

Background

Bayside City Council ("Bayside") has released a discussion document on the realignment of Koolkunna Lane and asked for comment on the 3 options presented at a workshop to be held on 25 February 2015.

Hampton Neighbourhood Association ("HNA") believes that there are other viable redevelopment options that should be considered at the workshop.

HNA has previously written and made representations to Bayside in the following terms:

The Association notes the option development process in the Arup transport report and the subsequent review of only selected Arup options in the Cardno traffic report.

The Arup report worked from options developed/dictated by a heavily transport focused working group comprising Public Transport Victoria ("PTV"), Department of Transport Planning and Local Infrastructure ("DTPLI"), VicRoads and Council.

There is little or no evidence of consideration of wider community impacts in the decision or a search for wider community benefits including those identified in the high level principles adopted by Council in their public UDF documents.

The options developed by this working group were evaluated and scored using assessment criteria (Arup Section 4.2) that were public transport focused, inward looking and attributed no value/decrement for impacts on surrounding communities and commercial/residential land use.

Options discarded by this decision-making process had significantly less impact on the surrounding community (Arup Option 3 – traffic continuing to exit the precinct via Willis Lane).

Only two options selected through this narrowly focused process were then evaluated in the Cardno traffic report.

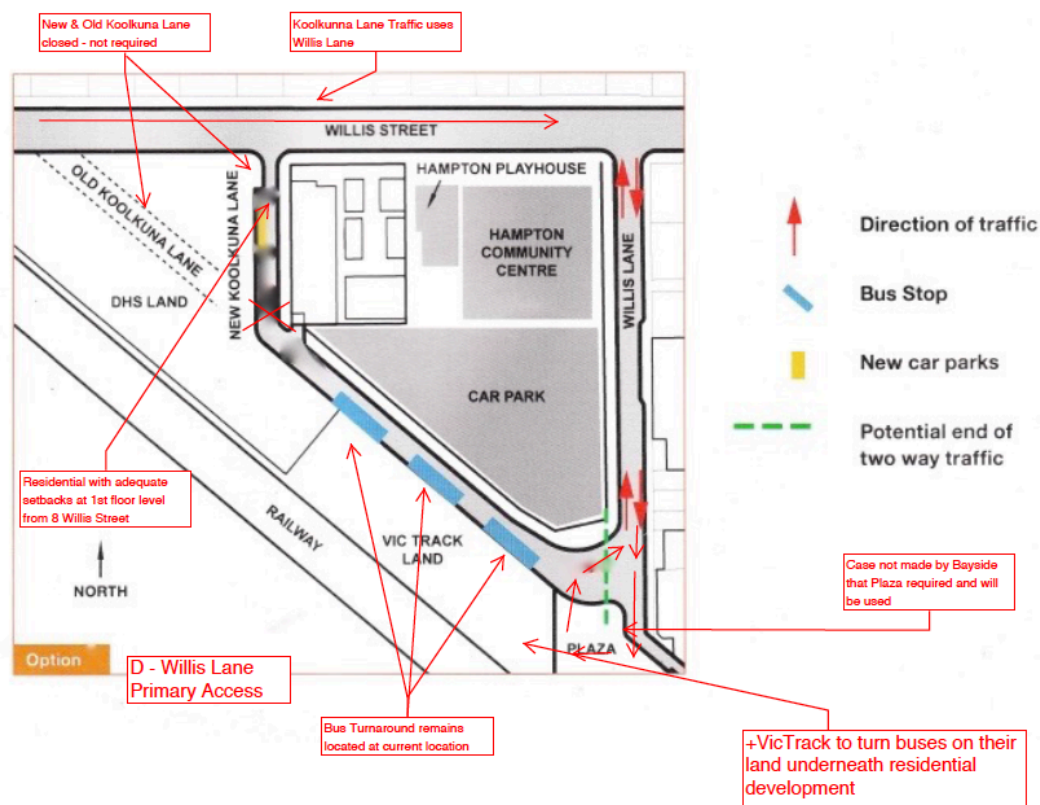
The Association members want the Options within the Arup report to be evaluated again using assessment criteria that reflect business and community concerns and the principles identified in the UDF and for this evaluation to be the subject of community review. The Association members believe this is very important given the likelihood pressure for future development on the whole site including the Community Centre and Playhouse.

It remains the view of HNA that:

- The planning for the Hampton Activity Centre has been public transport focussed from the outset and option development and evaluation has attributed no value/decrement for impacts upon surrounding communities and commercial/residential land use
- The current restriction on public comment to 3 options is a continuation of a blind determination to manage this process to an outcome **without** adequate consideration of alternatives
- The process is arguably not compliant with the high level principles adopted by Council in their public UDF documents

HNA also notes that all Bayside Options are silent on the proposed egress of parking from the public rail parking and the proposed 250 apartment development. How can the public be expected to give considered input when this information is not supplied?

Alternative Option D – Arup Option 3 Koolkuna Lane modified



Overall Comments:

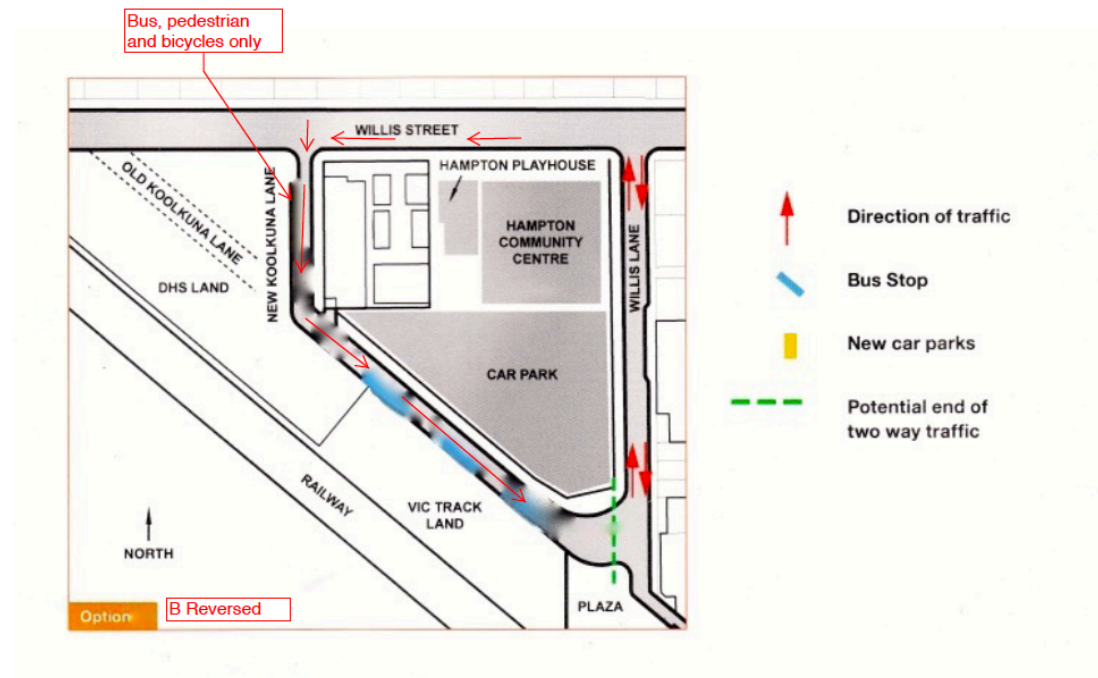
- The proposal minimises the distance between bus and rail transport nodes and minimises pedestrian conflict with other land/traffic uses

- Bayside has never articulated the business/community case for the need for a large plaza in front of the station
 - The location is a place people walk through to access or exit the railway station – it is not and never will be a vibrant community meeting place. Those locations are in Hampton Street.
 - Hampton Street Traders have voiced opposition to any attempt to erode the role of Hampton Street as the community recreational and retail focus
 - Plaza – who has asked for it??
 - Resources better devoted to repairing the dilapidated pedestrian rail overpass and boosting the amenity of the existing laneways between the station and Hampton Street
- The Public Transport Working Group comprising Public Transport Victoria (“PTV”), Department of Transport Planning and Local Infrastructure (“DTPLI”), VicRoads and Council made a high level trade off that allowed:
 - VicTrack to sell the current bus turnaround for residential development
 - Bayside officers to build a plaza that no one in community or among Councillors has considered is necessary

Impacts:

- Bayside maximises revenue from the sale of Koolkuna Lane west and the Scout Hall
- Status quo preserved and Willis Lane remains the primary access to the area
- Additional carparking
- Traffic impacts in Willis Street minimised specifically headlight flare, noise, exhaust fumes and loss of parking
- Traffic impacts on 8 Willis Street minimised
- Scout hall development to have adequate setback at 1st floor and 2nd floor level to prevent overshadowing and overlooking of 8 Willis Street dwellings
- Bus pick up and set down separated from car traffic flows resulting in highest pedestrian safety

Alternative Option B Reversed



Overall Comment:

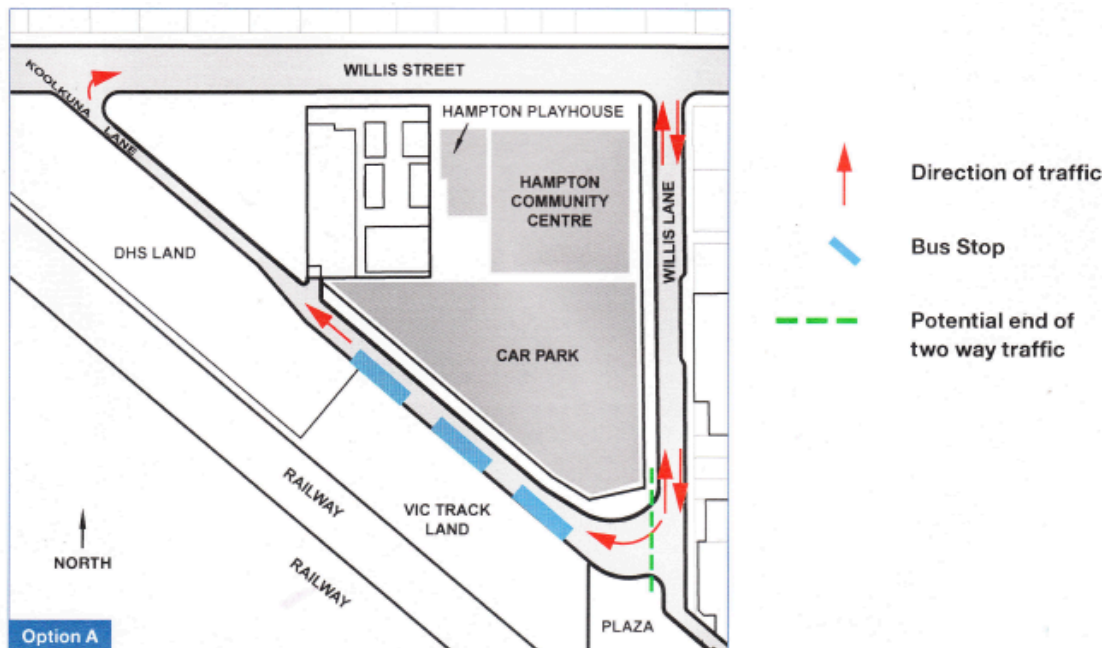
- The safest option
- Willis Lane remains the main access and exit to the precinct for cars
- This is the HNA preferred option with minimum impact on residential amenity and maximisation of pedestrian/cycle safety and improved traffic flow

Impacts:

- Safer for buses to turn left in to new Koolkunna Lane than left into Willis Lane because of separation from car traffic
- Safer pedestrian option as one way bus flow means pedestrians can cross readily from bus stops to VicTrack commercial/retail and to station
- More space for a better engineered left hand turn
- Council land used for bus stops (small area similar to CBD super tram stop) – financial or land trade off required with VicTrack
- Reduces & minimises encroachment into existing Scout Hall Land as Koolkunna Lane is slow speed one way entry with separate pedestrian and cycle path
- Traffic impacts in Willis Street minimised specifically headlight flare, noise, exhaust fumes and loss of parking
- Traffic impacts on 8 Willis Street minimised by reduction in car traffic
- Best option for pedestrian and cycle safety in Koolkunna Lane

- Vehicle access and exit to VicTrack public carpark and residential development is not nominated under Option B – Bayside to advise proposed arrangement
- Enables Council to include Scout Hall in adjoining development
- 3 additional car park spaces in re-aligned Koolkuna Lane not material, provide elsewhere east of Hampton Street
- New Koolkuna Lane to have adequate setback at 1st floor and 2nd floor level to prevent overshadowing and overlooking of 8 Willis Street dwellings
- Koolkuna Lane vehicles turn left from Willis Street rather than turning right and crossing traffic flow resulting in safer traffic outcome
- Bus stops re-located to LHS of one way carriageway but pedestrian safety improved as no through traffic other than bus service
- Separation of bus and vehicle movement
- Best option for egress from 8 Willis carpark

Comments Option A



Overall Comment:

- This is not a preferred option with a high impact on residential amenity
- Few or no features to recommend the option

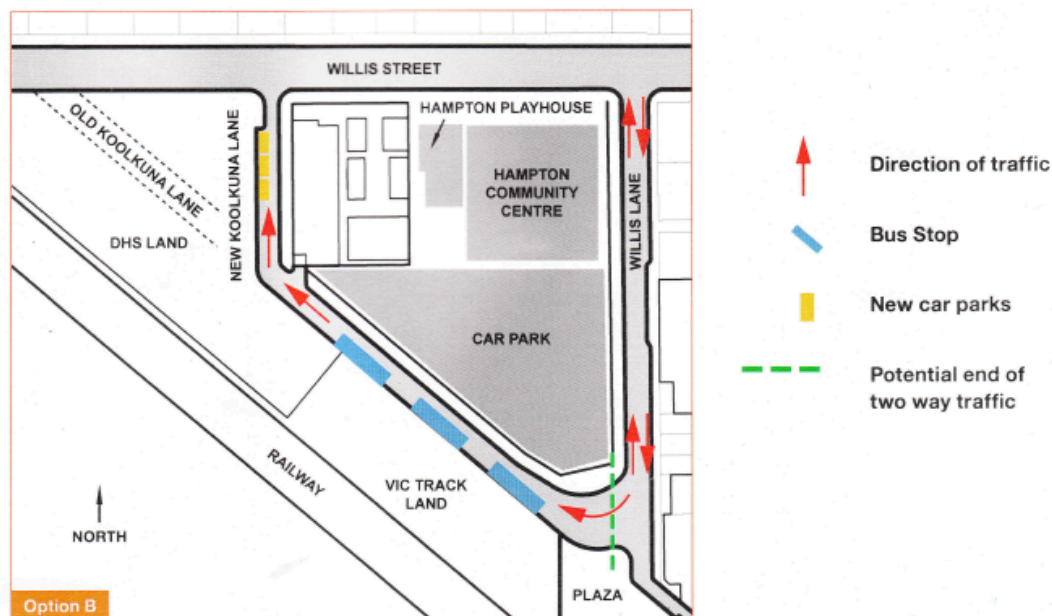
Additional Impacts not listed by Bayside:

- Traffic impacts on Willis Street residents are not “potential” as described and will include:
 - Headlight flare from turning buses and vehicles
 - Noise and fumes from accelerating buses and vehicles
 - Reduced carparking in Willis Street adjacent to Koolkuna Lane & Willis Street intersection
 - Increased traffic volume of 1,000 vehicles per day
- No detail is supplied on exit from parking for
 - Rail commuters
 - VicTrack residents
- Loss of land from Scout Hall site to reduce angle of right turn into Willis Street
- Splits scout hall land from VicTrack land – a nonsensical outcome

Mitigation

- Lowering speed limits will have little effect on adverse impacts

Comments Option B



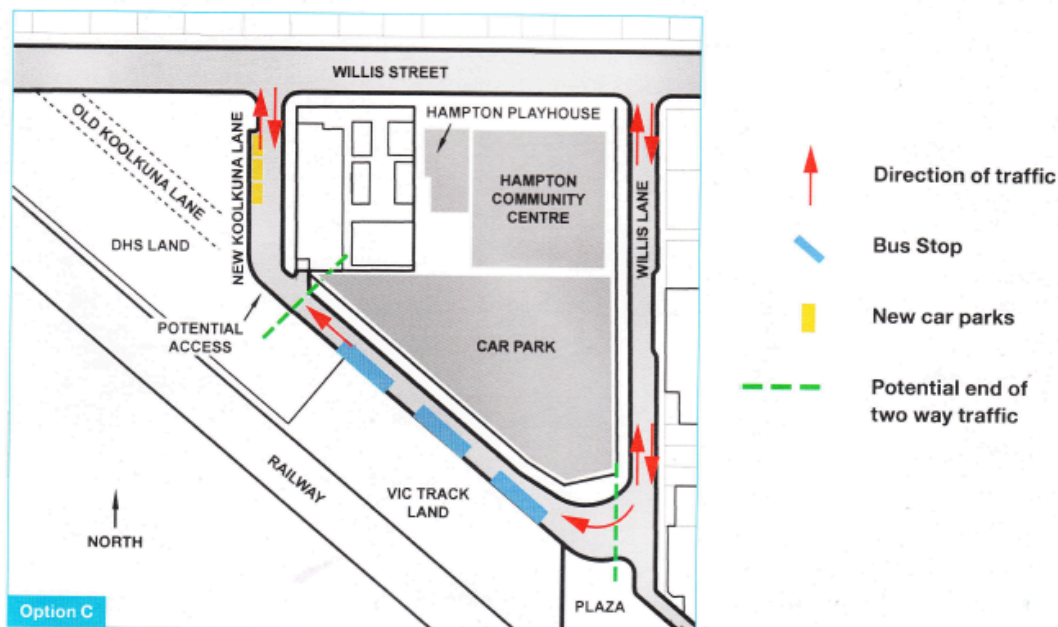
Overall Comment:

- This is a better option with lower impact on residential amenity than Option A or C

Additional Impacts not listed by Bayside include:

- Traffic impacts on Willis Street residents are not “potential” as described and will include:
 - Headlight flare from turning buses and vehicles impacting the north side of Willis Street
 - Noise and fumes from accelerating buses and vehicles affecting all Willis Street residents
 - Reduced carparking in Willis Street adjacent to Koolkuna Lane & Willis Street intersection
 - Increased traffic volume of 1,000 vehicles per day
- No detail is supplied on exit from parking for
 - Rail commuters
 - VicTrack residents
- Traffic impacts are greater than the Option B Reversed because 1,000 vehicles per day travelling on new Koolkuna Lane
- Severe impact on 8 Willis Street residents – scout hall turned in to a major road with 1,000 vehicles (one way) per day
- Reference to impacts on bus timetables applies to all options and is purely “spin” designed to favour Option C

Comments Option C



Overall Comment:

- This is not a preferred option with high impact on residential amenity
- The writer of the Options paper is applying “spin” to make this option appear the best outcome

Additional Impacts not listed by Bayside:

- Highest encroachment in to Scout Hall land
- Traffic impacts on Willis Street residents are not “potential” as described and will include:
 - Headlight flare from turning buses and vehicles
 - Noise and fumes from accelerating buses and vehicles
 - Reduced carparking in Willis Street adjacent to Koolkuna Lane & Willis Street intersection
 - Increased traffic volume of 1,000 vehicles per day
- No detail is supplied on exit from parking for
 - Rail commuters
 - VicTrack residents
- Severe impact on 8 Willis Street residents – scout hall turned in to a major road with 2,000 vehicles (two way) per day
- Examples of “spin” to improve the prospects of this option:
 - Improved pedestrian safety is not a feature of this option when 2,000 vehicles per day will be travelling on new Koolkuna Lane mixed up with pedestrians and cyclists – other Options have superior safety outcomes
 - The streetscape in Koolkuna Lane will be enhanced by all options and this is **NOT** a unique benefit of this option
 - This option has the maximum encroachment into the Scout Hall land and the greatest revenue loss to Council
 - Wider paths & pavements for cyclists/pedestrians are common to multiple options – this option mixes cyclist/pedestrian use with 2,000 vehicles per day (double the safety risk of alternatives)
 - Vehicle access for existing and possible future development improved – how can this assessment be made when there is no information available on management of the VicTrack public parking and resident parking
 - Fewer vehicles travelling through bus interchange area compared with other options – this statement is simply not accurate
- Same number of vehicles travelling through bus interchange area as Option B reversed