

# **WRITTEN STATEMENTS**

**21 December 2021**

**COUNCIL**

**MEETING**

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**Item 10.1**  
**Multi-deck Car Park**  
**at Service Street, Hampton**

## 1. Ms Kerry Martin

I call on Council to delay the decision to proceed with the proposed Multi Deck Commuter Carpark in Service Street, Hampton until the following issues are resolved and presented to the community for further consideration.

**This submission will address several points of concern as outlined below:**

### 1. **Data on the demand for commuter carparking is out of date and no longer relevant in a post-pandemic world.**

The data upon which the proposal is based was collected pre pandemic and is no longer valid. Research is already showing that there will be more people working from home after the pandemic, thereby reducing the need for commuter parking. Swinburne University's recent report to the fair Work Commission, ***Key working from home trends emerging from COVID-19 (November 2020)*** has concluded: "working from home looks almost certain to continue to some extent, with many workers likely to be dividing their time between the office and home." The Council have stated they used the 2011 and 2016 census- which is significantly out of date, irrelevant now and would be considered negligent to base a \$10M investment on irrelevant, out-dated data.

### 2. **The consultation process surrounding the proposed carpark has been and remains inadequate.**

Community feedback published in the ***Draft Hampton Community Infrastructure Masterplan Community Engagement Report*** is insufficient. There were only 162 respondents the questions regarding the Carpark, this represents less than 1 per cent (.089%) of the population of Hampton, which in 2021 is 14,893, (*Hampton Community Infrastructure Masterplan 2021*). There needs to be broader community consultation on the feasibility of the carpark in its current form and location. Similarly, the community consultation process for the Council's Integrated Transport Strategy. *The Community Engagement Summary Integrated Transport Strategy* reveals that of the 126 people who provided feedback on the Strategy, only 23 were from Hampton. This highlights the need for more effective engagement with the community.

### 3. **The majority of Hampton respondents are opposed to the proposal.**

The Feedback published in the ***Draft Hampton Community Infrastructure Masterplan Community Engagement Report*** reveals that community opinion is polarised, with the majority of respondents opposed to the carpark on the proposed site. (46% support/52% oppose).

<b>Please rate your support for the construction of a multi deck car park in the identified location</b>	<b>No.</b>	<b>%</b>
<b>I strongly support this option</b>	44	27.2%
<b>I somewhat support this option</b>	31	19.1%
<b>Total Support</b>	<b>75</b>	<b>46.3%</b>
<i>I do not have an opinion</i>	3	1.9%
<b>I am somewhat opposed to this option</b>	23	14.2%
<b>I am strongly opposed to this option</b>	61	37.7%
<b>Total Opposed</b>	<b>84</b>	<b>51.9%</b>
<b>TOTAL</b>	<b>162</b>	<b>100.0%</b>

*Draft Hampton Community Infrastructure Masterplan Community Engagement Report June 2021*

**4. The Proposed car park does not serve the best interests of residents and businesses alike.**

Where is the evidence that a multi deck commuter carpark will benefit the local community and businesses? A commuter carpark will service those who are not using local services and amenities and detract from accessible carparking for those people who do use these services. Small businesses are already suffering, and a multi-story carpark will detract from quick and easy access to their services.

**5. The proposed site of the carpark will impede on the safety of the area.**

The proposed carpark in Service Street is on the wrong side of Hampton Street and will lead to increased traffic hazards around the level crossing. Extra foot traffic in the area will create increased hazards, especially for elderly residents who use the existing car park to access medical and veterinary services. The safer location would be on the station side of Hampton Street as part of the Willis Street development or alternatively at Sandringham Station, where there is already existing space alongside the station.

Where is the evidence that the Service Street site is the best solution for a commuter car park with all the negative impacts it will have on local businesses, traffic, safety, environment, accessibility and not to mention neighbourhood character? Where are the independent traffic & safety reports? If there was a genuine need for more commuter car parking in Bayside that was proven on current data & evidence in a post pandemic society, this proposal would be sited elsewhere - such as the current Sandringham commuter car park, which is a big open space, clear of trees and sited adjacent to a maned 'Premium Station' that is the terminus.

**6. The cost of the Carpark is unjustified.**

The proposed carpark will provide an extra 93 spaces at a cost of \$107K each. The current carpark on the site has 82 car spaces in a lovely open, treed car park which will be destroyed at a cost somewhere in excess of \$10 million in order to satisfy a mere extra 93 commuters. For a net gain of 93 spaces the estimated cost will be \$10 million.

**7. The proposed carpark detracts from the amenity and liveability of the area.**

The proposal is unsightly and detracts from the local fauna which includes established gums and open space. It is completely at odds with the existing village feel of an open, easy access car park with lovely established gumtrees. Currently there are 23 trees of significance on the site.

**8. The proposed carpark will increase traffic congestion in the area.**

Thomas Street and Service Streets are already bottle necks, especially when Boom gates are down and traffic along Hampton Street is stationary. It will hinder customer parking for nearby traders and reduce business for them. Shoppers will certainly take their business elsewhere, where parking is easier.

**9. There are better alternative sites which should be considered.**

a). The current Sandringham Station Commuter Car Park is a large open space that adjoins the railway station, there is better street access and there would be no loss of trees.

b). Willis Street development, closer to the station.

c). Increased 45-degree angle, all day parking for commuters along Service, Deakin and Crisp Streets. These streets are wide enough to easily accommodate extra spaces at a lot less cost.

**In conclusion:**

I call on Council to delay the decision to proceed with the Commuter Carpark proposal until the following issues are further explored.

- 1. Evidence (post pandemic) on demand for commuter carparking is presented to the community for consultation.**
- 2. Justification of proposed expenditure on the proposal (approx. \$107K per car space).**
- 3. Further exploration of alternative sites, including the Willis St Hub development site, Sandringham Station**
- 4. Safety concerns, foot traffic around level crossing are properly addressed**
- 5. Investigation on the impact of the commuter carpark on local traffic is carried out.**

**Kerry Martin  
Hampton**

## 2. Mrs Mary Ross

I would like to premise this submission against the proposed Multi Deck Commuter Carpark in Service Street, Hampton by stating that as long-time Bayside residents, we are extremely concerned about this proposal as it lacks transparency not only at the federal government level, with questionable allocation of funds to selected councils, but we also believe this proposal is not only ill considered, but lacking in merit and completely inappropriate for the following reasons:

The Bayside Council has not adequately demonstrated an independently assessed identifiable need for increased commuter carparking in 2021 and beyond, and even if this was the case, the process by which the Service Street site was selected as being the most optimal, is flawed and lacking transparency.

This proposal to for the multideck car park in Service Street defies logic and is a completely inappropriate use of tax payers & rate-payers money. This is a bad idea and not in the interests of Bayside residents or the surrounding environment & amenity and raises the following questions which have not been addressed:

1. **Where is the evidence that there is an independently assessed identifiable need for this commuter carpark**, as opposed to perhaps some local anecdotes? Add to that, the Federal Government's involvement with allocating funds for commuter carparks on the eve of the 2018 Federal Election has been labelled as 'pork barrelling' and called out for what it is, 'a clear case of corruption' by former Supreme Court Judge, David Harper QC (\*\*2), as these funds have been shown to be lacking any objective expert advice in the appropriate allocation of funds based on need. The Auditor General has revealed the inadequate assessment of the projects in a June, 2021 parliamentary inquiry amid warnings that ministers may have breached laws that required them to spend taxpayer funds in an efficient and ethical way. In addition, we are yet to see a compelling need for the commuter car park at a local government level and any associated expert advice on why the Service St site is the optimal location.

More transparency is required from The Bayside Council & Federal Government to disclose when, where and how this need was identified and how the site chosen has been assessed as being optimal over other options, not to mention how the existing shoppers' car parking will be replaced.

2. **The 'identifiable need' for increased commuter car parking needs to be reassessed**, given these funds were 'promised' on the eve of the 2018 federal election. A lot has changed since then. The covid pandemic has changed the way people work and study for the foreseeable future. Remote working & studying at tertiary level will, it seems, take on a greater role in society, so why rush to build a commuter car park when the current signs suggest commuter demand is significantly down, particularly for highly professional demographic areas like Bayside which can easily work from home? The 'need for commuter parking' would require a current re-evaluation in a covid world, to factor in the reduced demand for public transport in these higher socioeconomic areas that are less reliant on commuting to the 'office' of old.

**Even if there was a proven justifiable need in the past, this proposal is poorly located:**

3. **It takes away the primary carparking for residents shopping in the southern end of Hampton Street. How is this shoppers carparking going to be replaced? Even with the new proposal (Option 2, 2 levels of basement car parking), the existing 80 retail, at-ground car parking spots will be replaced by only 40 retail car spaces at ground level. This essential halving of retail car spaces at this end of Hampton Street will no doubt have a significantly detrimental impact on local businesses.** You do not want to park behind or under Hampton Woolworths, 400-500m away, if you need to pick up something from the chemist quickly for a sick child or visit the local doctor when you're unwell or take your pet to the vet or pick up something down that end of the street. It

will hinder customer parking for those traders and reduce business for them. Shoppers will certainly take their business elsewhere, where parking is easier which will sadly add to the demise of these traders that are already facing tough times.

4. **There is no reasonable cost / benefit for the huge amount of tax payers money spent (\$10M+)** as the size of the land is too small to build a multideck car park. Any logical application of the principles of basic multi-storey car park design needs *to balance the cost involved against the benefit- in this case usable space gained vs ramp space required to optimise the investment of \$10M+*. Half of each level at such a small site will be taken up by ramp space. Surely if an optimised outcome was sought after to gain good value for money on behalf of the community, they would consider larger sites, if there really was an actual need for more commuter car parking (such as the current Sandringham station commuter carpark which is almost double the size **\*\*4**). According to Bayside Council, the new proposal will provide a total of 170 car spaces, at a cost of \$75K-\$85K each, to service 'commuters'. However, there are actually 82 car spaces there already, so there is a net gain of only 93 car spaces and at a cost of \$10M+, that equates to **a staggering cost of \$107K per car space** above current capacity. All to service 'possible' commuters who can come from anywhere and end up travelling & spending money elsewhere, yet the council is not prioritising local rate-payers who shop locally & support local businesses.
5. **The four-story facade of the proposed concrete box in Service Street is completely at odds with the neighbourhood character, the current scale of the street, and with the existing village feel of an open, easy access car park with 23 established trees of significance. We currently have 82 car spaces in a lovely open, treed car park which will be destroyed at a cost in excess of \$10 million in order to satisfy 90 odd commuters and in the process contribute to the demise of local businesses.** The fact that this site is located away from the station, also makes it unsafe, as Cr Clarke Martin has pointed out (**\*\*1**).
6. **This proposal goes against good design principles for multi deck commuter car parks. It does not use a whole 'Network Approach'** ((as per the current Victorian Government guidelines <https://www.ovga.vic.gov.au/sites/default/files/2019-12/Design-principles-for-multi-deck-commuter-carparking.pdf> ) to take into consideration the broader transport network, rather than individual stations. This is required to ensure car park location will best meet the needs of the entire community and successfully address the whole train line. Following these guidelines would point to the Sandringham terminus as being a most appropriate & larger site, with essentially no impact on established trees.
7. **The proposal is at odds with Bayside Council's own 'Environmental Sustainability Framework'. With at least 25 beautiful, large established trees of significance at risk, it does not take into consideration the protection and enhancement to the existing landscape or ecology, as per the good design guidelines (\*\*3).** There is a total of 30 odd established trees on the site, which provide a shaded shoppers car parking with easy, all abilities access to the Southern end of the Hampton Street.

This proposal goes against exactly what the [Bayside Councils Environmental Sustainability Framework](#) claims to do:

"Our Environmental Commitment: Bayside City Council is going to **safeguard the environment for current and future generations**. We will do this by making decisions **based on the best available evidence** and our learning. We will make **sustainable decisions** that deliver balanced economic, social and environmental benefits..)

Instead of safeguarding the environment as per the BCC Environmental Sustainability Framework, **this proposal completely disregards the impact on the landscape** and at the same time does not

have **legitimate evidence** that this proposal is even needed in the first place. This is not a sustainable decision and blatantly disregards the Council's own Sustainability framework.

**Even with the new proposal (Option 2, with 2 levels of basement car parking), all but 3 of these trees will be lost, replacing 80 perfectly shaded and accessible retail car parking spots at ground level with only 40 retail spots in a hot, open, unshaded concrete slab. This will put local shoppers off parking here and local businesses will suffer as a result.**

8. **The traffic congestion would be significantly exacerbated.** The siting of the proposed car park in such a small already congested street is ill-considered, not to mention how narrow Thomas Street is on the other boundary (6m). All the traffic would flow in & out from Service Street and its' junction with the busy railway crossing & shops and as such would compound the traffic congestion and be dangerous for commuters crossing the busy road.
9. **Community Consultation has been lacking.** My attempts to request information from the council have been sub-optimal. I was told by the planning department they did not know anything about it (!) and only after 3 attempts I was guided to the relevant meeting documents. My attempts to promote community discussion around this have also been censored in the past, as my post on the Bayside Community FB Group, which is moderated by the Bayside Council was declined. The neighbourhood is not aware of this proposal and despite receiving regular correspondence from the council, this Service Street proposal has not been mentioned.

The issue here is still blindingly obvious- there has been ***no independently assessed identifiable need*** for building this carpark in 2021 and beyond. This has been labelled as a clear case of '*federal government corruption*', by David Harper QC. We would be interested in seeing the report that identified the 'need' for this parking and how it is still relevant in 2021? Is it an independent body that has provided this assessment and ***is the basis for this decision grounded in current data & facts relevant to 2021*** and beyond?

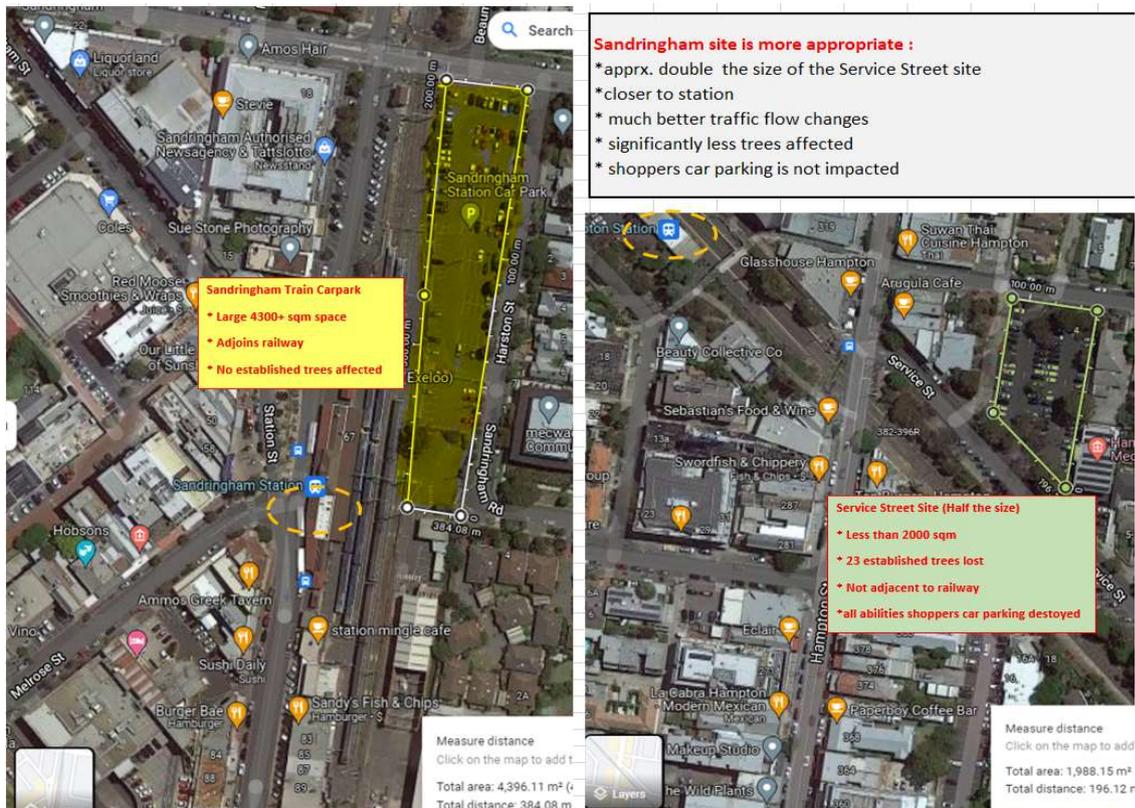
**The proposal will take away a perfect local current amenity that provides safe, convenient, shaded, level parking for people of all abilities. This current amenity will never be able to be replaced once a concrete multideck car park is built and what a huge waste of tax payers' money that will be, given that could have been put to better use for broader community benefit, instead of wasting millions of tax payers' dollars on a proposal that has been clearly shown to be a corrupt use of tax payers' funds, lacking independent assessment for identified need and with a 'basic view to advancing the interests of the federal government' (\*\*2, former Judge David Harper QC).**

In terms of alternative sites, if there still remains a genuine need for more commuter car parking, here are some obvious alternatives that that would make better use of the space without taking away parking & amenity for local shoppers & traders and provide a more optimised return on investment:

- Current Sandringham Station Commuter Car Park (\*\*4) is a large open space (apprx > 4000 sqm) that would get better efficiency for the amount of car spaces gained vs ramp space and as such would require fewer levels. It adjoins the railway (as it is currently commuter parking anyway, is on the same train line and on the terminal station, which makes sense to provide larger car parking in accordance with 'Good Design Principles for Multi Deck Commuter Carparking', \*\*3). It is largely cleared of trees and would save 23 *established trees* at the Service Street site. This site would not take up precious parking for local shoppers or traders, as it is already for commuter use. In addition, traffic flow would be better at this site as it is on the other side of the shops and has easy, unimpeded access to very wide Abbot St.
- Current Hampton commuter car park behind Woolworths, near the bus terminal.
- Add some 45 degree angle all day parking for commuters in the very wide streets along Service St, Deakin Street & Crisp St. These streets are so wide you could easily add 50-100 spaces for

virtually no cost on one side of the street. This could be done quickly if commuter parking was really an issue and would not affect local shoppers and traders.

### A Comparison: Current Sandringham Abbot Street Commuter Car Parking Site vs Service St Site, Hampton Site



Google Maps 17<sup>th</sup> Sep , 2021

**In conclusion I would like to call on Council to embark on a transparent process of community consultation concerning the proposed multi-deck commuter carpark on the Service Street site and ask the following two questions:**

1. I call on the Council to release open, current anonymised data that provides transparent evidence that there is a bona-fide need for extra commuter car parking in Hampton in 2021.
2. I call on Council to provide the evidence that supports why the Service Street site was chosen as an optimal site compared to other alternatives, as this location is clearly inappropriate and unsafe. This would allow the council to put forward alternative sites to the Service Street site for consideration

Mary Ross  
Hampton

#### REFERENCES:

\*\*1 'Federal government's car parking scheme leads to council division'  
<https://www.theage.com.au/national/federal-government-s-car-parking-scheme-leads-to-council-division-20210909-p58q5x.html>

\*\*2 'Former judge labels \$660 million car park fund 'corruption'  
<https://www.smh.com.au/politics/federal/former-judge-labels-660-million-car-park-fund-corruption-20210721-p58bo3.html>

\*\*3 "Good design principles for multi deck commuter car parks as per the current Victorian Government guidance notes"  
<https://www.ovga.vic.gov.au/sites/default/files/2019-12/Design-principles-for-multi-deck-commuter-carparking.pdf>.

\*\*4 Sandringham Station Current Car park site : The Sandringham site is approximately 4000+sqm in size, essentially double the area of the Service Street site & cleared of trees unlike the proposed site at Service St Hampton site, which is significantly smaller, heavily treed (23 significant trees) and has traffic congestion issues.

**3. Ms Donna Yorgey**

Request council not to proceed with multi deck commuter car park.

#### **4. Prof. Peter Betts**

To whom it may concern

I am a joint owner of 5 Thomas Street Hampton and wish to express my views on the current proposal to develop the Service Street Carpark into a Multi deck commuter carpark. I have previously made submissions on this proposed development and I provide this response on the behalf of myself and my wife.

We are glad the council has moved away from the four story proposal as I do not think this is in the character of the neighbourhood. We have several concerns about this particular proposal that have previously been raised but continue to see no adequate response in the papers to.

##### Retail impact

All retailers in Hampton have suffered gravely during the pandemic – this is evidenced by the closure of many stores and current retail vacant spaces.

- Temporary removal of all parking and an overall reduction of parking will further hurt our strip as it struggles to return to vibrancy.
- The provision of 93 commuter carparks at the cost of short term parks does anything to support our local neighbourhood shops.
- There is no indication of the construction timeframe, nor is there any economic impact analysis on the retail shops during construction.

We ask the council to adequately consider this prior to any further decision, particularly given it is our understanding that councils job is to support the local community and council is not supposed to be addressing commuter car-parking as that is outside of the council remit.

##### Traffic Impact

We note the proposal continues to have entry and exit access on both Service Street and Thomas Street.

- We have previously raised our grave concerns about the safety issues of increased traffic particularly on the Thomas Street exit as this is currently an area where there is significant pedestrian traffic related to accessing public transport and shops.
- We have also noted the significant neighbourhood traffic issues caused from exits onto Thomas Street (currently one way below the car park on the Hampton Street side) which will be forced into local narrow and already highly congested streets.

We request the council takes adequate steps to complete full traffic impact analysis and provides reassurance that these issues have been adequately considered and provided for.

- Prior to any commitment to this proposal we request the council completes an overall minimum 10-15 year car parking and traffic movement/management strategy for the entire core Hampton Retail business precinct including the entire area included within the MAC.
- How has the council considered this project in the context of the next decade or more likely building of an extensive new range of residential commercial and community infrastructure projects within the MAC without any real understanding in relation to how heavy vehicle, private car, bicycle and pedestrian movement is to be accommodated?

We understand that this similar report was commissioned by the City of Glen Eira and this resulted in them ceasing a similar project as they were unable to accommodate the significant increase in vehicle movement to and from their proposed car park location and I believe there would be a similar finding if council adequately considered traffic movement related to this development.

#### Financial Cost Benefit Analysis

Whilst we understand the council is seeking to ensure this carpark is not funded from rate-payers money we are all tax payers and so the economic sensibility and return on investment should not be ignored particularly when the federal funding is already the subject of much media scrutiny as to the ethics of the funding.

- This spend should be re-evaluated under the current pandemic financial challenges and high levels of debt that we already face as a nation that was not contemplated when funding was announced.
- There are currently 23 all day parks provided on the east side of the site (adjacent to the Vet and Medical Centre) plus two disabled carparks. In addition there are 53 short term carparks. This proposal has a net overall commuter car park increase of 67 parks and the reduction of 10 short term carparks.
- Overall increase of parking on the site is 55 parking spaces which equates to a cost of approximately \$205,500 per new car parking space.

This cost seems extraordinary and monumentally wasteful especially when there is no guarantee that these spaces will in any way benefit only bayside residents. Can the council provide any assurances that commuters will not migrate off the Frankston line to utilise these bayside parks providing no commuting benefit for ratepayers and considerable traffic impost?

We are not fundamentally opposed to sensible development however asides from the impact it will have on us as residents, the council has not adequately considered key issues and appears to be driven by the need to spend funding from government rather than considering the real issues related to the development and the impacts on the community.

## 5. Mr Tony Shepherd (on behalf of Hampton Neighbourhood Association)

The Hampton Neighbourhood Association is fully supportive of councils' recommendation on item 10.1 and the motion should be supported.

HNA consider the at-grade basement option is the correct one for the Hampton community and is the most suitable option to retain the Hampton Village feel.

It is important to retain the existing Sugar Gum located on the Thomas Street boundary as well as the River Red Gum and Spotted Gum in the south- east. With the lack of open and green space in the Hampton MAC it is vital as much as possible is retained.

HNA also consider council should not have to provide the additional funds for this project as this project was proposed by the Federal Government on council land and should therefore be fully funded by the Federal Government.

HNA is concerned that a report on item 4 of the decision at the 17 August 2021 Ordinary Meeting was not included:

*“advocates to the State Government for significant improvements to the bus network and in particular the linkages between railway stations and bus services”*

HNA consider the linkage between the bus stop / railway station and Council / Vic Track car parking has not been progressed and should be reviewed to improve safety and convenience for Hampton residents and Vic Track commuters.

It seems inefficient to have bus stops in the Willis Street precinct and station car parking in the Service Street precinct.

## **6. Mrs Erica Hanslow**

Thomas Street is not a large enough thoroughfare to cope with the additional vehicle traffic that a multi storey development will bring, especially located as close as it is to the railway crossing. During peak hour we already see considerable traffic congestion surrounding our existing car park.

I am a home owner living very close to the proposed new multi storey car park. And while I sadly accept that many of our older residences are being removed and new homes and units are replacing them, my heart breaks at the thought of the proposed new parking development going ahead. I walk through this car park at least twice per day and am always delighted by the number and variety of birds that take refuge in the beautiful trees there. These trees have been there long enough to provide valuable homes, food and resting space to animals already under increasing pressure from the loss of green canopies in every direction.

I am also concerned about the loss of our 'village' feel, one of the characteristics that attracted me to move into this area and pay the sum that I did for the privilege to do so. I find the increasing amount of considerably sized developments surrounding Hampton Street very concerning. I think the negative impact of this development would be felt within the community for a very long time.

Please do not make this your legacy.

## **7. Mr Anthony Goldman**

I object to the development of a multi story carpark on the following basis:

1. Insufficient thought and planning given to increased traffic and flow of cars through the already narrow Thomas street.
2. Cost of the development in money and disruption relation to the increase in amenity ie only additional 55 spaces does not seem to make sense.
3. Insufficient thought given to future patterns of commuting regarding walking and bicycle.
4. Degradation in character of the Hampton shopping strip and surrounding areas due to increased car density.

Yours sincerely

Anthony Goldman

## 8. Mr David Rothfield (on behalf of Bayside Climate Crisis Action Group)

### Re: Item 10.1: MULTI-DECK CAR PARK AT SERVICE STREET, HAMPTON

We believe the report and recommendation to proceed with the at-grade and basement car park, inadequately addresses some key issues that Council must consider before making its decision on this matter. Whilst the report does briefly mention that a commuter car park is at odds with one of the objectives of the **Climate Emergency Action Plan** (The Plan), namely moving to zero carbon transport, it ignores other, more fundamental ways in which the facility proposed is at odds with The Plan. Furthermore, the proposal is also at odds with several State Government objectives as listed in **Plan Melbourne 2017-2050**, as well as the objectives of Council's recently adopted **Urban Forest Strategy** and Council's recently adopted decision to reduce the whole of community emissions by 75% by 2030.

#### In Conflict with the Climate Emergency Action Plan

The Plan opens by recalling that the *'IPCC report (of 2018) says that we could have just 10 years left to limit a climate catastrophe'*. It goes on to remind us that, *'We (in Bayside) are one of the highest greenhouse gas emitters per capita in the world'*. It sets out how the Climate Emergency is to made one of Council's highest priorities.

Action 4.1 of The Plan requires the implementation of a *'.. local Environmentally Sustainable Development (ESD) Planning Policy in line with the Climate Emergency'*. As such a Policy has not as yet been adopted by Council, we reference here relevant sections from an ESD report provided to Bayside Council NSW, that deals with the environmental and emissions impact of basement car parks, when compared to at-grade spaces or even above ground car parks. As the report states, this is because of:

- more concrete and steel required than for the same amount of parking above ground.
- The carbon intensive nature of excavation works as well as haulage of spoil to a remote destination for disposal,
- energy use for operation of pumps, exhaust fans and lighting
- the reduced ability to plant (and sustain) trees of significant size across the site.

An analysis in the report shows how many tonnes of CO<sub>2</sub> emissions can be attributed to the excavation works as an example.

Ref: **5. Car parks and 9. CO<sub>2</sub> emissions from ESD Report by Efficient Living - ESD Consultants, NSW**)<sup>i</sup>

The Plan also envisages that we switch to 'zero carbon' transport modes and embrace active means of transport. *Plan Melbourne* calls for reducing the number of private motorised trips, improving access to services and facilities by walking, cycling and public transport and reducing the need for commuter traffic by decentralising to MACs and NACs. The COVID pandemic may well have hastened this process by encouraging people to work from home where possible, thus reducing the need for commuter car parks. It may well be that provision of commuter car parks satisfies a short-term political need, but basement car parks in particular are contrary to the longer-term needs of the community that must adapt to the climate emergency.

## **In Conflict with The Urban Forest Strategy (UFS)**

One of the key objectives of the UFS is to reverse the decline of mature tree canopy of recent years and various strategies have been proposed to achieve this. The Draft UFS states, *“There is a need to reframe and place higher value on the retention of trees and vegetation as part of Council Capital projects”*.

Whilst the plans presented for this car park project mention that 6 existing trees on the site, on the northern, south-eastern and western flanks will be saved by the design, it refers to only one of the other 14 trees that are over 5 m. in height and another approximately 9 smaller trees on the site that are all to be removed. Three of the trees to be removed have a height that exceeds 15 m. This mini-urban forest is also home to bird life.

No attempt has been made to assign a value to this mini-urban forest nor the eco-system services and amenity value that it provides. In a talk that Dr Greg Moore gave to Councillors six months ago, he described the benefits of assigning a dollar value to mature trees in order to appreciate just how much we benefit from their being there. In a time of climate emergency, when we need the services provided by those mature trees today, replacing them by immature tree stock in planter boxes, cannot redress the loss of ecosystem services that the mature trees provide. The sacrifice of these mature trees and carbon stores would be another significant set-back to achieving the objectives of the UFS and the Climate Emergency Action Plan.

## **Development Cost per Additional Car Space questioned**

For simplicity, we will ignore the amenity and eco-system service loss discussed above due to the removal of mature trees. We will also ignore the external costs arising from the carbon emissions inherent in building the car park, also discussed above. We wish only to review the direct construction costs that have been estimated for this report. These costs are summarised on page 43 of the report and give:

Total Current Development Cost (ex GST) = \$11,360,000

However, the cost per car park space calculated appears to be incorrect. At the top of page 43, the number of car park spaces provided is correctly stated as 133.

What has been overlooked however, is that the existing car park currently contains 77 at-grade car parking spaces, as stated in the Executive Summary on page 17. Therefore, the new facility provides an additional 56 car park spaces only, the difference between 133 and 77.

So, the Development Cost of the proposed new facility serves to increase the parking capacity of the car park by only 56 spaces.

The cost per additional car park space is then:  $\frac{\$11,360,000}{56} = \$201,893$

## **Conclusion**

It is difficult to imagine how any reasonable person could justify the expenditure of over \$200,000 of public money for each one of the 56 additional car park spaces in this proposal, as well as accepting significant mature tree destruction that is contrary to the Urban Forest Strategy, also the burden of emissions intensity inherent in basement construction, contrary to ESD principles and climate emergency action and in the face of the transformative emissions reduction target that Council has now set for the whole community.

BATA 2. ESD Report: 8 Bunnerong Rd and 120 Banks Ave, Eastgardens NSW 2036 *Efficient Living 2020*  
<https://apps.planningportal.nsw.gov.au/prweb/PRRestService/DocMgmt/v1/PublicDocuments/DATA-WORKATTACH-FILE%20PEC-DPE-EP-WORK%20PPSSEC-21!20201012T014545.526%20GMT>

## 9. Mr Robert Dagnall

1. I offer these comments as a local resident of more than 35 years now living within the Hampton GRZ, during which time I have worked as a senior community infrastructure planner/delivery manager, primarily working on some of Australia's largest residential/ commercial /new Town Centre and urban renewal sites across Melbourne and elsewhere interstate.
2. I have previously submitted comments on this proposal to develop a multi-deck car park on this site on two separate occasions.....the first time in August 2019 and more recently in early December this year.
3. The first comment I would like to make is to say how alarmed I was to be made aware that anyone at Council should have ever even remotely considered that the development of a 4 storey high multi-level car park should ever have been thought appropriate for development on this site.

A development of this scale must surely be totally dismissed as being completely inappropriate for delivery at this location, given the very obvious conflict a development on this scale would have in relation to its immediately surrounding residential area.....assuming, of course, that as a community we still have an interest in retaining 'a local village feel' in this area of the City of Bayside.

4. Having said this, I would like to offer the following comments on the two options discussed in the report which is now to be considered by Council:

### Option 1

- this option is likely to have a significantly reduced negative visual impact on the immediate surrounding residential area, than the earlier prepared 4 storey draft concept proposal
- of significant note, it is suggested that this option 'will be able to obtain full funding from the Federal Govt associated with cost of the delivery of this project'.....which might, of course, prove to be a major factor in determining Council's final decision in relation to this project
- **however, very importantly, no reference is able to be found anywhere in the Council report on this matter to any long term car parking, traffic movement/traffic management study that has been undertaken in connection with this project, which is able to demonstrate how the increased level of traffic generated by this proposed new multi-level car park might able to be accommodated, without causing an unacceptable level of congestion in nearby local residential streets in the vicinity of this site**

### **Option 1 Conclusion**

- given this lack of any detailed long term car parking, traffic movement/traffic management study associated with this proposal, it is considered that it would be extremely unwise to proceed with this option until such time as an overall minimum 10 - 15 year car-parking and traffic movement/management strategy has been developed for the entire core Hampton Retail/Business Precinct.....including, the entire area included within the MAC
- as discussed in Peter Betts submission to Council in relation to this matter, it is suggested that without such a strategy first being prepared, it is argued that we would be committing over the next decade or more to building an extensive range of new residential, commercial and community infrastructure projects within the MAC without having any real understanding in relation to how heavy vehicle, private car, bicycle and pedestrian movement is to be accommodated.....a situation which has the potential to result in a seriously flawed outcome

### **Option 2**

- until such time as an overall long term car parking, traffic movement/traffic management strategy has been prepared for the broader MAC precinct (as discussed above), which is able to demonstrate how the existing road network might accommodate a significant increase in car parking at this location, then it is suggested that no further action be taken to deliver any increase in car parking at this site

### **Option 2 Conclusion**

- at this point in time, it is suggested that Council does not proceed with the proposed commuter car park at this location

**Item 10.2**  
**Opportunities for Public Open Space**  
**in Activity Centres**

**1. Mr Tony Shepherd (on behalf of Hampton Neighbourhood Association)**

The Hampton Neighbourhood Association is fully supportive of councils' recommendation on item 10.2 and the motion should be supported.

HNA consider that open space needs to urgently be provided within the Hampton MAC.

Residential developments are being constructed constantly within the Hampton MAC and the open space need is getting more and more urgent, which is reflected in the significant open space funds being provided by Hampton developers to council.

The Open Space Assessment Tool identifies key open space opportunities within the Hampton MAC and council should progress these ASAP.

## 2. Mr Kieran Cromie (on behalf of Church Street Traders Association)

On Page 127 of Council's Agenda the results of the Lat37 Urban Design Group show 7 Well Street as the **3<sup>rd</sup> priority** for Open Space in the Church Street MAC. Using a tool Councillors endorsed just 3 months ago at the 14<sup>th</sup> September, 2021 Council meeting.

In that study, 7 Well Street is overrated especially in areas relating to accessibility to the proposed Pocket Park, and in particular the danger in crossing a Laneway used by trucks and also car movements in the heavily utilised Car Park at Number 5 Well Street. If adjusted 7 Well Street's ranking would drop even lower on the scale of where more Open Space should be developed.

### Dendy Plaza Outside Area (see attached photos)

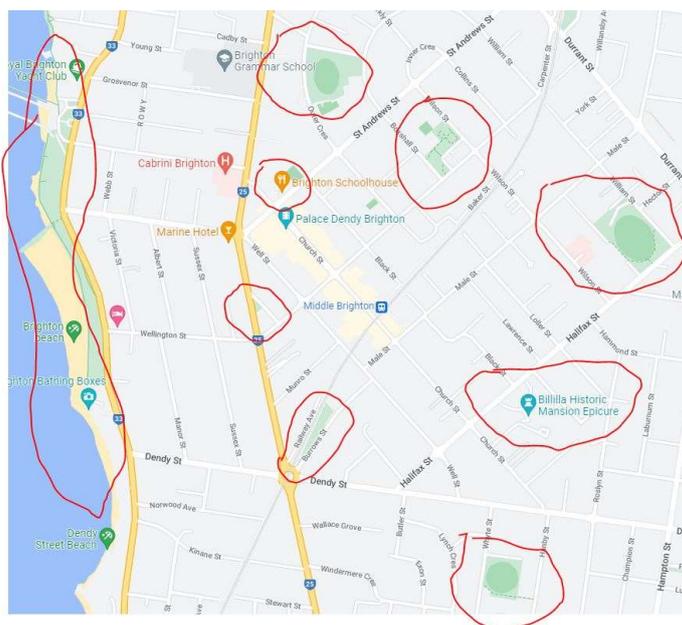
The 'existing' open air plaza immediately behind the Dendy Centre, and just 15 metres from the Proposed Pocket Park, would score much higher than 7 Well Street. In Item 10.3 at tonight's meeting Council indicates a desire to work with Private landholders & Developers etc., to improve open space. Therefore why is the under-utilised Plaza area at 5 Well Street (next door) not being considered in this discussion?

### Summary

1. We request that Council uses the Lat37 Urban Design tool to score the Open Air Dendy Plaza area Adjacent to 7 Well Street.
2. And that Council note the locations below where there is already Open space in the greater Church Street area.

**Keiran Cromie**  
**President – Church Street Traders Association**

### Open Space nearby & Dendy Plaza



**Dendy Plaza (adjacent to 7 Well St)**







**Item 10.3**

**Consideration of 7 Well Street, Brighton,  
for public open space**

## 1. Mr Miralem Basic

Dear Mayor and councillors

My name is Miralem Basic I respectfully ask for your support together with 279 residents who signed my petition for number 7 Well Street Brighton to be designated as an open public space with a children playground for the following reasons:

- 1/ Over the many years Well street together with neighbouring residential streets have been experiencing drastic changes with high density developments, increase in traffic, pollution, reduction of tree canopies and open spaces
- 2/ New multi story apartment developments are quick builds with concrete structures and often with limited garden space and no canopy trees
- 3/ I also like to remind you that up to this date considerable time and rate payers money has already been wasted to rezone the number 7 Well Street Brighton for carparking.
- 4/ State planning minister together with the planning panel rejected Bayside City Council proposal to use number 7 Well Street Brighton for car parking

The most important reason to reject Bayside City council proposal note in the panels report was that no benefits to the local community and limited number of car spaces can be built on number 7 Well st Brighton (max 13 carpaces)

5/ After many years and up to this date developers and Church St traders have benefited by making huge profits from local community and their public assets without any benefits to local community and rate payers of Brighton .

7/ As you are well aware Church St Brighton shopping street got more carparking spaces per lettable area than any another shopping street in Bayside or any shopping streets in Melbourne

Because of all the above and Council's Integrated Transport Strategy and Climate Emergency Action Plan and importance of green open public space in today's challenging time with climate changes , increase in pollution , world wide urgency to reduce global warming , carbon emissions and the covid pandemic these highlight how important it is for open public spaces , gardens and trees.

I believe it's now time and the perfect opportunity to honour the residents wishes to allocate the budget to designate number 7 Well st Brighton for an open public space with children playground for benefits for the lager community and future generation.

Looking forward for your support

Yours sincerely

M Basic

## 2. Mr Graeme Goode

It is pleasing to see a recommendation to Council to have a pocket park at 7 Well St. It has been a long process of submissions and pleadings, then the Planning Panel process, then submissions and pleadings to the Planning Minister, and more, but all of it well worthwhile to arrive at the current situation where Council has before it a recommendation which favours both residents and the environment. This occurs when virtually 100% of Council's planning decisions for Brighton are in the category of fence to fence concrete heat sinks, hugely to the disadvantage of the local eco-environment. Local residents eagerly await 'our' pocket park with the ability to have outdoor social mixing and relaxation.

HOWEVER ,WHY OH WHY, do we have to wait for next year's budget to have the park happen, only laziness and lack of purposefulness would delay a project with expenditure of only \$100,000. That sum would be a mere blink in Council's Open Park Fund already an 8 figure fund. The park can be quickly designed , landscaping and installation of simple seating and security lighting all completed within 2 months leaving only the addition of 2 or 3 large shade trees to follow in winter.

This pocket park should be something of a template for creating many more green open spaces in other rapidly densifying areas of Bayside.

### **3. Mr John Kardis**

After many years of consultation and negation between the numerous parties on the the future use of 7 Well St Brighton, it is great to see that there has been strong support for the site to be used as a pocket park.

It will become a place of relaxation and enjoyment for all who visit Brighton's retail shopping area along with the local surrounding residents.

Many Thanks

John Kardis

#### 4. Mr Kieran Cromie (on behalf of Church Street Traders Association)

The Church Street Traders Association is asking Council to alter the recommendation to **Option 2** found on page 134. The land at 7 Well Street was purchased for a car park, not a Pocket Pocket. Our reasons are as follows:

##### **Climate Emergency etc**

A tiny park of this size would have almost no bearing on the Climate Emergency situation. And in fact more Greenhouse Gases would be reduced if we cut down the number of cars 'circling' in search of a Car Park. This is what would help the environment a lot more.

##### **Dendy Plaza – Open Area**

There is already Passive Seating, Trees, Landscaping in the 'common area' of Dendy Plaza 15 metres away. An area that is already under-utilised.

In the report tonight on Page 133 Council is keen to work with Private organisations to "*better integrate their open space*" on their private property. Therefore, why wouldn't Council work with the owners of the Common Property (Knowles Group and Deputy Mayor Hanna el Mouallem's family) to improve it - if necessary.

And again, reminding Councillors that on Page 127 of Council's Agenda the results of the Lat37 Urban Design Group show 7 Well Street as the **3<sup>rd</sup> priority** for Open Space in the Church Street MAC. Using a tool Council endorsed just 3 months ago at the 14<sup>th</sup> September, 2021 Council meeting.

There is already adequate Open Space within 15 metres.

##### **Community Consultation Survey**

The main survey statement focused on asking people if they wanted more 'Open Space'. It did not ask if they wanted more 'Open Space or Parking'. It is therefore not surprising that Parking was a lesser priority in the eyes of responders.

However, their desire for 'Passive Seating' is more than fulfilled by the currently under-utilised Open Space and Seating immediately 'next door' at the open air Dendy Plaza.

##### **C165 Findings**

In 2020 the Planning Minister refused the application to rezone the land so that it could be used for parking by saying in part that: "The **broader policies** on parking do not support the ad hoc creation of more or larger at grade car parks." Amongst other things he was referring to the need for Council to update their Open Space and Parking Strategy's.

Council accepted that it needed to update it's Strategic work around Parking and Open Space and intends to complete that work in 2022.

Councillors who have been campaigning against a carpark have a significant personal interest in limiting car parking in Well St. Consequently, to make a decision about a Pocket Park, just before work occurs on Parking and Open Space Strategy clearly does not pass the 'Pub Test'.

Council's own officers on Page 49 of the Agenda indicate that there is no Strategic Support to create a Pocket Park. Pocket Parks "..... **do NOT provide Council with the Strategic Support to transition these sites away from Parking to Open Space...**" !!

### **Current Open Space**

The vast majority of development and opportunities in Well Street is between Carpenter and Halifax Sts. The map below proves that those residents already have easy access to Open Space. The distance from the Railways bridge to the following locations are:

- 280 metres to the significant Burroughs Street Park and Playground;
- 350 metres to the Chavasse Street pocket park;
- 600 metres to Billilla; and
- less than 400 metres to Church Street shops with it's ample seating.

Consequently, there is no need for an additional park to be built at the expense of the 300 Church Street businesses and their customers.

### **Ageing Population**

Brighton's 'Over-65 population' is set to rise by 27% over the coming 15 years, so it's important that those residents, who rely on a car, need to be considered. Not just a handful of very local residents who already have reasonable access. The ageing population need car spots to enable them to do business in their local shopping centre.

### **Conclusion**

The Association asks that the Council adopts Option 2, with the aim of supporting the 300 struggling businesses and their customers.

**Keiran Cromie**

**President – Church Street Traders Association**

### **Dendy Plaza – Existing Passive seating, Landscaping, and Trees**

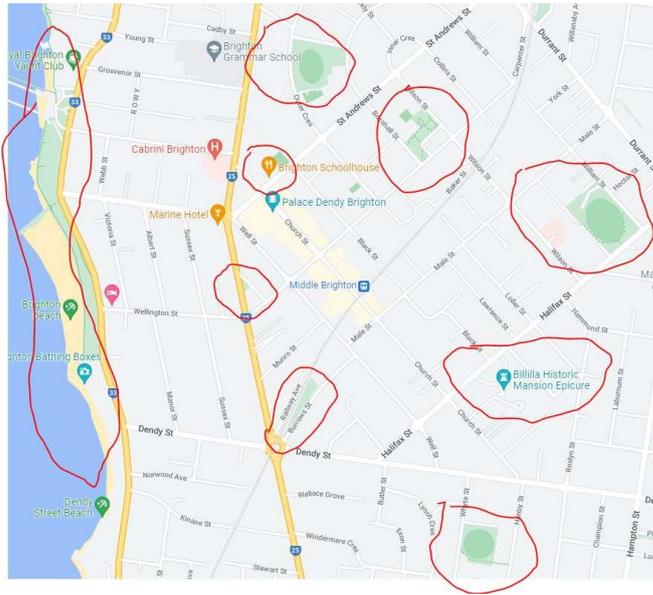




**'FULL' - Common occurrence at 5 Well Street**



## Current Open Space close to Church Street



## Burroughs Street Park & Playground – Metres from Well St



## 5. Mr Steve Hitchings (on behalf of The Finishing Touch)

Our business The Finishing Touch is a local trader, based in Male Street, Brighton, we have been operating nationally from this location since March 2008. As a result, our office team are very frequent users of Dendy Plaza for shopping, dining, cinema plus significant business and personal use of the Dendy Post Office.

Parking in that area is a constant challenge. Whilst it is understandable the Council is keen to see an uptake of non-motorised vehicles it is a fact of life that shopping at a large, now-revamped Coles supermarket and utilising a busy Post Office with sending and receiving of parcels requires a motor vehicle and hence the ability to park close to the plaza. For years, it has been a constant source of frustration for our business operations that the space at 7 Well St has sat neglected and idle, when it was purchased for the logical and obvious need to expand the existing car park capability next door to it.

Separately, there is already outdoor passive seating and landscaping located only 15 metres from 7 Well Street at the Dendy Plaza on their Common Property. That passive open seating space is currently under-utilised so why would Council wish to provide more at 7 Well Street just metres away, when the 'open air' plaza next door already provides that requested need, with an excellent canopy of mature trees as well?

I note with surprise that the Audit result for 7 Well St, provides a connected score of 42%. Yet the report states that a link through to Church St "may require land acquisition or other agreement". There is currently no way that I am aware of to directly access Church St from 7 Well St. Further, the existing Dendy Plaza already provides a convenient, safe, under cover, secure pedestrian method to access Church St from Well St. Why would Council want to 'fly a kite' in this regard that 7 Well St might at some future time be able to be linked to Church St? At what cost? How exactly would this be done? Which Church St property owner would volunteer their land or building for an alleyway or similar with the resultant security and access risks this would create?

When discussing this proposal with Mayor Alex del Porto recently, he suggested that some of the push for creating a pocket park was coming from a few residents of Well St who have bought new apartments in that precinct. They are now discovering that their lifestyle apartments with small (or non-existent) balconies are more compact than anticipated and lack the feel of outdoor space. This is ironic – the size of the balconies does not change from the time that people purchase their shiny new apartments to when they move in. In other words, why should this property purchase angst suddenly create a knock on level of angst to Church St Traders and shoppers that it is now their responsibility to sacrifice much needed car parking space @ 7 Well St to assist downsizers and retirees who have made property purchase decisions that may not perfectly suit their needs?

In summary, I would urge Bayside Council to not rush a decision to convert 7 Well St into a pocket park, but instead to expand the existing car park adjacent to 7 Well St. Or at the very least, to defer this decision until the Council's Parking Strategy and Open

Space Strategy are both finalised in 2022, so that 7 Well St can be considered as a consistent part of Council's broader strategy plans for Parking and Open Space in Bayside.

## **6. Mr Jason Belzycki (on behalf of Roxanne Fashions)**

As a trader on Church St, customers constantly complain about the parking and traffic planning around Church St. We have only been in Church St since March 2020 – a few weeks prior to the pandemic starting. Prior to March 2020 we observed that parking in and around Church St is limited for both customers and staff. Customers are constantly circling around looking for parking and complain to us about the difficulties in getting a parking spot. Many live too far away to walk, and public transport is not an option given their proximity to the public transport network. Prior to us having a shop on Church St, we did investigate any additional proposed parking and found out that 7 Wells St would be used for that very purpose. We believed that by converting 7 Wells St to a parking lot would alleviate some of our concerns about the lack of parking around Church St. If 7 Wells St was converted into parking, it would result in a more efficient use of space as it would decrease traffic movement and increase visitor amenity. A win win for residents and visitors.

**7. Mr David Rothfield (on behalf of Bayside Climate Crisis Action Group)**

The Bayside Climate Crisis Action Group welcomes the recommendation before you to nominate 7 Well Street, Brighton as a location for passive public open space, and call on you to vote in favour of the recommendation. We also suggest the layout allow for some play facilities for young children.

**8. Mrs Elizabeth Neal**

I support the establishment of a pocket park on 7 Well St. Brighton.

I wish to make 2 suggestions, a) any paving used be not friendly for skate board use.b) CCTV be established in the area and street lighting be improved.

This section of Well St. is high density residential and a unique opportunity exists to establish a special place for residents, shoppers and traders to relax and enjoy being outside.

## **Item 10.4**

### **Warm Water Pool - Update on discussions with a commercial provider and Consideration of a preferred site**

## 1. Mr Shay McQuade

A number of elements in the reports supporting Council recommendations appear to be inaccurate, incomplete or contradictory, to which I would like to draw Councillor's attention prior to key decisions on a significant commitment of ratepayers' funds.

@Leisure Planners clearly state that the Thomas St location is the preferred choice and list only two disadvantages of that site, poor Public Transport and lack of nearby management expertise.

Transport routes are not set in stone and can be adjusted so it would seem that appropriate management expertise carries significant weight.

That is borne out in page 156 where the reports describe LMS, the current Golf Course Manager, as "an experienced aquatic specialist expressing interest in managing the facility" and in page 157, under Summary and Conclusion, "the expert aquatic management of the existing lessee, LMS.

Perhaps Council could name the locations of Aquatic Facilities currently managed by LMS to support those critically important statements.

Given the scale of the proposed investment and the potential for a long term management contract it is astounding that Council has not verified the claim by LMS that mineralised water is available under the golf course. In this regard it would appear that LMS are neither expert nor independent.

In that same Summary and Conclusion section on page 157 the statement about likely traffic congestion around the Thomas St location is at odds with the @Leisure Planners report which states one of the advantages of that site as "it is expected that traffic volume will decrease" resulting from changed use.

Attachment 4 is lacking in detail and the statement that the location adjacent to the BGC car park would require "minimal" loss of vegetation is vague. For perspective the Thomas St report states a loss of two trees.

The reports also confirm the location of two nearby Hydrotherapy pools but no data on the demand / capacity of either.

Attachment 3 makes reference to remediation works at Sandringham Youth Club even though this attachment relates to The Practice Fairway at BGC. This appears to be a cut and paste exercise gone wrong but brings the accuracy of the rest of the reports into question.

**Item 10.6**

**Council submission to the Suburban Rail**

**Loop East Environmental Effects**

**Statement and Planning Scheme**

**Amendment**

## 1. Mr Fraser Gibson

We refer to Agenda page 235 item 10.6 COUNCIL SUBMISSION TO THE SUBURBAN RAIL LOOP EAST ENVIRONMENTAL EFFECTS STATEMENT AND PLANNING SCHEME AMENDMENT.

We strongly recommend that the last 4 words item 1 in the Recommendation be removed, as endorsement of the [Planning Scheme Amendment](#) is not required at this stage and could significantly compromise Bayside Council ability to achieve key objectives in the response to the Environmental Effects Statement.

Our interpretation of the SRL EES draft PLANNING SCHEME AMMEDITMENT (GC197) is that it severely restricts Council's ability to deliver essential Active Transport connections such as:

- A Shared Use Path on the Rail Corridor from the SRL Project Area north to Highett station and Activity Centre, with a bridge or tunnel crossing into Highett at Lyle Anderson reserve.
- An SUP from the Heather Road Crossing to Southland station platform 2 on the east (Kingston) side so that the SUP from Parkdale to Mentone and Cheltenham connects to Southland, over Bay Road and to Highett and eventually Moorabbin.
- Restricts the options for a safe and convenient pedestrian, cyclist or Personal Mobility Device and DDA (disabled) entry/exit to Southland station to a dangerous and unusable route through the shopping centre car park.
- Narrows Bay Road to 1 lane each way to accommodate cycle and pedestrian paths under the Bay Road rail bridge, with the paths ending about 150m along Bay Road with no further connections into Highett, or any Bayside residential and commercial precincts.

Attachment 1 illustrates the necessary changes to the PSA and Connections to stations noted above.

Fraser Gibson MIE (Aust), David Williams CPI and Jeremy Hewett  
CC Petitioners BCCAG

**Appendix** extracts from *Bayside City Council submission to the SRL Inquiry Advisory Committee*

### ***Draft Planning Scheme Amendment (Amendment GC197)***

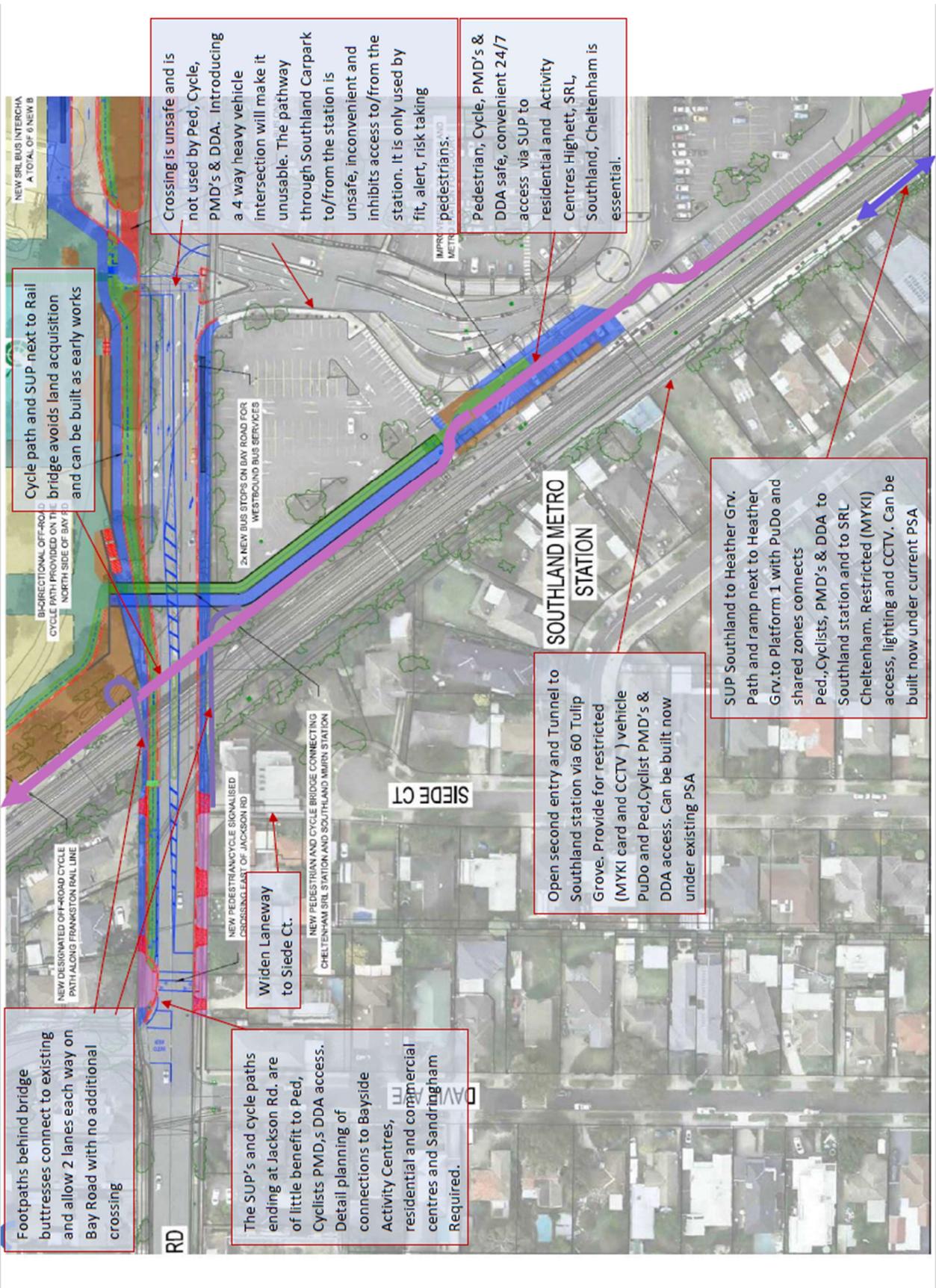
Council has concerns with the drafting of the planning scheme amendment and incorporated document based on a reference design. The Minister has the powers to approve documents that can significantly defer to those exhibited in the EES resulting in significant different outcomes and for which a thorough process (EES) would have not been undertaken.

Council reserves its right to expand on this issue at the hearing. However, provide the following preliminary comments:

- The incorporated document should be amended to outline consultation with Council's in relation to (but not limited to), changes to the UDS, native vegetation removal, continued involvement in the UDAP to ensure consideration of local needs, including for the provision of a Council representative at the UDAP.







Footpaths behind bridge buttresses connect to existing and allow 2 lanes each way on Bay Road with no additional crossing

NEW DESIGNATED OFF-ROAD CYCLE PATH ALONG FRANKSTON RAIL LINE

BI-DIRECTIONAL OFF-ROAD CYCLE PATH PROVIDED ON THE NORTH SIDE OF BAY RD

NEW SRL BUS INTERCHANGE A TOTAL OF 6 NEW B

Crossing is unsafe and is not used by Ped, Cycle, PMD's & DDA. Introducing a 4 way heavy vehicle intersection will make it unusable. The pathway through Southland Carpark to/from the station is unsafe, inconvenient and inhibits access to/from the station. It is only used by fit, alert, risk taking pedestrians.

Pedestrian, Cycle, PMD's & DDA safe, convenient 24/7 access via SUP to residential and Activity Centres Highett, SRL, Southland, Cheltenham is essential.

Cycle path and SUP next to Rail bridge avoids land acquisition and can be built as early works

2x NEW BUS STOPS ON BAY ROAD FOR WESTBOUND BUS SERVICES

Widen Laneway to Siede Ct.

NEW PEDESTRIAN/CYCLE SIGNALISED CROSSING EAST OF JACKSON RD

NEW PEDESTRIAN AND CYCLE BRIDGE CONNECTING CHELTENHAM SRL STATION AND SOUTHLAND AMTRN STATION

Open second entry and Tunnel to Southland station via 60 Tulip Grove. Provide for restricted (MYKI card and CCTV ) vehicle PuDo and Ped,Cyclist PMD's & DDA access. Can be built now under existing PSA

SUP Southland to Heather Grv. Path and ramp next to Heather Grv.to Platform 1 with PuDo and shared zones connects Ped.,Cyclists, PMD's & DDA to Southland station and to SRL Cheltenham. Restricted (MYKI) access, lighting and CCTV. Can be built now under current PSA

The SUP's and cycle paths ending at Jackson Rd. are of little benefit to Ped, Cyclists PMD,s DDA access. Detail planning of connections to Bayside Activity Centres, residential and commercial centres and Sandringham Required.

SOUTHLAND METRO STATION

SIEDE CT