



WATSONIA VILLAGE TOWN CENTRE: CONSULTATION REPORT

August 2021

We acknowledge First Nations peoples and their continuing connection to land, waters and culture, because we strongly believe in reconciliation and collaborative engagement for a better future.

We pay our respects to Elders past, present and emerging, whose knowledge, traditions and stories guide custodianship on what will always be their ancestral lands.

CONTENTS

1.0 INTRODUCTION	5
CONSULTATION SUMMARY & APPROACH	6
2.0 KEY OBSERVATIONS & PRINCIPLES	7
KEY OBSERVATIONS	11
KEY PRINCIPLES	12
3.0 APPENDICES	13
APPENDIX #1: COMMUNITY GROUP CONSULTATION	16
APPENDIX #2: INTERNAL GROUP CONSULTATION	20
APPENDIX #3: SITE WALK	23
APPENDIX #4: CONSULTATION REPORT FEEDBACK	26
APPENDIX #5: WATSONIA TOWN CENTRE SITE	
CONTEXT MAP AND AREAS	29





INTRODUCTION

01

GROUP SA

CONSULTATION SUMMARY AND APPROACH

EXECUTIVE SUMMARY

The Watsonia Town Square project is in its preliminary stages of design development with initial phases of the community and stakeholder consultation summarised within this report.

The discussions held within these consultation sessions were divided into three (3) key areas including (refer to appendix #4):

– Area One: Town Square

- + Watsonia Library & Car park
- + Existing Public Toilet
- + Town centre access to the Watsonia Railway Station

– Area Two: Intersection

- + Round-about including multiple entry-points
- + Morwell Ave
- + Watsonia Rd
- + Grace St
- + Ibbottson St

– Area Three: Morwell Avenue

- + Morwell Avenue (From Watsonia Rd to High St)

Group GSA were engaged to facilitate these three (3) sessions with community, Local Stakeholders and internal Council members in order to collect a rounded perspective that will inform the next stages of the concept development.

This consultation process took a 'clean slate' approach, and functioned as an information gathering exercise for Group GSA and the Banyule City Council project team.

Group GSA and BCC designed a multi-faceted consultation process which was adapted as per COVID-19 restriction requirements. Initial consultation was conducted over web conferencing or through opportunities for direct submissions via Council members. As Covid restrictions were lifted, we were fortunate to be able to conduct a site walk for members of the Community Reference Group (CRG) that wanted to comment further.

These three (3) sessions included;

1. 22nd of June (2:30- 3:30pm) –Internal Council Workshop (Via Teams)
2. 22nd of June (7:00- 9:00pm) – Community Reference Group Workshop (Via Zoom)
3. 6th of July (4:00 – 5:30pm)– Community Reference Group - Site Walk

Following the three sessions a draft of this document was circulated to both the internal and community reference groups for feedback.

An additional CRG session was held on the 10 August to provide members with the opportunity to provide further feedback. This report has been updated to reflect the discussion and additional direct submissions that were received via Council members.

Ultimately, this report summarises the engagement activities that took place in June – August 2021

ENGAGEMENT

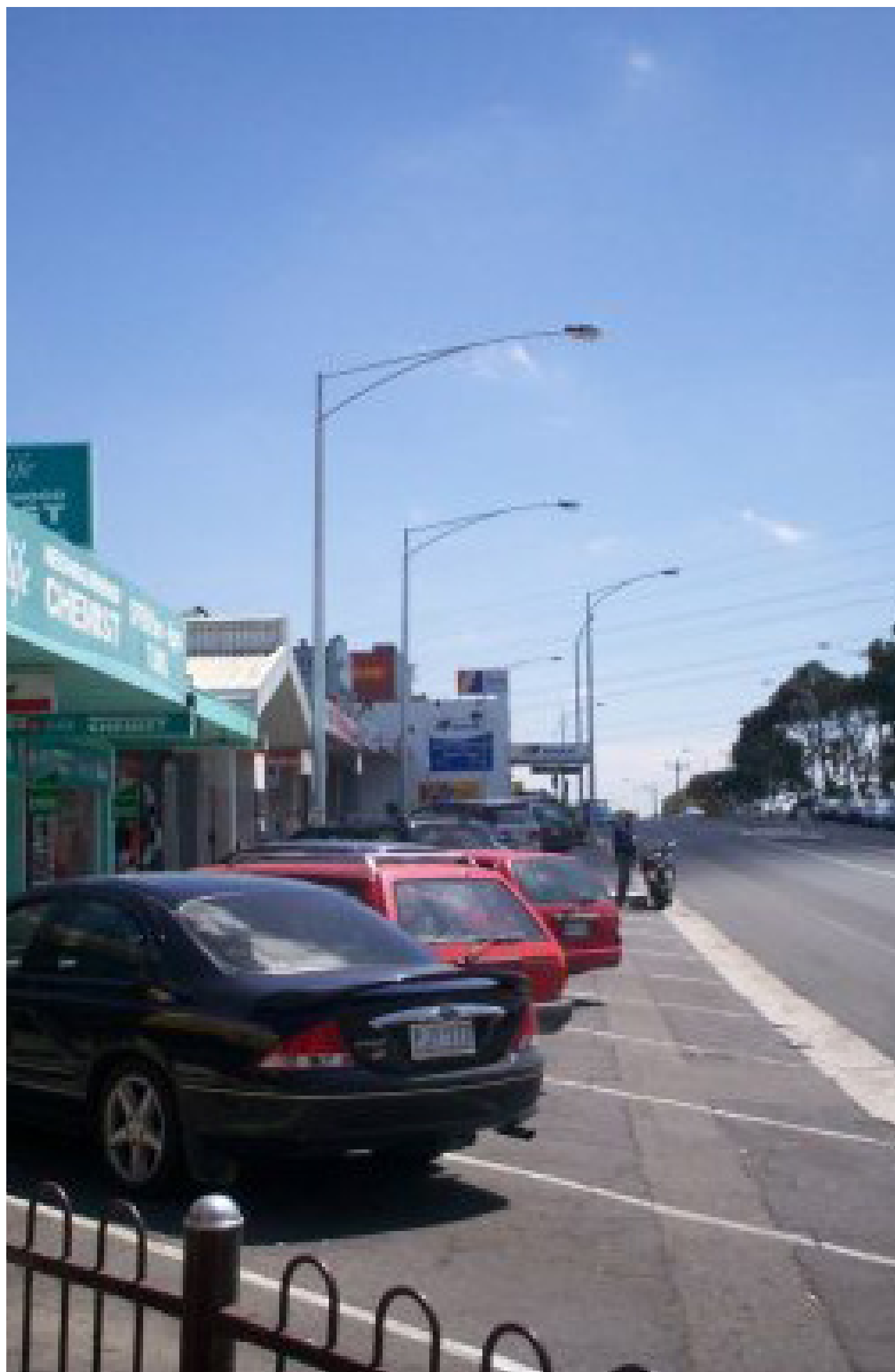
GroupGSA and Banyule City Council responsibilities in recording comments received.

Unless otherwise stated, all feedback documented by Group GSA and Banyule City Council and any person(s) acting on our behalf is written and/or recorded during our program/consultation activities.

Input is from minuted workshops and notes from direct feedback. The notes capture the full range of ideas, concerns and views expressed during our consultation activities.

Unless otherwise noted, the views expressed in this document represent those of the participants and not necessarily those of our consultants or council.









KEY OBSERVATIONS & PRINCIPLES

02

GROUP SA

KEY OBSERVATIONS

AMENITIES

During consultation, several amenity improvement were requested to be included in the design phase of this project. These improvement works primarily related to all hours safety and comfort within the site including items such as upgrades to the existing toilet block and lighting and an increase shade throughout. Throughout the sessions, interest was raised for a playground and community garden that was seen to have the potential to increase the quality of life for local residents and traders.

LOCAL IDENTITY

Watsonia has existing strengths that should be highlighted and built on in the design stage. Long standing patrons and traders, council and community knowledge have generated integral suggestions and considerations for the design stage.

One of the strong consensus within the community is with regards to replacing the electricity transmission powerlines by monopoles.

This is something that will be made priority when moving forward with the design options.

FLEXIBLE INNOVATIVE SPACES

Events, markets, music performances and community events such as the existing Watsonia Family Fun Day activate spaces and create a stronger community. Designing flexible spaces with adaptable and movable furniture and stages, will aid the town centre in hosting these events.

These spaces can include smart technology to include i.e. Wi-fi, energy saving, and cameras for traffic study and general safety.

LOCAL ECOLOGY

Soft-scaping and ensuring the health of existing ecology is integral to the success of the site. Greening adds social, aesthetics, health value as well as environmental benefits for the community. Sustainable practices like adding more trees and retaining as many existing trees as possible and WSUD help safeguard the natural surroundings. These practices also help future-proof and accommodate future community needs.

Consultation Feedback Table

Item	Feedback	Considerations/Discussion
Playground	Requests for playground with the Library and Station Triangle	<ul style="list-style-type: none"> - Possible playground in this area may attract more users and younger demographics and stimulate the local economy - A playground should be considered to attract crowds to the town centre. They activate public spaces and encourage people to surrounding shops.
	Playgrounds attract crowds	<ul style="list-style-type: none"> - Consideration to all ages or active place spaces to be integrated within the solution.
Community garden	Requests for a community garden on site	<ul style="list-style-type: none"> - Potential and for discussion whether a community garden may be included along the back edge of the site (interfacing with the North East Link Project area) - This would promote community involvement and reap ecological design principles while enhancing local character
Toilet block	Current toilet block is old, of low standard and under-desirable	<ul style="list-style-type: none"> - Toilet block needs to be upgraded with newer and better facilities - DDA accessibility and safety is a must. Design must consider and reconsider it's current location so it is more visible. - It should have better lighting particularly at night time - Currently the area is used as an uber and taxi pick up Zone and not being used during local events - Research Eltham woolsheds toilet conversation project - A re-imagined toilet block could be used as a feature and enhance the playground/ community space concept"
Shade	More shade is needed	<ul style="list-style-type: none"> - Innovative intervention to improve amenities (such as; shade) through either technology, and soft or hard landscaping - More shade beneath the transmission lines are to be considered
Attracting people to the Town Square	Many desire lines between shopfronts and town square / Safety	<ul style="list-style-type: none"> - Use and consider existing desires lines into the Town square and shop fronts to attract people to the site - Add safety elements to the square, such as lighting, weather protection, CCTV cameras, slip resistant paving, prospect principles etc.

KEY OBSERVATIONS

Existing Trees Retain & Enhanced planting	Retain as many trees as possible	<ul style="list-style-type: none"> - Difficulty and allowances for planting new trees beneath the transmission lines to be considered - Existing trees may be impacted in construction and other design requirements - Consider the integration of approved/permitted shrub species by AusNet - Enhance planting as apart of the design strategy - Existing ecology and environmental impacts to be considered - Illawara flame trees to be transplanted due to sight-line and safety issues
Attracting Youth To Morwell Avenue	New design should encourage younger users	<ul style="list-style-type: none"> - Community would like to see a younger demographic (between 12-24yrs old) using and interacting with the space - The car parking attracts people and creates traffic currently for the site and must be considered if some parking is to be removed - Inclusion of Wi-fi connection in strategic points of the site, apart from Library outdoors
Area 1 amenities (Library)	Amenities at Area 1 and upgrade	<ul style="list-style-type: none"> - Great meeting place that offers outdoors learning spaces and Wi-fi connection. - Library patrons parking must be considered as well as safe accessibility at all hours of the day; introducing better lighting at night - Consider extending library out and remove power pylons if possible - Should extend this area to include the Anglican Church buildings, if this is on the card to acquire/redevelop. We only get once chance to do this properly. - Some type of play equipment if not already planned for southern end of Area 3 - Consider some covered area, exercise equipment and a drinking fountain

ACCESSIBILITY

Creating better paths and accessibility within the town centre will connect and bring more people to the site.

The new design will require the prioritisation of pedestrian connections and consider all patrons to increase accessibility to and within the site. Cycle paths will be included to facilitate and encourage more forms of transportation to the site. All future works related to Shared User Path development and NELP works are to be considered through the development of the next phases of design.

DDA compliance and consideration of all demographics including the youth and elderly neighbours will be included in the design phase.

The site should be inclusive for all abilities and so accessibility should also be expanded to include sensory experiences and alike for people with intellectual disabilities.

ECONOMIC GROWTH

The Watsonia Town Square has potential to thrive as the local trading centre. The combination of design principles such as; accessibility, safety, improved aesthetics and character of site will attract more visitors and traders. Highlighting existing traders and enticing new ones to the area will ensure the success of economic growth.

Recommendations from these consultation sessions has urged that certain design outcomes will benefit all users. Retaining the number of parking numbers is believed to draw in more users after circulating the area. While car parking provision is important, it will also need to be balanced with the desire to achieve other key aspirations. This will be explored by One Mile Grid (Traffic Engineers) and Group GSA through the design development phases. Better amenities and flexible spaces that can hold events will stimulate the local economy as well as the night-time economy through activating the site.

Item	Feedback	Considerations/Discussion
Access To Watsonia Station	Station is not DDA compliant	DDA accessibility and inclusivity to be included in design. Connections are to be considered however station upgrade is outside of scope of works.
Access To Town Square	Limited access through to Community House	- Improve access and consider elderly Residents
Cycling Paths in Town Square	Not enough cycling amenities	The design should explore the best positioning of the cycling cage on site. while other cycling facilities are to be included such as bike repair station.
Site Inclusivity and Accessibility	Ensure that site is all-ability friendly	<ul style="list-style-type: none"> - Design accommodates for all abilities with, but not limited to the following; - Additional Disabled Parking Spaces within Car park - Kerbs removal at sections for easy wheelchair access - Way-finding signage - Equitable access to all (e.g. Children, elderly, wheel-chair bound, parents with prams, temporarily injured.) - Accessibility to this place need to consider all disability groups (mobility and intellectually wise)

KEY OBSERVATIONS

TRAFFIC

There were several key considerations and messages from consultation feedback regarding the need for better traffic control and improved road safety.

The Watsonia Community Reference Group and Watsonia Internal Group determined different sections that need traffic intervention. One Mile Grid (Traffic Engineer) and Group GSA will be assessing traffic levels and will explore improvement works through the design development phases. The main intersection is vehicle heavy and dangerous for both pedestrians and drivers. Morwell Avenue traffic moves slowly but needs to consider all users. Suggestions for the closure of adjacent streets and road restructuring to increase pedestrian mobility and prioritise cyclists and pedestrians were overall popular suggestions within the community. Signalisation of intersections and signage will also improve road safety.

PARKING

Parking will be explored through the design phases to be integrated whilst retaining capacity across the site. The present perception shows that car parking is always full at peak times by community, but is being assessed by a car parking occupancy study to inform the design decision making process.

Certain areas such as the Morwell Avenue car park and the library carpark are being used by many different patrons from; traders, library patrons to RSL patrons and generally by commuters and residents. Parking numbers will therefore be retained as much as required to ensure availability for all users. Parking was also seen as important as a draw-card for the site.

DDA parking space numbers are currently low, and the new design will make more parking spaces DDA accessible. Better car parking layouts will improve access to the sites.

Car Parking provision in the centre will need to be considered alongside the fulfilment of other aspirations outlined in the design principles.

Consultation Feedback Table

Item	Feedback	Considerations/Discussion
Traffic On Morwell Avenue	Better integration of the intersection and design for all users	<ul style="list-style-type: none"> - Consider ideas generated in previous plans to connect Morwell Avenue to Grace Street and simplify intersection - Consider the inclusion of cycling facilities. Proposed bike lanes however are to be kept away from footpaths because of elderly residents and to improve safety - Inclusivity and DDA accessibility should be a main consideration in design proposal - Path network and parking arrangement should work together to create a easily navigated space - Consider the site from its boundaries as opposed to the existing roads. Suggestions from community to open the middle - Previously completed master plan for Morwell Avenue are to be taken into consideration in concept design generation - Prioritise local traffic. Prioritise pedestrian traffic in grade, re-orient the footpaths and signs - Improve lighting for better security - Minimise the difficulty for pedestrians crossing Watsonia Road
Traffic At Intersection	Intersection is vehicle dominated and causes traffic	<ul style="list-style-type: none"> - Consider a shared zone and balance intersection to consider all three users; drivers, pedestrians and cyclists and priorities pedestrians and cyclists - Effective traffic redirection and filtering to be considered
Traffic At Intersection	Pedestrians and cyclist feel unsafe and intimidated	<ul style="list-style-type: none"> - Make the intersection shared zone or prioritise pedestrians. Vehicle numbers may not support this structure and more information required - Simplify intersection by removing round-about - Removing the round-about and including a red light instead for example could provide more viewing time of the shops and traders from passengers and drivers and therefore have potential economic benefits. - Traffic Surveys are to be Multi Modal in order to capture all users

KEY OBSERVATIONS

Traffic At Intersection	Pedestrians and cyclist feel unsafe and intimidated	<ul style="list-style-type: none"> - Readdress the control points of intersection and consider signalling intersection - Improve pedestrian and vehicle site lines and consider planting corners in new design - Discussion to be had around closing the end of Ibbottson Street. This would increase pedestrian mobility - Crossing to the BP Service Station to be reconsidered due to previous incidents
Parking On Morwell Avenue	Car parking is always full and not enough DDA parking bays	<ul style="list-style-type: none"> - Consideration for trader staff parking include; those traders who currently have on-site parking and those who do not use the all-days parking on Morwell Avenue. The limited number of car parking availability mean the avenue receives less traffic and people coming to the site. - Suggestions to add more or same number of car park should be retained - More DDA parking Bays to be included and accessibility should be considered - Inclusion of cycling facilities may promote other modes of transportation and support the current cyclists - 2 hour parking limitations may concern certain users on site such as RSL patrons
Parking Within the Town Square	Car parking always full	<ul style="list-style-type: none"> - Community does not want to lose car parking – however removing car parks within the Town Square will be acceptable if it encourages an increase in public domain - The car parking attracts people and creates traffic currently for the site and must be considered if some parking is to be removed - Library patrons parking must be considered as well as safe accessibility at all hours of the day
RSL Car Park	Upgrading the RSL Car Park	<ul style="list-style-type: none"> - Include a grand, modern playground, covered if possible - Reconfigure parking of whole RSL car park. Consider bike path in middle, consider bold, progressive (aggressive) design - Redirect Morwell Ave traffic, divert through to Grace Street, recapture plenty of public space, use some for new Monopoles - Consider electric car charging station/s - Improve lighting for security, especially as this car park is often used at night for RSL events

DESIGN PRINCIPLES

TRAFFIC & PARKING



EFFICIENT AND INTEGRATED TRAFFIC TREATMENTS AND PARKING THAT REINFORCES WATSONIA'S PLACE VALUE

ACCESS



ENSURE PEDESTRIAN AND CYCLIST PRIORITY, SAFETY AND INCLUSIVE ACCESSIBILITY AND EXPERIENCE FOR USERS OF ALL ABILITIES

ECONOMIC GROWTH



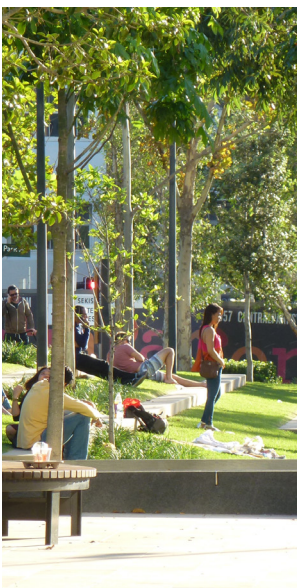
PROMOTE ECONOMIC GROWTH USING UNIQUE AND INNOVATIVE DESIGNS THAT ENCOURAGE INCREASED FOOTFALL AND PATRONAGE TO LOCAL BUSINESSES

LOCAL IDENTITY



CREATE A CIVIC AND CULTURAL HEART THAT IS WELCOMING AND MEMORABLE. HIGHLIGHT AND EMBRACE EXISTING SITES, STRENGTHS AND ATTRACTIONS

AMENITIES



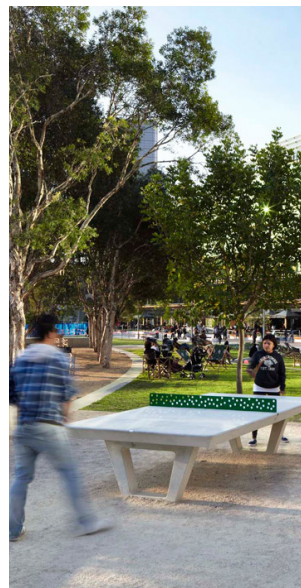
PROVIDE BETTER AND SAFER AMENITIES THAT ARE RESPECTED AND VALUED BY THE COMMUNITY

FLEXIBLE SPACES



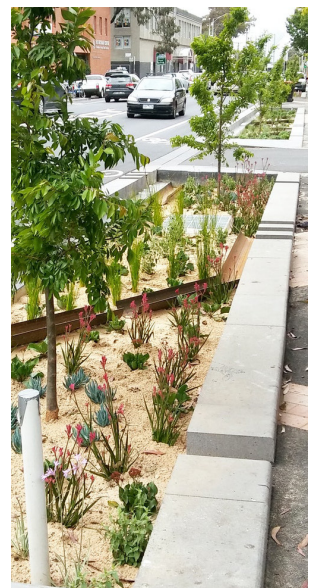
EXPLORE OPPORTUNITIES TO CREATE ADDITIONAL PUBLIC SPACES AND CREATE FLEXIBLE AND MULTI-USE AREAS. POTENTIAL INTEGRATION OF MONOPOLES

COMMUNITY



ENCOURAGE COMMUNITY CONGREGATION AND ACTIVITY THROUGH FURTHER DEVELOPING WATSONIA'S LOCAL IDENTITY AND CREATING INNOVATIVE SPACES

SUSTAINABILITY



ENHANCE AND PROTECT SURROUNDING ECOLOGY WITH SUSTAINABLE PRACTICES AND GREENING

APPENDICES

APPENDIX #1

WATSONIA TOWN CENTRE COMMUNITY GROUP
CONSULTATION



03
GROUP SA

Minutes – Information Meeting – Community Group

No.02

Project	Watsonia Village, Town Centre	
Client	Banyule City Council	
Meeting place	Zoom – Video Conference	
Meeting date	22/06/2021	Project no. 200926

Present	Present
EH – Erica Hardie – Senior Project Manager (Banyule City Council)	SM – Sarah Maguire (Marmalade Sky Marketing Group)
JR - Jeremy Richards (Watsonia Optical)	SP – Shaun Paine (Rex Paine Timber & Hardware)
BA – Barbra Armstrong (Yarra Plenty Regional Library Watsonia Branch)	SM - Susannah Madden (Local Resident)
JK - John Kiriakidis (Local Property Owner Member)	SW – Scott Walker (Banyule City Council)
KV – Kate Van der Drift (Local Resident Member)	JRB – Jonathan Risby (Banyule City Council)
LH – Lucie Holden (Watsonia Neighbourhood House)	MD – Cr. Mark Di Pasquale (Banyule City Council)
LN – Luke Nelson (Local Resident Member)	RG – Cr. Rick Garott (Banyule City Council)
MG – Matthew Guest (Watsonia RSL)	ZM – Alexander Madden (Young person Member)
PJ – Paul Johnson (Watsonia Primary School)	SV – Stuart Valentine (One Mile Grid)
PP – Paul Parrella (The A team kitchen)	JH – John Holland – Director (Group GSA)
DN – Rev Denise Nicholls (Anglican Parish of Banyule – comprising Holy Spirit Watsonia; St Andrew's Rosanna; St John's Heidelberg)	NM – Nathan Mundy – Assoc. Landscape Architect (Group GSA)

Apologies

CB - Colin Brooks MP (State Member for Bundoora)	
--	--

ITEM	SUBJECT	WHO
00.0	General Comments	Note
00.01	Ensure that the proposal reflects the Community	Note
00.02	Encourage a 'Welcoming' Environment	Note
00.03	The site must be easy to navigate	Note
00.04	Consider ideas generated in Ethos Urban Report when designing	Note
00.05	Construction programming to be developed to limit the effect on traders	Note

01.00	Town Square:	
01.01	Make sure that it reflects that it is 'Our Space': Ensure that everyone feels comfortable and welcome	KV
01.02	Create a usable space: Ensure it is flexible for a diverse use. (Eg. Markets, pop-up events etc.)	Note
01.03	Proposal to include more weather protection: Trees & Built-form	Note
01.04	Encourage activities in the space that encourage people to dwell. <ul style="list-style-type: none"> - Play Space - Weather / Shade Shelter Structures - Sensory experiences through square. - Open areas for flexible activation 	Note
01.05	The Town Square could incorporate a diversity of land use applications (ie. Café..) to encourage the site becoming a destination.	Note
01.06	Power Towers: Can options be drawn up that consider the removal of the existing power towers? Option 1: Current Scope (Include Existing Poles) Option 2: Removal of existing poles, Include Mono Poles Traders would support moving the Poles (SM)	JR SM
01.07	Car Parking: Although the community does not want to lose car parking, it is believed that a loss of car parking in the Town Square is acceptable if it encourages an increase in public domain.	Note
01.08	Inclusive / Accessible: <ul style="list-style-type: none"> - Town square should be an inclusive place for all no matter of age, or ability. - Accessible by all ability groups (Including facilities ie. Toilets) - Tactiles (TGSi) and slopes to be designed to Australian standards. 	Note
01.09	Public Toilets: <ul style="list-style-type: none"> - A new toilet is to be proposed as part of these works - Toilet to be Accessible to all ability groups as per Australian DDA Standards 	Note
01.10	Site to be visually permeable.	Note
01.11	Wayfinding to be included in the Town square area (Signage for diversity of users)	Note
01.12	Proposal to focus on creating a safe environment (Day & Night) (eg. Lighting)	Note
		Note
02.00	Intersection	Note
02.01	Traffic Surveys are to be 'Multi Modal' to capture all users of the site. OMG Agree that they should be, but they have not yet included 'Origin to Destination' surveys to the scope.	JR
02.02	Intersection is very vehicle dominated. Proposal to balance the area or make pedestrian focused.	Note
02.03	Ethos Urban Report to be reviewed when developing concepts.	Note
02.04	A request was received to readdress the control points of the intersection (ie. Signalised)?	Note
02.05	JR: Could this intersection be pedestrian priority or shared? OMG: This can be explored, but it is believed that the vehicle numbers would not support this structure. (To be considered once numbers have been collected)	Note
02.06	Intersection to simplified (eg. Round-about to be removed) <ul style="list-style-type: none"> - Line marking makes it feel less welcoming to pedestrians and cyclists. 	Note
02.07	Pedestrians currently feel a level of hostility towards the intersection	Note
02.08	Create an intersection that considers bike and pedestrian Safety	Note

03.00	Morwell Avenue:	
03.01	Consider ideas generated in Ethos Urban Report for ways of simplifying intersection (connecting Morwell to Grace Street)	Note
03.02	Car parking numbers to be retained. This carpark is consistently full.	MG
03.03	Trader Staff Parking: Most stores have on-site parking, although, for those who do not, they use the limited number of all-day parking on Morwell Ave.	Note
03.04	A more integrated design is to be considered. Think about how the path network will work with the parking arrangement.	Note
03.05	Community request that Traffic Engineers consider this site from boundary to boundary. Not to be limited by existing roads etc. - Consider opening the middle	Note
03.06	Proposal to consider the inclusion of cycling facilities.	Note
03.07	Design for all users (eg. Elderly residents with Heavy bags & Parents with children)	BA
03.08	DDA Parking Bays: There are currently not enough. They are always full. Proposal to include an increased number of DDA Bays.	SP
03.09	DDA accessibility design to be a focus of the proposal. All inclusive.	SP
04.00	Questions:	
04.01	Q: Can the project extend to incorporate the abutting Footbridge? A: This is out of scope currently, but access to the station within the Town Square scope area will be designed to Accessibility standards.	KV
04.02	Q: Can more funding be sourced so that the power poles can be addressed on site? A: Feasibility assessment has been completed; Council currently do not believe it to be feasible with the funding available.	JR
04.03	Q: Is there merit in providing grass roots advocacy? A: Trader group believe that it could have merit.	KV
04.04		
05.00	Further Comments:	
05.01	Can Council share the plan that shows the joining of Morwell Avenue and Grace Street	JR
05.02	Watsonia Station is not DDA Compliant – Design should consider improving this	LH
05.03	Council to undertake consultation with land owners to be conducted.	Note
05.04	SW, RG and MD to discuss the potential of including a design with monopoles including timing considerations.	Note
05.05	Council to confirm timing for conversations with the church regarding potential land opportunities.	Note

APPENDIX #2

WATSONIA TOWN CENTRE INTERNAL GROUP CONSULTATION

Minutes – Information Meeting – Internal Council Member Session No.01

Project	Watsonia Village, Town Centre	
Client	Banyule City Council	
Meeting place	Zoom – Video Conference	
Meeting date	22/06/2021	Project no. 200926

Present	Present
EH – Erica Hardie – Senior Project Manager (Banyule City Council)	KA - Kylie Angove (Banyule City Council)
SW – Scott Walker (Banyule City Council)	AS - Aldona Stopa (Banyule City Council)
PB – Paul Bellis (Banyule City Council)	TW – Tess Williams (Banyule City Council)
NM – Nick McKay (Banyule City Council)	JT – Jill Taylor (Banyule City Council)
RS – Rod Spivey (Banyule City Council)	RM - Robyn Mitchell (Banyule City Council)
MD - Mathew Deayton (Banyule City Council)	MM - Mark McNamara (Banyule City Council)
MI – Michelle Isherwood (Banyule City Council)	MC – Michael Constantinou (Banyule City Council)
KW – Kieran West (Banyule City Council)	SV – Stuart Valentine (One Mile Grid)
LM – Liam McArdle (Banyule City Council)	JH – John Holland – Director (Group GSA)
KP - Kathleen Petras (Banyule City Council)	NM – Nathan Mundy – Assoc. Landscape Architect (Group GSA)

Apologies	Company	Email

ITEM	SUBJECT	WHO
00.0	General Comments	Note
00.01	Design to consider the Greening Watsonia Strategy	Note
01.00	Town Square:	
01.01	Pedestrian access through to Community House to be considered (Elderly Residents)	Note
01.02	Multiple desire lines between Shopfronts & Town Square site. Plans should be developed with these in mind.	Note
01.03	Retain trees as much as possible under the transmission lines. It will be difficult to plant additional trees, so retain existing.	RS
01.04	Comment raised regarding prolonged stays under power lines.	Note
01.05	GSA to Amend Site Extent shown on plan (Currently includes VicTrack Land)	PB
01.06	Cycling Paths: <ul style="list-style-type: none"> - Relocate cycling cage in a better location of the site. - Cycle facilities to be included (ie. Bike Repair station) 	Note
01.07	Consider what draw-cards the site has. What will bring people to the site?	Note
01.08	Transmission Towers: They may not move, but what can be done?	Note

ITEM	SUBJECT	WHO
01.09	Car Parking: <ul style="list-style-type: none"> - Currently the carpark attracts people to the site at all different times of the day. What will draw these people if parking doesn't? - Library Parking: If this goes, where will Library users park? How will they get to the library safely? - Reduction of number is acceptable, but not elimination of parking from this site. 	Note
01.10	Consider Night-time economy opportunities.	Note
01.11	Site must allow for flexible use (ie. Markets, pop-up events...)	Note
		Note
02.00	Intersection	Note
02.01	One Mile Grid (OMG) to collect traffic numbers to understand vehicle use.	Note
02.02	A simplification of the intersection is required	Note
02.03	Prioritise pedestrians and cyclists through the intersection	Note
02.04	Consider moving the existing signals to allow better flow through the intersection for all.	Note
02.05	Remove excessive line-marking (Currently very intimidating for pedestrians) – Harsh Environment	Note
02.06	Current intersection causes large amounts of traffic. Consider how to simplify this and filter traffic more efficiently.	Note
02.07	Community currently uses known back-routes instead of driving through this intersection due to these above mentioned issues.	Note
03.00	Morwell Avenue:	
03.01	GSA to review the previously completed masterplan for Morwell area while working through the concept design generation.	Note
03.02	Areas to be designed to encourage use by youth demographics of between 12-24yrs old.	Note
03.03	A request was made to conduct consultation with youth and elderly groups.	Note
03.04	Proposed bike lanes to be kept away from footpaths with elderly residents. Separate paths to improve safety.	Note
03.05	Consider innovative interventions to improve amenity on site (ie. Shade)	Note
03.06	2hr parking limitations were raised as an issue for some users (eg. RSL Users)	Note
05.00	Questions:	
05.01	Q: How much traffic will the NELP project take away from the existing conditions? A: Yet to be determined. This will be explored once traffic studies have been undertaken.	Note

APPENDIX #3

WATSONIA TOWN CENTRE SITE WALK FEEDBACK

Minutes – Information Meeting – Community Site Walk No.01

Project	Watsonia Village, Town Centre	
Client	Banyule City Council	
Meeting place	Meeting on site (Group met under towers)	
Meeting date	06/07/2021	Project no. 200926

Present	Present
SM - Sarah Maguire (Watsonia Traders Association)	JR - Jonathan Risby (Banyule City Council)
AM - Alex Madden (Young Person representative)	KP - Kathleen Petras (Banyule City Council)
CB - Colin Brooks MP (State Member for Bundoora)	SV – Stuart Valentine (One Mile Grid)
EH – Erica Hardie – Senior Project Manager (Banyule City Council)	JH – John Holland – Director (Group GSA)
SW – Scott Walker (Banyule City Council)	NM – Nathan Mundy – Assoc. Landscape Architect (Group GSA)

Apologies

DN - Rev Denise Nicholls (Anglican Parish of Banyule)		
RG - Cr. Rick Garotti, Mayor (Banyule City Council)		

ITEM	SUBJECT	WHO
01.00	AREA ONE: Library / Station Triangle	
01.01	Toilet Block: <ul style="list-style-type: none"> - Too Old: Needs updating - Undesirable: People not wanting to use it, even when needed. - Standard is low - CPTED / Safety: Dark, encourages undesirable behaviour - Better utilisation of space: Could this block be in a different location? - Location not ideal or visible - Must be accessible: DDA accessibility - Taxi / Uber driver pick-up: Current users of the toilet block - Not getting used during events: Toilet paper left after event (Indicator of use) - GSA to research the Eltham woolsheds toilet conversion. (Successful project) 	Note
01.02	Events Space: <ul style="list-style-type: none"> - Flatter areas are the more desirable (Lots of the site is not usable due to slopes) - Lunch & Picnic areas (Library back corner currently gets used) - Flexible spaces are required for varying uses - Seating to create a great meeting place 	Note
01.03	Shade is required throughout site (Especially under Power Lines)	Note
01.04	Is there a possibility of a playground here? (No playground in the immediate vicinity) Shopping strips that do well near open spaces are the ones where there is a really cool playground for kids. (shade sail and fence is a bonus). These playgrounds just attract a crowd like no other and you don't need to rely on programming events for activation	Note
01.05	Could a community garden be included (Possibly along the back edge of site?)	Note
01.06	Shift carpark to corner of triangle (Create more space for public space)	Note
01.07	Levels are an issue on site.	Note
01.08	Consider removal of power pylons	Note

ITEM	SUBJECT	WHO
01.08	Parkiteer: <ul style="list-style-type: none"> - Keep it, but consider relocating and connections to pathways and future NELP networks (i.e.. Shared User Path & Station Networks) - Usually full & Used 	Note
01.09	Library: <ul style="list-style-type: none"> - Better connection to be designed in - Create better legibility through the site to the library - Potential to connect internal garden to the outside. (Create outdoor learning / reading area) 	Note
01.10	Please make 'Area One' as open as possible	Note
01.11	Consider extending out library: <ul style="list-style-type: none"> - Should extent this area to include Anglican Church Buildings, if possible to acquire and redevelop 	Note
01.12	Have free Wi-fi	
01.13	Add signage for advertising shops (directory, maps), add and improve lighting for security	Note
01.14	Create a grand gateway that stands out	Note
		Note
02.00	AREA TWO: Intersection	Note
02.01	Not easily legible	Note
02.02	The intersection as a whole does not feel safe	Note
02.03	Crossing not safe at BP (Previous incidents are proof of this)	Note
02.04	Sight line issues exist (especially due to tree planting on corners)	Note
02.05	Intersection seems to be inefficient – OMG to look into its current efficiency and how to enhance in design iterations	Note
02.06	Visual clutter exists through the intersection leading to legibility issues	Note
02.07	Intersection needs to encourage pedestrian priority	Note
02.08	Consider closing the end of Ibbottson Street – GSA/OMG to consider through the generation of concept options	Note
02.09	Consider the inclusion of bus stop /buses in the development of concept designs	Note
02.10	Car Park currently exists on Church owned land (Owners must be consulted)	Note
02.11	Simplify the intersection: make it more narrow and add traffic lights	Note
02.12	Prioritise pedestrians at the intersections: consider mild speed bumps (Eg. High St Epping)	Note
02.13	Consider marking wile intersection is closed for pedestrians to encourage pedestrian use	Note
02.14	Re-orientate walking footpaths and signals and include lighting for security	Note
03.00	AREA THREE: Morwell Avenue	
03.01	Could a stage / flexible spaces for performances be included? (Must have multi-use)	Note
03.02	GSA to research the LXRA project convertible furniture that could be used in the performance spaces	Note
03.03	Parking: <ul style="list-style-type: none"> - RSL + Traders mainly use this parking area. 	Note
03.04	Illawarra flame trees to be transplanted due to causing safety (sight-line) issues.	Note
03.05	RSL Car park: <ul style="list-style-type: none"> - Grand, modern playground, covered if possible - Reconfigure parking of whole RSL car park. Consider bike path in middle, consider bold, progressive (aggressive) design - Redirect Morwell Ave traffic, divert through to Grace Street, recapture plenty of public space, use some for new Monopoles - Consider electric car charging station/s - Improve lighting for security, especially as this car park is OFTEN used at night for RSL events 	

04.00	General Notes:	
04.01	Night-time: <ul style="list-style-type: none"> - Not a night-time destination - Area is very dark - Most traders are only take-away (not dine-in) - Pools of light created by existing lighting - Carpark is well lit, but not the rest (to be improved) - Mists come through site - Consider a night time economy, including opportunities for a night food market. 	Note
04.02	Future: <ul style="list-style-type: none"> - Resident population could grow considerably (Future proof design) 	Note
04.03	Undesirable behaviour: <ul style="list-style-type: none"> - Increase in robbery (Residential) – Design to improve (i.e.. Lighting etc) - Station is not currently safe 	Note
04.04	Aesthetics: <ul style="list-style-type: none"> - More artwork would be encouraged - Introduce colour + diversity to the space - Soften the spaces - Create one design language through the three areas. 	Note
04.05	Removing the round-about – drivers are on guard when they approach a roundabout and perhaps have less time and mental capacity to observe the shops around them. If they are stationed at a red light, they have more opportunity to take in their surrounds and perhaps discover a business they haven't seen before.	Note
04.06	The potential to remove the power towers will vastly change the energy the village and perhaps encourage people to stay longer if the surrounds are green and void of unsightly power lines.	Note
04.07	Consider pop up events/festivals, live music and activations that engage with the Watsonia Traders. <ul style="list-style-type: none"> - Watsonia Family Fun day – what opportunities exist in the town square for this event in the future. Consider food trucks for events that complement not compete with existing businesses. 	Note
04.08	WiFi: opportunities in the town square.	Note
04.09	Bike paths: should take as high a priority as possible through all plans for our centre (areas 1, 2 and 3).	Note
04.10	The closure of Ibbottson Street is seen to us as highly desirable and a game changer for pedestrian mobility and simplification of the Watsonia Rd/Morwell Ave intersection.	Note

APPENDIX #4

CONSULTATION REPORT FEEDBACK

Minutes – Feedback Meeting – Community Group

No3

Project	Watsonia Village, Town Centre		
Client	Banyule City Council		
Meeting place	Zoom – Video Conference		
Meeting date	10/08/2021	Project no. 200926	

Present	Present
EH – Erica Hardie – Senior Project Manager (Banyule City Council)	SM – Sarah Maguire (Marmalade Sky Marketing Group)
AM – Alex Madden (Local Resident)	CB – Colin Brooks (Local Resident)
JR – Jeremy Richards (Watsonia Optical)	SP – Shaun Paine (Rex Paine Timber & Hardware)
BA – Barbra Armstrong (Yarra Plenty Regional Library Watsonia Branch)	SM – Susannah Madden (Local Resident)
JK – John Kiriakidis (Local Property Owner Member)	SW – Scott Walker (Banyule City Council)
KV – Kate Van der Drift (Local Resident Member)	JRB – Jonathan Risby (Banyule City Council)
LH – Lucie Holden (Watsonia Neighbourhood House)	MD – Cr. Mark Di Pasquale (Banyule City Council)
LN – Luke Nelson (Local Resident Member)	RG – Cr. Rick Garotti (Banyule City Council)
MG – Matthew Guest (Watsonia RSL)	JH – John Holland – Director (Group GSA)
PJ – Paul Johnson (Watsonia Primary School)	NM – Nathan Mundy – Assoc. Landscape Architect (Group GSA)
PP – Paul Parrella (The A team kitchen)	RF – Rita Fernandes – Landscape Architect (Group GSA)
DN – Rev Denise Nicholls (Anglican Parish of Banyule – comprising Holy Spirit Watsonia; St Andrew’s Rosanna; St John’s Heidelberg)	

ITEM	SUBJECT	WHO
00.0	Design Principles – Traffic & Parking	Note
00.01	Ensure parking provisions will meet community needs and expectations. Consider a firm position on car parking losses as the comments appear to contradict each other	JK/PP/RG
00.02	Cater for local demands on parking and traffic provisions. Concern about the level of traffic on Watsonia Road. Need to assess the transport function – are we catering for non-local demand? Desire to actively discourage rat running.	JK/PP/RG
00.03	Consider traffic de-routing from Greensborough HWY	JK
00.04	Be more specific about how the design will consider the above two points – OMG to study the possibilities together with GroupGSA	JK
00.05	Consider a firm position on car parking losses as the comments appear to contradict each other	JK
00.06	No car parking losses and car parking restrictions to be reviewed.	PP
00.07	Discourage ‘rat run’. Encourage local traffic. Ensure that the design focuses on local needs, not to allow more people to use as short cut.	DN
00.08	Shorter time parking may help (more parking if anything)	PP
00.09	Parking is important, especially for the library.	BA

01.00	Design Principles – Access	
01.01	Accessibility to this place need to consider all disability groups. Accessibility should be expanded to include space accessibility, including sensory experiences for people with disabilities and accessible to a variety of needs.	KVD
01.02	Consider the Concord Primary and Secondary schools and children / teenagers accessing this place from both of those	KVD
01.03	Consider children / teenagers with intellectual disabilities	KVD
01.04	Consider ways of integrating elements of interest for disabled children / teenagers – not only mobility wise but also intellectually wise i.e. autism	KVD RG
02.00	Design Principles – Flexible spaces	
02.01	In general, the community is very supportive of the concept of Flexible Spaces	DN
02.02	One thing that could be considered as apart of the flexible spaces is the integration of outdoors Wi-fi connection	BA
02.03	Library to be supportive of outdoors learning areas as an extension of the Library into the open space.	BA
02.04	Consider that Library already has Wi-fi that could be accessed from outside.	BA
03.00	General Feedback	
03.01	Overall, be more specific on how the Design Principles relate to Watsonia	All

APPENDIX #5

WATSONIA TOWN CENTRE SITE CONTEXT MAP AND AREAS





www.groupgsa.com

SYDNEY

Level 7, 80 William Street
East Sydney NSW 2011
Australia

MELBOURNE

Level 1, 104 Exhibition Street
Melbourne VIC 3000
Australia

BRISBANE

Level 14, 100 Edward Street
Brisbane QLD 4000
Australia

HO CHI MINH CITY

19th Floor – Havana Tower, 132 Ham Nghi,
Ben Thanh Ward, District 1, Ho Chi Minh City
Vietnam

