meets Wednesday weekly.
2. The 'Memorandum of Understanding' with Sustainability Street will be completed in early September.
3. Graffiti follow-up - item next meeting
4. Licensing of Licensed Premises – Doone Clifton is to look at this but important issues were addressed.
5. Gas Regulator, Macauley Rd – position to be looked at.
6. City of Melbourne Residents Association bi monthly meeting chaired by Councillor, David Wilson. Attended by Alba. She raised the following issues including general anti-social behaviour in Errol St; concern about two Planning Applications for 'education centres'; requested further update on planning application for Arden Lodge; and 11 storey development for supported and affordable accommodation in Elizabeth St.

REDEVELOPMENT OF NORTH MELBOURNE STATION.

Denys Harraway introduced guest speakers.

Phil Houebury from Connex presented the talk: -

- The North Melbourne Station will cost \$39 m. to build and was described as an 'extravagant development' meant to last for the next 80 years. 2010 is the expected completion date – it was described as a 'piecemeal construction' – meaning a slow construction as it has had to remain a working station
- North Melbourne is an Interchange Station and seen as a critical conduit for passage of trains and dispersment of commuters, albeit there are not many passengers getting on at the station. The introduction of the 401 Shuttle Bus Service direct to Carlton – (R.W. Hospital & University) was seen as a positive move for commuters with patronage of 2000 daily.
- Average of 900 services per day go through North Melbourne station this increases at peak times to 1400 services. The movement of passengers and trains is now equal to those of the 1920s.
- Intent wasn't to alter the building and the 1972 rebuilt ramps will remain, with the kiosk relocated and staff toilet facilities upgraded. There will be a single point entry that will have the look of a city station rather than a suburban station and concourse will extend across width of station. Platform 1 was very narrow and has been widened to 6 metres. Changes will be made to where bus pulls up, which will still be in front of station but below level of concourse?
- It was expressed that eventually the 'rail footprint' will be covered over with land development as railway land was seen as prime land
- There will be closure, to the general public, of the footbridge that leads from the station to the scenic walk/bike pathway that extends to the Docklands, Observation Circle, the Capital City Trail, and Moonee Ponds Creek. The reason for this was given as station and staff security, vandalism such as graffiti and fire to freight and vehicle stock and prevalence of suicides. Damages in 2007 amounted to \$1.7 m.

The last point was not a popular one and was debated vigorously. Some of the questions asked of the visitors were: -

- Why not leave a fenced pathway? /It is opportunistic of Connex to close it off? *This was agreed but safety precautions were considered paramount, particularly as area is to be revitalised.*
- Why not an access from Docklands to North Melbourne? *City of Melbourne supports the public transport system and saw 'linkages' as a fundamental aspect of urban design and the concourse may in future be linked in some way to Docklands / even a new station at Docklands may be considered. Need more discussion on 'pedestrian links' and their popularity.*
- Wire fence along Railway Place – unattractive and easily breached – what thought has been given to that? *It was answered that a cyclone fence would be in place right up to the Station. Talk of other alternatives.*
- Concerns expressed about more rubbish, pollution, noise and the effects of these to the neighbourhood. *Building shape may absorb noise and in future 'straight railing' will minimise noise of trains.*
- Can station be renamed West Melbourne as it was in that area?

The guest speakers agreed there were a number of proposals to consider in planning and design to maximise the space and potential of the railway land around the station. Consideration would be given to bringing stakeholders together to discuss future of contentious pedestrian/bike path.

Reports from Work Groups

Social Issues - Brief report on meeting with Councillor David Wilson re formation of N&WMelb PCCC; incidences of anti-social street behaviour; proposed Grocon Development of Supported Housing in Elizabeth St; proposed development at Arden Lodge.

- Planning - Discussion on Lothian St application and 'educational institutions' for international students.
- Discussion of 4 storey apartments 56-62 Abbotsford St; permit refused by Council but has been taken to VCAT by developers. A concerned resident asked for advice from the association re heights, overshadowing, and traffic. It was suggested to the resident to contact council officers, look at information on the Environment Defenders website re VCAT processes.
 - CORBA meeting fortnightly. Discussions focussed on efforts to achieve democracy of MCC elections, issues such as voting by attendance only, re-establishment of wards system, direct election of the Lord Mayor. These objectives have not been achieved for this coming election. However, a positive aspect has been that individual owners of parking spaces and moored boats are now unable to vote.
 - Tunnel update, meeting with Bronwyn Pike on general transport issues. Kevin Chamberlin to have meeting with Lynne Kosky – to be updated.

Meeting closed 9.45pm.

Next meeting Tuesday 16th September 2008