



## MINUTES

### Ordinary General Meeting, Tuesday 19 February 2019, 7.32pm

**Present:** Nicholas Atkins, Kevin Chamberlin, Emmy Chung, Stephen Farrugia, Peter Gerrand, Valerie Gerrand, Janet Graham, Stephen Hatcher, Michael Horscroft, Jan Lacey, Dan McDonnell, Jane Poynter, Duncan Rouch, Sue Scarfe and Jacqueline Stevenson

**Apologies:** Mary Chapman, Bill Cook, Jenny Cook, Rosemary John and Geraldine Suter

The Chair, Kevin Chamberlin, welcomed attendees and the apologies were read out.

*Moved Stephen Farrugia, seconded Jane Poynter:*

That the apologies be accepted.

*Carried.*

#### 1. Confirmation of minutes of previous meeting and matters arising

*Moved Jane Poynter, seconded Jan Lacey:*

That the minutes of the Ordinary General Meeting held on 20 November 2018, having been circulated by email, be taken as read and confirmed.

*Carried.*

#### 2. Committee report

##### (a) Chain of Ponds Collaboration

Jane reported that Moonee Ponds Creek (MPC) had “risen to the top”. Mary Chapman had attended the latest Chain of Ponds Collaboration meeting. Something was happening at last with three levels of government now taking an interest.

Michael Horscroft and Janet Graham had represented the Association at a Draft Moonee Ponds Creek Strategic Opportunities Plan meeting arranged by Tallia Gillary and the City of Melbourne (CoM) on 5 February. This was one of a series of small meetings to find out what goals resonated with people and what else the authorities could learn from the community’s experience of MPC and the area.

The CoM personnel described a long-term (20–30 years) vision of “a thriving creek corridor that supports biodiversity and livability in the city”. A stylised graphic showed an unrecognisable ‘Macaulay Terraces’ alongside Stubbs Street, north and west of Macaulay Road.

Matters raised by the community group members included the need for expert hydrological data, the anticipated sea-level rise, salinity up to Racecourse Road, litter pollution and the need for more open space in the area rather than sole reliance on the MPC corridor. They suggested an open session for the whole community as there hadn’t been any public consultation.

##### (b) Membership

NWMA membership renewals fall due on 1 January and payments were being accepted at this meeting. Jane was trying to find a module for the website.

The Committee’s report was noted.

### **3. Local government electoral reform**

Kevin said he and Bill Cook had been invited to meet with the ministerial adviser and the chief of staff, Robert Larocca, of the Minister for Local Government, the Hon Adem Somyurek. A meeting would be taking place, with Kevin and Bill to attend.

Kevin recapped the Melbourne City Council history, citing: the abolition of wards; introduction of deeming provisions; and eligibility to go on the electoral roll after only 30 days' residence. We just wanted our Council to have the same rules as every other council. Melbourne is the only local government area in Victoria where it is compulsory for businesses to vote. Regarding the automatic deeming that places people on the roll, he hadn't been able to find similar provisions anywhere else in the world. Making the voting rules like the revised Senate system would also be a good idea.

It was pointed out that a fault with algorithms could, and did, result in more than 70 votes being discarded. This can make a difference in who is elected to the 11th councillor position. There is also concern about the security of postal voting.

### **4. Traffic management — cycle lanes in Hawke Street, West Melbourne, and plans for reduced speed limits in North and West Melbourne**

Sue Scarfe recapped that residents of Hawke Street had made many requests over the last two years to Council for actions to improve street safety, particularly for pedestrians and cyclists. This time last year Council's bike team had confirmed bike lanes would be installed along Hawke Street in this financial year, with no changes to parking spaces.

The current status of that change is that the design process is complete and now has to get approval from VicRoads, which Council anticipates should be forthcoming soon. Works in Hawke Street are still expected to be completed this financial year.

A separate project within Council is reviewing speed limits on local roads. The Council aims to reduce the speed limit to 40 km/h on North and West Melbourne's local roads, consistent with speed limit reductions that have already been implemented in the CBD and other nearby suburbs. In February, Sue received Council's draft plan, which was displayed during the meeting for NWMA members' information.

Lowering the speed limits requires changes at all street intersection lights. The costs for this have been budgeted for the next financial year and Council is now proceeding to submit the plan to VicRoads for approval. To get final agreement, speed reduction strategies such as road humps or bike lanes have to be implemented. The strategy they have chosen is to install bike lanes and they are now seeking a letter from NWMA to endorse the proposal.

A map screened showed roads in different colours representing those where speed limits wouldn't change and others where the limit would reduce to 40. A second map showed plans for bike lanes. The ones already in place were shown in red, and the extra bike lanes were in another colour. The maps were consistent with the presentation to the NWMA on this topic by Council representatives about a year ago, and Association members continue to be supportive of this important safety initiative by Council.

*Moved Sue Scarfe, seconded Emmy Chung:*

That this meeting —

- (1) notes the presentation of Melbourne City Council's traffic management plan for North and West Melbourne to lower the speed limit to 40 km/h in selected streets;
- (2) authorises the Chair to write to the Council supporting the concept of lowering the speed limit in North and West Melbourne to 40 km/h in selected streets; and
- (3) notes that members and friends are advised that, if they wish to pursue particular issues relating to their street or locality, they should do so individually with the Council.

*Carried.*

## 5. Reports from affiliated organisations

### (a) Rail Projects Victoria — Arden & Parkville Community Reference Group

Since the start of this year the two Community Reference Groups (CRGs) for Kensington & Arden and Parkville had combined into one group, named Arden & Parkville, which made more sense for North Melbourne. There is a separate CRG for Kensington. The 10th and last meeting of the former Kensington & Arden CRG had taken place on 6 December 2018. At that meeting there had been three representatives of resident groups (Peter Gerrand for NWMA and Matt Hammond and Therese Fitzgerald for Kensington Association).

By this time Peter felt the community consultation process had broken down. Having written to Rail Projects Victoria (RPV) on 24 September suggesting that heritage design elements in the Arden station could include historical murals or photo installations, he hadn't received a reply until 5 December, i.e. 72 days after the letter and one day before the 6 December CRG meeting.

At that meeting Peter had asked that this delay be recorded in the minutes, as well as his comment that local historian Lorraine Siska had written to MMRA (RPV's predecessor) about the area's heritage during the consultation period, and his reference to an article by Councillor Jackie Watts in the CoM's December 2018 – February 2019 *Melbourne* magazine about archaeological discoveries at the new Town Hall station site, which concluded that: "Permanent exhibitions, artworks, signage and memorials remind us where we've come from, and of the diverse stories of the people who have made Melbourne what it is today."

Peter's comments were not minuted accurately. Instead there was a generic note "that explicit expression of heritage through artworks and murals is important to the community".

At the first meeting of the combined CRG, on 1 February, Peter Gerrand and Rachael Palmer both represented the Association. Peter said the engineers were good. There were five community liaison officers at this meeting. Further detail was provided about the "legacy art program" promised for the new North Melbourne station in an email from Cross Yarra Partnership (CYP) sent the previous day.

A panel had recently been appointed by the State Government to oversee the selection of artists to produce 'legacy art' at each new station. Peter emphasised that we needed to know who was in the selection panel and the timing of the process so we could ensure we had some influence on the legacy artwork.

Another important item discussed was traffic management. There will be up to 200 trucks per day entering and leaving the Arden site. At the Parkville site, there will be up to 140 trucks entering and leaving. This will start in the next few months. The site of the demolished City Ford near the Haymarket roundabout is providing space to help with traffic management.

Peter noted that at the Town Hall station site they were having to remove a huge amount of reticulated pipes. Rear windows were being installed in trucks to minimise blind spots.

There were some great overhead photos. Peter had asked whether CYP would use these in making a film of the whole project, similar to the documentary on London's Crossrail project. The answer was that all stages of the project were being documented in photos and videos and featured on social media, the website and other channels, but there were no confirmed plans for a documentary as yet.

A question at the NWMA meeting about why RPV was commissioning new art when it could be using historic photos prompted further discussion about the crucial recording of local industrial history, incorporating old maps and images of the printing workshops. There was an idea to relocate Harold Freedman's 1978 *History of Transport* mural to Arden. Formerly displayed prominently at Spencer Street Station, the mural was now in the TK Maxx clearance outlet at the back of the Spencer Outlet Centre where hardly anyone would see it. It was suggested that the Association write a letter with our requests.

*Moved Stephen Hatcher, seconded Duncan Rouch:*

(1) That the Chair be authorised to write to Chris Lovell, chair of the Arden & Parkville Community Reference Group, requesting that proper consideration be given to recognition of the industrial history of the Arden site and its incorporation in the development, and to ask Mr Lovell to speak with the North and West Melbourne Association.

(2) That the NWMA request that the Harold Freedman *History of Transport* mural, currently located in the TK Maxx retail outlet in the Spencer Outlet Centre at Southern Cross Station, be relocated to a prominent location in the Arden precinct or another suitable site elsewhere in the rail network.

*Carried.*

Janet reported that she had attended the Community Presentation organised by RPV for the North Melbourne Residents group and NWMA on 3 December last year at the Larwill Studio in Flemington Road. Engineers had presented on their areas of expertise and responded respectfully and in detail to community members' many questions.

These mainly concerned tunnel construction, groundborne noise and vibration disturbance during construction and operation, strata acquisition, heritage surveys, possible damage to properties and compensation. Residents were told they were entitled to compensation and were advised not to hire a solicitor until the land was declared and then to make sure they found a lawyer skilled in this area and to get a schedule of fees, as only 'reasonable fees' were claimable (if strata acquisition was required).

#### **(b) Melbourne North Police Community Consultative Committee (PCCC)**

Jan Lacey reported. (1) The PCCC had held its AGM this week. The head of the police station had attended and said that crime levels were down from last year. Theft from cars continued and there were sporadic crimes but no pattern to these. (2) Nick Parissis would like to speak to the NWMA sometime. (3) The Kensington Community Festival would take place on Sunday 31 March at JJ Holland Park. (4) Jan said if anyone had any issues they wanted raised at the PCCC — such as traffic matters — they should tell her.

This prompted a discussion about motorbikes and hoon cars racing up Abbotsford Street and roaring down to Dudley Street.

(5) The Christmas Food and Toy Drive had gone well. Jan had seen photos of happy kids and there had been many donations of toys and tinned food. It was supported by Alexkarbon Real Estate.

#### **6. Discussion of correspondence circulated in the past month**

The only item of non-electronic correspondence was a Notice of an Application for a Planning Permit for 185 Rosslyn Street, West Melbourne, by Trenerry Property Group Pty Ltd c/- Urbis, dated 30 January 2019 (Australia Post site). It was for an amendment to allow a childcare centre, bottle shop and restricted recreation facility (gymnasium) and a further reduction to the car-parking numbers.

A question was put as to whether the development's open space was private or belonged to the Council. Kevin understood that one part was to be transferred to Council ownership. The amendment concerned internal plans, so there was no change to the plan for new open space.

#### **7. General business**

None.

#### **8. Time, date and venue of next ordinary general meeting**

Tuesday 19 March 2019, 7.30pm, at the Bastow Institute, 603–615 Queensberry Street, North Melbourne.

The meeting closed at 9.07pm.