

6.3 PORTMAN STATION STREET PUBLIC REALM AND HAUGHTON ROAD

Submitting Councillor: Stuart James

MOTION – Part A*That Council:*

1. *Notes that on 28 August 2018, Council endorsed the Oakleigh Activity Centre Transport Interchange Design Review 2018 for public consultation, embracing the Urban Design Principles, Key Moves and Individual Site Proposals, including the redevelopment and pedestrian enhancements of the public realm at the intersection of Portman and Station Streets.*
2. *Notes that on 28 August 2018, Council directed officers to continue discussions with key Government Departments, key landowners, Vic Track, VicRoads (now DoT), Vicinity and the Oakleigh traders Association.*
3. *Notes that the results of the community feedback on the Oakleigh Activity Centre Transport Interchange Design Review were presented to Council on 30 October 2018, with Council resolving to note the key findings and continue to advocate for the upgrading of the Oakleigh Interchange public realm.*
4. *Notes that one of the key themes from the community feedback was Traffic Congestion and in response Council officers advised that further technical work, including traffic analysis and scenario modelling to test the degrees of congestion, would be part of any future stage of the upgrading of the Oakleigh Interchange public realm.*
5. *Directs officers to further develop the design for the public realm at the intersection of Portman and Station Streets and engage a traffic consultant to provide the required analysis and scenario modelling noted above and refers consideration of a further \$100,000 to the 21/22 budget process to enable this work to occur.*
6. *Notes that there may be additional budget and work required following completion of the further work identified above, and this will be requested of Council once the initial work has been undertaken and any further work that may need to be undertaken is known.*
7. *Notes that discussions will occur with key stakeholders and adjacent landowners to identify the opportunities and implications of such road condition change.*

MOTION – Part B

That Council:

1. *Notes the opportunity for economic uplift and increased amenity and safe pedestrian movement by closing or creating a shared space along the section of Haughton Road, directly to the south of Oakleigh Station, between Johnson St and Mill Rd.*
2. *Endorses a two-stage feasibility study to assess the technical and financial viability to alter the road condition of Haughton Road, between Johnson St and Mill Rd, Oakleigh.*
3. *Allocates \$30,000 from the 20/21 budget to enable the preliminary schematic design work to be undertaken and refers consideration of a further \$100,000 to enable the feasibility and consultation to be undertaken to the 21/22 budget process.*
4. *Notes that discussions will occur with key stakeholders and adjacent landowners to identify the opportunities and implications of such road condition changes.*

INTRODUCTION

In 2018, Council engaged Global South to undertake a review of the public realm in the vicinity of the Oakleigh Train Station and Bus Interchange. This project was referred to as the *Oakleigh Activity Centre Transport Interchange Design Review*, and the resulting advice has since formed the basis of Council advocacy for any changes to public realm in this location.



Figure 1: Indicative massing diagram from the *Oakleigh Activity Centre Transport Interchange Design Review*

With the recent upgrade to the Oakleigh Train Station, and in a post COVID environment, there is an opportunity to reconsider the road carriage way land allocation and traffic movement for a section of Haughton Road, directly to the south of Oakleigh Station, between Johnson St and Mill Rd. (see Figure 2)



Figure 2: Proposed project site area.

BACKGROUND/DISCUSSION**PART A**

The *Oakleigh Activity Centre Transport Interchange Design Review*, commissioned by Council in 2018 frames an integrated vision for the station precinct based upon four key moves:

1. **Extended Activity** – Drawing of pedestrian activity to both sides of the Station and extending Oakleigh’s vibrant retail precinct to the southern side of the railway line.
2. **Station Forecourt** – Creation of high quality, attractive arrival experience and safer pedestrian environment that connects the station with the bus interchange and surrounding Oakleigh Village.
3. **Connected Pedestrian Network** – Extension of the streetscape character of the Village Centre towards the transport hub, while improving bus movements and removing barriers to walking and cycling.
4. **Consolidated Parking** – Facilitation of integrated, mixed-use developments on the substantial car park sites, while accommodating equivalent or increased commuter parking, will redress the sense of isolation and expansive asphalt areas around the transport hub and bring increased patronage for local shops and businesses, as well as increased activity on adjacent streets.

As part of the Level crossing removal project to elevate much of the rail corridor between Glen Eira and Dandenong, Oakleigh Station received a \$20m overhaul, which was completed in mid 2020, however, none of the public realm upgrades in the *Oakleigh Activity Centre Transport Interchange Design Review* were able to be funded as part of the work.

Given the opportunities for further capital investment and grant funding, it is important for Council to have the required technical information to provide more accurate costings and evidence to support any proposed safety and amenity upgrades to the public realm, including the imperative that bus transit times are maintained or improved, as well as increasing the ease of pedestrian movement.

PART B

To the south of the upgraded station, on Houghton Road between Johnson St and Mills Rd, lies a 150m long commercial strip. This north facing strip provides a significant opportunity to provide a high amenity, pedestrian focused precinct.

With much of Oakleigh’s community, retail and dining centred to the north east of the station, around Eaton Mall, there is an opportunity for the Houghton Road project to provide a complimentary community and commercial precinct to the south west of the station.

Ever since the Warrigal Road overpass was constructed there has been a decline in the viability of the trading areas south of Oakleigh Station, yet the urban environment still retains much of the required building stock and planning controls necessary to enable this section of Oakleigh village a chance at revitalisation.

Combined with this recent investment and the historic urban usage, there is a growing public appreciation for enhanced local amenity, especially safe outdoor amenity.

It is proposed that the Haughton Road project will in the first instance comprise three following stages.

- Stage 1 - Preliminary Schematic Design
 - To develop a project concept and to explore higher and lower cost scenarios
- Stage 2 - Feasibility Study
 - To progress preferred schematic design with more detail and site information to arrive at costed design for consultation
- Stage 3 - Consultation
 - To test the project proposal and feasibility study with the wider community

It is anticipated that this work would be complete in mid to late 2022.

Further stages subject to Council approval and allocation of the necessary funding would the design development, tender and construction.

CONCLUSION

Both the Portman Station Street Public Realm upgrade project and the Haughton Road project could provide the impetus to meet this growing community need and provide further opportunities for, higher civic amenity, increased safety and local economic development.

In order to ascertain the technical and property implications and to ensure that any design and development is a considered balance of cost and benefits, it is proposed that further technical and feasibility work is undertaken.