

Presenter: Ian Shears, Manager Urban Landscapes

Purpose and background

1. The purpose of this report is to advise the Future Melbourne Committee of the investigations into a project to increase open space at Eastwood Street and Rankins Road intersection, adjacent to Kensington Railway Station, as requested by the Committee at its meeting on 10 September 2013.
2. The Committee requested the investigations to include:
 - 2.1. a more detailed design for the project
 - 2.2. an assessment of traffic implications
 - 2.3. options for storm-water collection
 - 2.4. a proposal for a community engagement strategy to be carried out in early 2014 to seek the views of residents and ratepayers in the vicinity as to the merits of the proposal and as to the details of the design
 - 2.5. indicative costs of the project (with options if relevant)
3. ensure that the processes described above are progressed in time for Councillors to consider in April and May 2014 the inclusion of the project as a whole in the 2014–15 Annual Plan and Budget.

Key issues

4. The Open Space Strategy identifies the priority for increased open space in Kensington to respond to forecast increases in resident and worker populations.
5. A concept plan (refer Attachment 2) has been developed for increasing open space in Kensington by approximately 1200 square metres through the conversion of the road pavement of Eastwood Street, adjacent to Kensington Station, to open landscaped space, including additional tree planting and creation of rain gardens to intercept stormwater from the adjacent road surfaces.
6. The proposal would combine Eastwood Street and Rankins Road into one carriageway, with two way traffic in Rankins Road between Macaulay Road and the new intersection with Eastwood Street. Under the proposal, southbound traffic in Eastwood Street would have priority over traffic in Rankins Road.
7. A traffic consultant's report has confirmed that under this scenario the total two way traffic volumes in Rankins Road north of Macaulay Road would be well within the acceptable volumes for a local street. There would be a loss of 18 unrestricted parking spaces in Eastwood Street adjacent to the station. The traffic report shows that there is sufficient spare capacity to the north to cater for displaced all day parkers.
8. A community engagement and communications approach has been developed. (refer Attachment 3). It is understood that some residents in Rankins Road will have concerns regarding the proposal. The feedback from the community engagement process will be the subject of a further report to Committee should it agree to continue with the project.
9. The indicative cost of the project is \$950,000. The estimated cost of acquiring an equivalent area of freehold land within Kensington and creating open space would be in the order of \$4 million. Sufficient funds are available within the Open Space fund for this proposal.
10. Public Transport Victoria (PTV) has indicated that it is seeking to improve pedestrian accessibility to Kensington Station. The area shown hatched on the plan will be subject to further discussions with PTV to develop a solution of mutual benefit to train passengers and users of the open space. PTV does not have a budget at this stage to carry out any improvement works.

Recommendation from management

11. That the Future Melbourne Committee:
 - 11.1. endorses the concept plan for community consultation in early 2014
 - 11.2. endorses the community engagement plan
 - 11.3. notes that a further report will be provided to the Committee on the outcomes of the community engagement process.

Attachments:

1. Supporting Attachment
2. Draft concept plan
3. Community Engagement and Communications Approach

Supporting Attachment

Legal

1. Implementation of the proposed scheme would require discontinuance of part of the Eastwood Street road carriageway under the provisions of the *Local Government Act 1989*. If the Council proposes to discontinue a road under the above provisions it must give public notice of the proposal and consider all submissions received before it makes its decision.

Finance

2. The estimated cost of the project based on the preliminary concept is \$950,000. The estimated cost of acquiring freehold land within Kensington and creating an equivalent area of open space would be in the order of \$4 million. A bid for funding of the project will be submitted to Council for consideration of inclusion of the project in the 2014–15 Annual Plan and Budget from monies held within the Open Space Levy.
3. The approach outlined in the report to creating more open space within Kensington is a more cost effective approach than open space acquisitions.
4. The Future Melbourne Committee has previously requested management investigate potential opportunities for open space acquisitions. If the recommended approach is supported, this will reduce the amount required to be spent in Arden Mac Cauley through Open Space acquisitions.

Conflict of interest

5. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

Stakeholder consultation

6. A community engagement and communications plan has been developed for the proposal (refer Attachment 3) and it is proposed that community engagement will occur in February 2014.

Relation to Council policy

7. The recommendation in this report is consistent with the Open Space Strategy adopted by Council in 2012.

Environmental sustainability

8. The proposal will improve the liveability of the municipality through the creation of additional open space, reduction in urban heat island effect, increased tree canopy cover, and stormwater capture.

PROJECT SUMMARY

Directly adjacent to Kensington Railway Station, the existing site includes two wide roads running north-south between Racecourse Road to the north and Macaulay Road to the south.

Where the roads intersect, the Eastwood/Rankins Road Reserve forms two large grassed traffic islands containing three mature River Red Gums. The roads currently include parallel parking, a train replacement bus stop and speed humps. Minor upgrades were completed in 2012 including the construction of a pedestrian crossing at the Macaulay Road intersection.

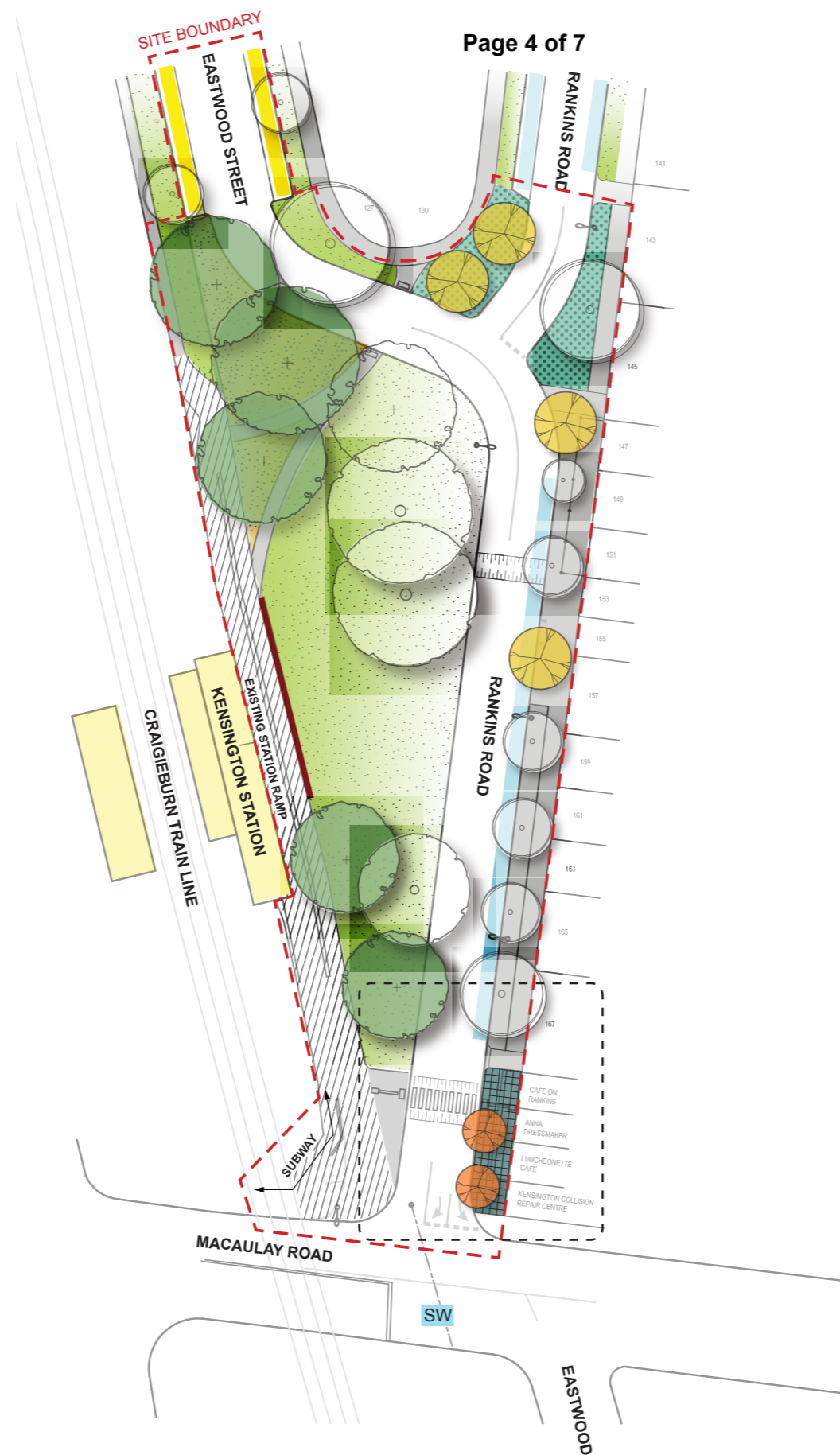
The drawing provided shows a broad level design concept aiming to rationalise road paving - providing opportunities to maximise green space, tree planting and permeable surfaces.

This design is guided by the City of Melbourne's Open Space and Urban Forest Strategies. Further design resolution will proceed following a consultation process seeking input from the community.

Part of the solution for the park addresses Public Transport Victoria's need to improve accessibility at Kensington Station (Building 1886) by providing DSAPT compliant ramps to the platform. Further consultation with PTV will be required to co-ordinate a design and construction outcome. Regardless, City of Melbourne's design solution will aim to enhance the relationship with the open space and Kensington Station.

EXISTING CANOPY COVER	15%
PROPOSED CANOPY COVER AT MATURITY	40%
REDUCTION IN CAR PARKING SPACES	18
EXISTING M ² GREEN SPACE (LAWN, GARDEN BED)	1400
REVISED M ² GREEN SPACE (LAWN, GARDEN BED AND PERMEABLE PAVING)	2600

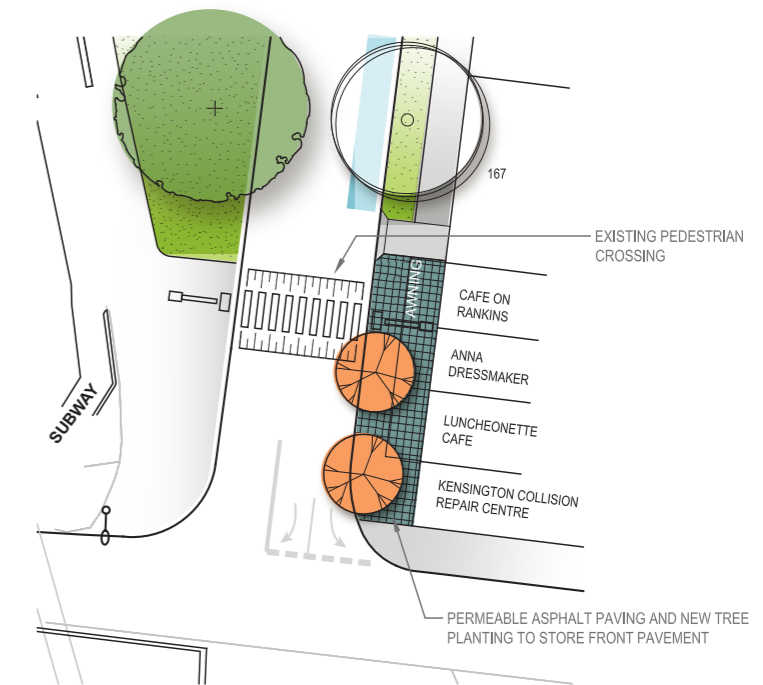
* Canopy cover has been calculated as a percentage of cover for the area of land within the project boundary - not including any privately owned land. The percentage value is measured as an indicative value for predicted tree size at full maturity.



1 EASTWOOD/RANKINS ROAD RESERVE - LANDSCAPE CONCEPT

LEGEND

GARDEN BED		STATION RAMP IMPACT ZONE (PTV)	
WSUD GARDEN BED (POSSIBLE)		EXISTING TREE	
LAWN AREAS		Platanus x acerifolia	
ASPHALT PEDESTRIAN PAVEMENT		London Plane	
PERMEABLE ASPHALT PAVEMENT		EXISTING TREES	
POSSIBLE STORMWATER HARVESTING		Eucalyptus camaldulensis	
SEATING/RETAINING WALL		Red River Gum	
ON STREET CAR PARKING		PROPOSED TREE	
TRAIN REPLACEMENT BUS STOP		Eucalyptus melliodora	
EXISTING ROAD SPEED HUMPS		Yellow Box	
EXISTING RAISED PEDESTRIAN CROSSING		PROPOSED TREE	
		Acer rubrum	
		Red Maple	
		PROPOSED TREE	
		Quercus canariensis	
		Algerian Oak	



2 STORE FRONTAGE - LANDSCAPE CONCEPT

Attachment 2
Agenda item 6.8
Future Melbourne Committee
3 December 2013



CONCEPT PLAN

CLIENT CITY OF MELBOURNE	PROJECT EASTWOOD / RANKINS PARK EXPANSION	PASSED XX	APPROVED XX	DRAWN BR	DATE 06.11.2013	SCALE NOT TO SCALE	PROJECT No. 903396	DRAWING No. SD-01	REVISION -
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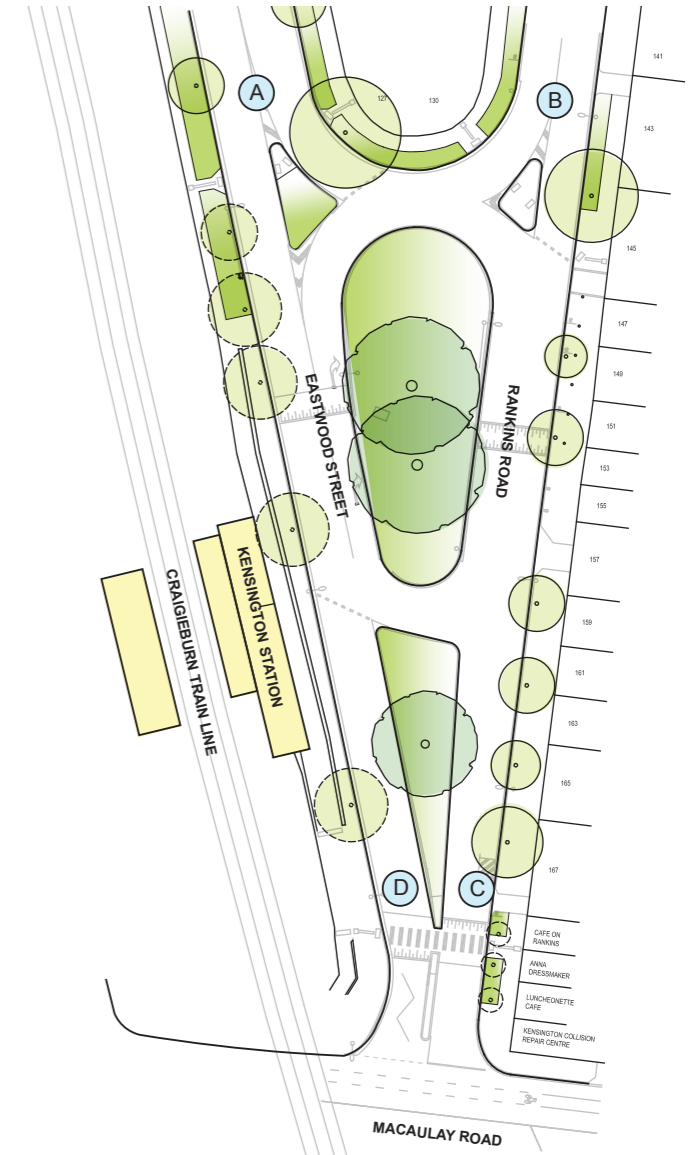
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1 LOCATION PLAN



2 KENSINGTON STATION FRONTAGE



3 SITE PLAN - EXISTING



A EASTWOOD STREET LOOKING SOUTH



B RANKINS ROAD LOOKING SOUTH



C STORES AT MACAULAY INTERSECTION



D EASTWOOD STREET LOOKING NORTH



EXISTING SITE

CLIENT
CITY OF MELBOURNE

PROJECT
EASTWOOD / RANKINS PARK EXPANSION

PASSED
XX

APPROVED
XX

DRAWN
BR

DATE
06.11.2013

SCALE
NOT TO SCALE

PROJECT No.
903396

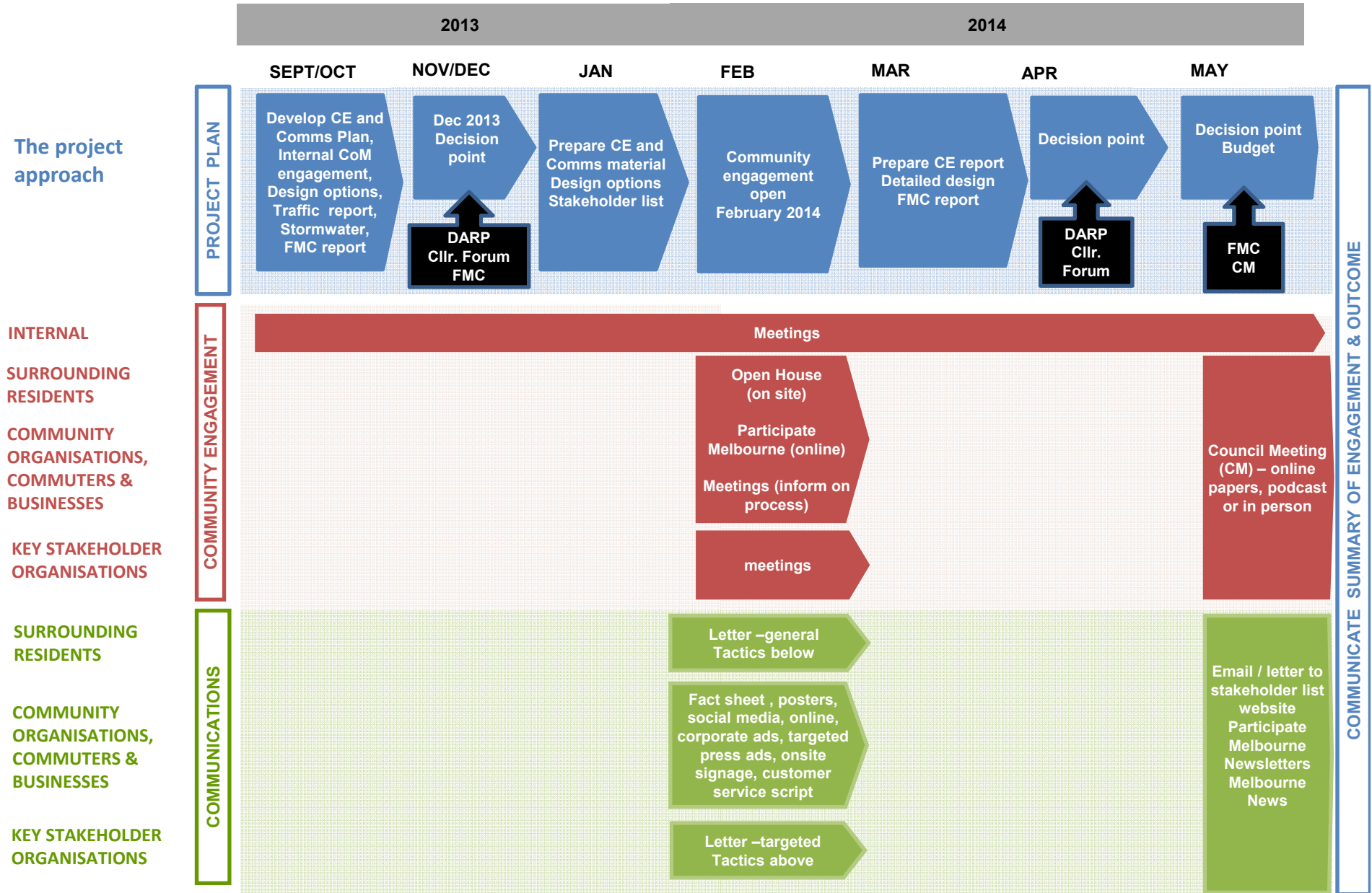
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REVISION
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Kensington Open Space – Eastwood & Rankins St Reserve

Community Engagement and Communications Approach (DM# 8145767)



COMMUNICATE SUMMARY OF ENGAGEMENT & OUTCOME

Definition of Community Engagement terms and stakeholders

COMMUNITY ENGAGEMENT

Community Engagement Goal :-

To seek feedback on the design options to increase open space and to identify any other opportunities relating to Eastwood and Rankins Road Reserve.

Meetings :-

To consult with specific stakeholders about the project and process.

Stakeholders :-

Residents, traders, workers and commuters; precinct associations, community organisations, key stakeholders groups identified in the CE Background Paper DM #8148638, Public Transport Victoria, Metro and Victrack, VicRoads.

Open House:-

An informal activity held within a community setting where invited individuals and organisation representatives can drop in and have a discussion with staff on the open space improvement options. Usually, the open house includes display information and presentation material complimented by printed handout materials. This event will be planned and promoted directly to community and stakeholders and it will be held on the site.

Participate Melbourne:-

An online tool for participants to provide feedback on the design options. This tool will be appropriate for this project as the community and stakeholders impacted by the decision ranges from local residents, commuters and visitors to the area.