

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

9 March 2015

Dear Mr Kelleher,

Koolkuna Lane Community Workshop Notes and Decision Making Criteria

Thank you for organising the community workshop to discuss the re-alignment of Koolkuna Lane.

Thank you also for the clarification on the decision-making criteria and the notes of the community workshop published recently on Council's "yoursaybayside" website.

Unfortunately the notes of meeting do not accurately reflect what occurred and the decision-making criteria supplied are **not** what were requested.

The notes of meeting state:

"In relation to the decision-making criteria, Mr Kelleher explained that Council officers would frame their recommendation to councillors having regard to amenity, safety, functionality, good urban design, efficient use of land. Detailed traffic engineering design will also occur to assess the level of suitability of the preferred option.

Mr David Osborne of the Hampton Neighbourhood Association raised the issue of the assessment criteria, with participants agreeing that they would like more information about the criteria and any weighted scoring.

Council officers agreed to provide this in a reasonable time after the meeting on Council's website."

It is the view of the Association that the notes of meeting should state:

"In relation to the decision-making criteria, Mr Kelleher explained that Council officers would frame their recommendation to councillors having regard to amenity, safety, functionality, good urban design, efficient use of land. Detailed traffic engineering design will also occur to assess the level of suitability of the preferred option.

Mr. David Osborn, on behalf of the members of the Hampton Neighbourhood Association, rejected this explanation as inadequate and made the following points:

- 1. That an **open and transparent** evaluation and decision making process was*

- needed to enable the community to understand the final decision*
2. *That depending upon what the decision making criteria were and the relative importance assigned to each decision making criteria a different Option could be selected as the "best", for example a frame of reference that prioritised public transport, freight traffic and car traffic would suggest a different solution to a frame of reference that prioritised residential amenity, retail trading and community functions*
 3. *That the current options had evolved inter alia from the options developed/dictated by a heavily transport focused working group comprising Public Transport Victoria, Department of Transport Planning and Local Infrastructure, VicRoads and Council*
 4. *The options developed by this working group were evaluated and scored using assessment criteria (Arup Report Section 4.2) that were public transport focused, inward looking and attributed no value/decrement for impacts on surrounding communities and retail/commercial/residential land use*
 5. *The assessment criteria did not contain or reflect the aims outlined in Bayside's 2013 Urban Design Framework for the Hampton Precinct or the passionate comments of Councillors at the Council general meeting to consider the future of the Hampton Community Centre*

The community members at the meeting then voted unanimously to request Council officers to prepare a matrix similar to the Arup Report and clarify the decision-making criteria that would be considered to evaluate each option together with the relative importance assigned to each factor in their decision making process.

The decision-making criteria contained in the agenda for the community meeting and which prompted the response from the Association were listed as:

- Overall planning for the area (i.e. amenity, safety, precinct functionality, good design, land efficiency and opportunity)
- Engineering and traffic advice

The clarification of decision making criteria that you have published states:

"When Council officers prepare a recommendation to Council on which alignment option to adopt, the following matters will inform the officer recommendation:

- *Amenity considerations – for both current and future residents;*
- *Community consultation process, including Council's online forum, written submissions, the community workshop and individual meetings;*
- *Efficient use of land;*
- *Orderly planning of the area;*
- *Pedestrian safety;*
- *Traffic engineering advice; and*
- *Urban design and functionality.*

The Committee of the Association has considered the clarification you have provided and considers that it falls far short of what the community requested and what they reasonably believed that Council officers undertook to provide in that:

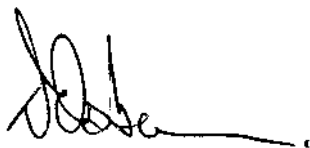
- The criteria supplied are “motherhood” and contain no detail
- The criteria supplied are essentially the same as those contained in the agenda that were unanimously considered inadequate by the community
- There is no indication of the relative importance assigned to each item in the frame of reference that Council officers will use when making their recommendations to Councillors
- The criteria do not adequately reflect the objectives and principles of Council’s 2013 Urban Design Framework Document

For your information I attach selection criteria contained in the Arup report as an example of improved detail and I refer you to the objectives and principles contained in Council’s 2013 Urban Design Framework and the Bayside Planning Scheme.

The Association would like to request that:

1. Council officers issue amended notes of the meeting
2. Council officers provide the information on criteria for decision making in the form outlined above and that the Association considers would result in an **“open and transparent”** process
3. In the event that Council officers are not in a position to provide further information to explain the reasons for not providing such information

Yours Sincerely,



D. Osborn
President

Cc: Bayside Council “haveyoursay” website

4.2 Assessment Criteria

The assessment criteria used to assess each of the options were developed by Arup, VicTrack and through consultation with the Transport Working Group. The assessment criteria were also refined following the consultation with stakeholders as outlined in Section 4.3. The final assessment criteria (incorporating stakeholder comments) adopted for the appraisal of options are shown in Table 4.

An assessment of each of the options was undertaken based on a scoring of -3 negative impact to +3 positive impact relative to the existing conditions.

Table 4: Assessment criteria

Criteria	Considerations
Urban realm	Provision of public space Legibility of connections
Precinct pedestrian access and circulation	Linkages through the precinct Compliance with desire lines
Personal security	Casual surveillance and security
Development outcome	Development vehicle access Footprint impact
Passenger interchange amenity and safety	Conflict points with vehicles Amenity
Passenger interchange walking distance	Distance from down platform station entrance to closest and furthest stop
Bus operations	Manoeuvring requirements Bus conflicts with vehicles
Parking impact	Number of public car spaces relocated to new development
Environmental impact	Impact to existing significant trees
Property access and circulation	Property access requirements
Cycling access	Local cycling connection to the station