



HAMPTON NEIGHBOURHOOD ASSOCIATION INC.

Reg. A0061728S

www.hna.org.au

P.O. Box 55,
Hampton, 3188
community@hna.org.au

Mr M. Kelleher,
Manager Urban Strategy,
Bayside City Council,
PO Box 27,
Sandringham, 3191

17th March 2015

Dear Mr Kelleher,

The Hampton Neighbourhood Association (HNA) is concerned that a full and complete analysis has not been completed of the traffic movement impacts of Bayside Councils planned redevelopment of the Hampton Activity Centre, as detailed in the Hampton Willis Street Precinct – Urban Design Framework (UDF) 2013.

In the Executive Summary of the UDF;

“The purpose of the UDF is to underpin appropriate planning of the Hampton Willis Street Precinct. The UDF will inform Bayside City Council’s response to planning processes in the short term, and ongoing longer term planning of the precinct”

Therefore you will no doubt agree, in order to meet the requirements of the UDF and to balance the needs of all stakeholders to achieve and the best outcome it is vital that Bayside consider all the available data. The data analysed should include the current situation and all the planned future redevelopment and environmental conditions.

Bayside’s UDF plans for 339 apartments of which 250 are part of the VicTrack / DHS development. This total seems totally inadequate when you consider the current situation;

1. Vic Track / DHS has not been able to supply full details on the planned apartment totals and has indicated that max yield will be key to the viability of the project.
2. Trackside Gym redevelopment is appealing through VCAT to increase residential apartments from 25 to 49 by increasing the levels from 6 to 7.
3. Bayside Councils concerns about an independent planning panel proposal to scrap height controls for commercial and residential buildings in Bayside shopping strips. (Leader Newspaper March 3, 2015)
4. When Bayside controlled areas are redeveloped in the future greater yields will no doubt be possible to maximize returns.

In general there seems to be enormous pressure at all levels of Government to increase yield to meet the demands for dwellings in inner city areas to reduce the demands on services, so Bayside must complete a full and detailed traffic analysis.

I understand that HNA Committee member Bob Blair met with you and with his extensive development experience considers that the likely yield for the Hampton Willis Street Precinct to be in the order of 850 dwellings.

HNA are aware of the following completed traffic studies;

1. **VicTrack Arup Report** - Hampton Station precinct: Future Use Study. Phase 2: Transport Study Report, 18th October 2013.
This report did not consider the increased traffic from any proposed redevelopment
2. **VicTrack Cardno Report** - Hampton Station Future Use Study Traffic and Engineering Assessment, 18 November 2013.
The redevelopment considerations in this report are based on the VicTrack / DNS land redevelopment only and a schedule of 150 – 200 dwellings. VicTrack officers have advised at a public meeting that their current estimate is now 250 apartments based on 6 levels and have declined to confirm that the development will be limited to 6 levels.
3. **Bayside Council Traffic Group** Hampton Willis Street Precinct UDF Koolkuna Lane Access Options 2 June 2014.
The redevelopment considerations of 339 dwellings as part of the Urban Design Framework (UDF) 339 apartments

HNA considers that the likely number of dwellings to be in the order of 750 – 850 as the current estimates do not include;

1. Increased density of residential above the retail sites facing Willis Street between Willis Street and the railway line
2. Trackside Gymnasium
3. North side of Willis Street
4. An allowance for additional apartments on the Council carpark, community centre and scout hall. The current traffic study would appear to allow for only 89 apartments (339 minus 250 on Victrack & DHS land).

The maximum number of dwellings covered by a traffic report is the Bayside Councils Traffic report at 339 dwellings, which is grossly insufficient to ensure that the needs of the UDF and the needs of the stakeholders are balanced to ensure the correct planning decisions are implemented.

HNA considers that Bayside Council should commission another full and detailed traffic report ASAP.

Yours Sincerely,



D. Osborn
President