

Glen Waverley Sports Hub: Tennis facility and road intersection

Stage 2 Consultation – Feedback Report 1

PROJECT BACKGROUND

Monash Council is delivering an 18-court public tennis facility at the Glen Waverley Sports Hub, with \$21m funding from State Government. The new tennis centre will replace the existing 23-court tennis centre in Boroondara, currently located on land needed for North East Link. The Monash Tennis Centre will be a community-focused tennis facility, supporting club, local and regional tennis. The tennis facility will be located on the site of the current driving range and off lead dog park at the Glen Waverley Golf Course.

Between December 2020 and August 2021, Council worked closely with local residents, tennis clubs, and other stakeholders to develop a better understanding about the tennis project, and how they would like to see the surrounding area improved. Public consultation methods included three on-site information sessions and three online surveys.

The development of the tennis facility provides the opportunity to make improvements to the Jells Road and Waverley Road intersection to meet the existing and future needs of this sporting and recreational precinct.

The key messages taken to the design stage of the project from the earlier consultations are:

- siting to minimise negative impacts
- mitigate existing and future traffic and parking issues
- design in safety in relation to the access road, construction, cycle path and crime prevention
- minimise loss of trees
- retain open space for unstructured activity with enhanced landscaping and tree planting
- golf practice facilities to include a chipping green with bunker and putting green, possibly a golf simulator
- improve safety and congestion around the intersection of Waverley Road and Jells Road.

SUMMARY OF ENGAGEMENT

The consultation on overlay reference designs for the tennis facility and intersection provided an opportunity for local residents to hear about the design process being undertaken and ask questions. Invitations were delivered to the 500 households located closest to the sites to participate in an information session held by Zoom on 23 September 2021, and provide feedback to Council by 26 September 2021. The session was attended by approximately 30 residents. The Shape Monash community engagement platform provided detailed information on the current and past consultations.

The key messages from the consultation are:

- landscaping to minimise amenity impacts on neighbouring properties
- consideration of placement of walking paths to increase convenience and safety
- intersection design preference would minimise loss of on-street parking

ENGAGEMENT RESULTS

Tennis facility reference design

Online information session

Presentation by Andrew Shaw, Principal Architect, Monash Council and Lennard Carlier, Principal Architect, Mantric Architecture on the design and consultation process to date.

The discussion included the consideration of alternative locations, consultation with neighbouring residents on development mitigation strategies, the development of the reference design and return brief to Council. It was emphasised that the initial overlay design is by no means the final design, but a starting point for exploration.

Participants were able to submit questions which are summarised as follows:

Question	Response
Please confirm that the 50m buffer on the designs runs from property fence lines to the beginning of the shared path, NOT the tennis court fence line.	The 50m buffer consists of a linear park, measured from residential property boundaries to the tennis court fence line.
Will the large existing fence along the driving range be removed?	Yes, this fence will likely be removed however other fencing may be required subject to confirmation of golf practice facilities. This will be confirmed through the next stage of the project.
What colour will the court surface be?	The court colour will be decided in the next stage and in consultation with tennis stakeholders.
Will the building be garish and bright like Mantric's Centenary Park work or subtle and more natural like Mantric's Bendigo Tennis Centre work? Please make it more natural in keeping with the surroundings.	The building design will be developed through the next stage of the project, and will be sympathetic to its surrounds and view lines.
What is the setback from residences homes that back onto the driving range to the proposed tennis courts?	There will be a minimum of 50m from residential property boundaries to the tennis court fence line.
What date will the final plans be locked in?	Schematic Design is scheduled to be finalised by mid November 2021, allowing for detailed design to begin and Construction tendering by May 2022.
How has COVID impacted delivery timelines and project cost?	The project is on track. COVID19 has caused us to consult online instead of person, but there have been no impacts on delivery timelines or project costs to date.
Is a berm being added in the 50m buffer? When would you be able to provide more information on a treed berm in front of the bike path to protect from noise and overlooking?	Landscaping details will considered at the final stage of design.
Will you be appointing a landscape architect/designer to design the buffer zone?	Yes, Mantric Architecture have landscape designers on their consultant team.

Question	Response
Can you explain the size and height of the pavilion? You committed to single storey in initial meetings, has that changed?	This will be decided in consultation with the tenants of the club and Tennis Victoria. It is a requirement for the tournament office to have oversight of the courts. The pavilion layout has not been decided yet, but a second storey is likely in an attempt to reduce the complex footprint and ensure a 50m buffer can be maintained.
Why has Council changed its mind on the Halcyon Centre?	It was more cost effective and the layout was able to accommodate the retention of the existing building which is in good condition.
Does the business plan include income from hiring the pavilion for functions?	The pavilion will not be used as a function centre for unrelated use of the site. The business plan does not rely on a function income stream.
The increased patronage of the precinct could mean people will park in nearby streets – Waverley Rd, Jells Rd, Strickland Drv, Wilton Cr, Northam St, etc.	We will investigate and consider appropriate parking restrictions in these streets.

Online submissions on tennis facility

Participants were invited to provide their comments on the Overlay Reference Design.

What design features could we include to ensure the tennis facility and surrounding open space fit well with the golf facility and current open space uses?

1. Consider extending existing walking path on the north side of Waverley Rd directly into Jells Park (Left side as you approach from Waverley Rd into Jells Park). This will reduce pedestrian traffic crossing at the intersection of Waverley & Jells Rd to access the current walking pavement that is alongside the Waverley Sports Centre (Right side approaching from Waverley Rd into Jells Park).
2. Personally, I want to see either this facility moved OR access to the facility moved from the Jells Road/Waverley Road intersection. Council has willfully ignored local residents' wishes so this will be remembered when next Council elections are held. I have never been politically active but this disgraceful outcome is motivation to work for the removal of councillors who supported this project.
3. A walking path from Waverley Road to Shepherd Road would be great. Could be a shared bike path in required.

Next steps for tennis facility design

1. Undertake site utilisation studies
2. Further refine and define the Return Brief
3. Develop a Schematic Design and refine site layout based on the principles of the reference design

Jells Rd and Waverley Rd intersection reference design

Presentation by Ross Evans, Manager Engineering, Monash Council and Brent Hodges, Senior Associate, Quantum Traffic on the reference design approved by Department of Transport (DoT) on the intersection. It was noted the roads concerned are DoT roads and not Council roads.

A traffic model has been prepared for Jells Road / Waverley Road and the adjacent Waverley Road / Golf Course Access Road. The model considers the interaction of queuing between the two intersections.

The modelling indicates that the intersection performs poorly under the existing conditions during the Saturday Peak. A long queue forms along Waverley Road (east) into the sports precinct. The lack of pedestrian crossings was also identified as a key issue at the intersection.

These findings are consistent with the views expressed by the community during initial consultation for this project.

Upgrades are required to accommodate the volumes for the Glen Waverley Sports Hub. The following options were reviewed:

- Option 1 – Traffic Signals: Existing Layout
- Option 2 – Traffic Signals: Cross-Intersection
- Option 3 – Roundabout

Option 1 has been selected as the preferred option because it involves limited civil works at moderate cost, lower impact on vegetation and services, provides good capacity across all peak periods, and provides better vehicle, pedestrian and cyclist safety.

The other two options require significant civil works at high cost and multiple trees to be removed. The roundabout would need to be large enough to accommodate large trucks and provides a poor level of safety for pedestrians and cyclists.

The discussion included the consideration of alternative options. Participants were able to submit questions which are summarised as follows:

Question	Response
Could you explain the signal phasing on the intersection more fully and why isn't it going to be a green default setting to Waverley Road/Jells Road traffic which is the greater volume of traffic?	The default phase will be the through movements for Jells Road / Waverley Road. Off-peak the phases in/out of the sports precinct will operate on demand.
Residents along Jells Rd losing car parks - where do they park? What's been investigated - permits? restricted parking? How policed?	The construction of parking on the east side of Jells Road is challenging, recognising the potential loss of trees and open space and impacting utility services. The extent of this overall impact is unknown and would require further investigation to assess its veracity during the detailed design development of the traffic signals (Option 1).

Question	Response
	<p>Officers will undertake localised community consultation on Jells Road and the surrounding local streets shortly with the view of introducing appropriate parking restrictions.</p>
<p>Will the 5 to 6 houses in Jells Road have broken traffic lines in order to reverse in and drive out of driveways towing caravans, etc?</p>	<p>The exact line-marking arrangements are to be determined at the functional / detailed design stage. Access to properties is to be retained along Jells Road, with the road rules allowing property access movements across solid dividing lines.</p>
<p>1. Greater detail re the planned traffic management plan for the Jells Road and Waverley Road intersection. 2. What is the projected traffic densities for the intersections by day and night?</p>	<p>1. The current impact assessment has reviewed the likely traffic volumes and considered the potential improvement options. A concept plan has been developed through detailed consultation with DOT that defines the general structure and layout of the intersection. The Concept will now proceed to Functional / Detailed design which will include development of the layout and additional approval stages with DOT.</p> <p>2. The traffic study assessed the intersection during three critical periods Weekday PM commuter peak, Weekday PM Sports Peak and the Weekend Peak. The weekend peak on a Saturday was the critical period with the higher volumes in/out of the sporting precinct."</p>
<p>In periods of low traffic activity into and out of Jells Park, will through traffic on Waverley and Jells Roads have continuous flow at the intersection until such time as the lights are triggered by a vehicle wishing to turn into or exit from Jells Park?</p>	<p>The signals will have the ability to skip phases where no demand is triggered (i.e. when no activity is occurring in the sports precinct).</p>
<p>1. Has the traffic study been independently reviewed? 2. This arrangement with 60s cycle time will impede traffic down Jells/Waverley with extremely variable traffic from Jells Park.</p>	<p>1. Department of Transport have reviewed the traffic study as part of the approval process. An independent road safety audit was also undertaken on the concept layout to review the specific road safety implications. 2. The intersection is located over 2km from the next traffic signals. On this basis, traffic volumes along Jells Road and Waverley Road do not include significant bunching that would be conducive to linking with the adjacent signals. DOT is comfortable that the site is sufficiently</p>

Question	Response
	isolated that a 60s cycle time is appropriate for a T-intersection arrangement
Major flooding often occurs after heavy rain. Have drainage mitigation works been considered?	Yes, we are aware of the flooding issues, and this will be considered as part of the detailed development stage of the intersection improvement works.
With respect to Option 1, why wasn't Jells Rd widened on the east side, thereby allowing the houses along the west side to retain on-street parking?	This was considered as part of Option 1, but involves a great deal of vegetation removal. We will make a time to discuss this further with those of you who are directly impacted.
What volume of traffic do you expect to shortcut through Strickland Drive/Wilton Crescent? In light of the inevitable increase in traffic to nearby streets (such as Wilton and Cambrian Crescents) from drivers seeking to avoid the new traffic lights at the corner of Jells and Waverley Roads (i.e. creating a shortcut / detour), will parking restrictions (or lack thereof) in those Crescents be reviewed to consider the dangers increased traffic will create on those narrow roads?	This type of traffic behaviour usually occurs when there is a considerable time saving by taking a detour. This is unlikely to occur with the proposed 60 second cycle.
How was the traffic data collected?	The traffic data was collected during February and involved various times and days. It was clear that peak traffic is generated by sport on Saturdays.

Online submissions on intersection reference design

Participants were invited to provide their comments on the Overlay Reference Design.

Do you have any feedback on the intersection design?

1. I am concerned about the removal of off-street parking spaces outside my property. I own 4 vehicles and will not be able to park all my cars inside my property and when I have visitors. I do not support the removal of off-street parking spaces on the west side of Jells Road. Consider widening the East side instead.
2. I do not consider this plan will cope with the density of traffic for the proposed sports centre. It would barely suffice for the current traffic carried now!

3. Consider extending existing walking path on the north side of Waverley Rd directly into Jells Park (Left side as you approach from Waverley Rd into Jells Park). This will reduce pedestrian traffic crossing at the intersection of Waverley & Jells Rd to access the current walking pavement that is alongside the Waverley Sports Centre (Right side approaching from Waverley Rd into Jells Park).
4. The residents were ignored by Council in the placement of this "facility". Now, we are presented with an intersection design that a 5 year old could have designed. I feel for the Jells Road residents who are losing on-street parking because of this intersection "design". Jells Road alignment should have been moved east, retaining the right hand turn lane AND keeping the on-street parking!!
5. I note there is a trigger loop coming out of the new facility, but another on the Waverley Road extension from Jells Park/Women's Sports facility is required. Most of the time, this part of Waverley Road has no traffic and would create driver frustration if the Waverley Road / Jells Road traffic is stopped for no reason if the lights are on a rotating cycle.

Is there anything else you would like to tell us?

1. No removal of off-street parking!
2. Please limit traffic movement in the streets in the vicinity; e.g. Northam, Madigan, Chapman, Shepherd. Drivers may use short cut to access the new tennis centre e.g. from High St into Gallaghers Rd, Shepherd Rd & Madigan Dr to reach Waverley Rd.
3. This change would require the unused nature strip (on eastern side of Jells Road) beside the Waverley Women's Centre to be utilised. Not a difficult concept to understand. The current design is lazy!!! And there is nothing in this plan about on-street parking management for park users!!!! We are fed up with inconsiderate Centre users parking in the streets instead of the park.

Next steps on intersection design

1. Further consultation with residents impacted by the intersection design is currently in progress
2. Updated information will be provided to directly affected residents as the design progresses
3. Construction is likely to commence in mid-2022.