Jacobs Stage 3 Report – what it does

- Investigates alignment options for northern and southern tram route
- Preferred outcomes are:
  - 6m bridge over the Yarra River
  - A 10.5m property acquisition of the Costa Fox and Subaru site for northern tram route
  - Bridge over Westgate Freeway for southern tram route
Option 1A – No Property Acquisition

Plan included

“Option 1A would have no property acquisition impact, however, with the public transport route placed on the south side of Lorimer St, traffic lanes would need to be reduced in width to only 3m wide and eastbound on-street bicycle lane and the existing median area will need to go. The loss of bicycle lane would impact the operational functionality of the active transport bridge components by removing an approach route, whilst the removal of the median would result in the loss of all current trees and traffic currently turning right into Yarra’s Edge from separated right turn lanes would have to turn right from the traffic lane.”
Northern Tram Alignment – Yarra to Turner

Option 1B – 2m wide strip on south side of Lorimer Street acquired

Plan ‘exempt’

“This acquisition would allow for retention of lane width and eastbound on-street bicycle lane and the median strip, but requires removal of one westbound lane. Whilst this option would allow for retention of the central median – a strong positive for the amenity of the area and safety of access to Yarra’s Edge – loss of a traffic lane would be a concern due to Lorimer St being the preferred port freight route.”
Northern Tram Alignment – Yarra to Turner

Option 1C – 10.5m wide strip on south side of Lorimer Street acquired

Plan ‘exempt’

“with the new public transport route built fully on land of the properties along the south side of Lorimer St, but would allow for retention of all current road space on Lorimer St.”

“Given the importance of the freight route and continued tree retention, maintenance of separate right turn into Foundry Way and retention of existing bike lane provision, the MCA found that Option 1C, which provides for retention of the existing level of road space on Lorimer St, was on balance the preferred option.”
Do the controls reflect the preferred Option?

Map 1 core areas and active frontages (Source: Exhibited Clause 37.04 – Schedule 4 of MPS)
Do the controls reflect the preferred Option?

Map 2 Street and laneway layout (Source: Exhibited Clause 37.04 – Schedule 4 of MPS)
Map 3 Open space layout (Source: Exhibited Clause 37.04 – Schedule 4 of MPS)
Vehicle Access to Subject Site

- Clause 45.09, Clause 37.04 & Clause 22.27-3
- No vehicle access is permitted to Lorimer Street on the basis that it is a:
  - ‘no crossover street’ – as per Map 2.
  - secondary active frontage – as per Map 1 and the Framework.
  - public transport route – as per the Framework but not reflected in the proposed Planning Scheme controls. The fact that public transport routes are not included as a map as part of the Planning Scheme controls is a shortcoming of the proposed amendment. **The Jacobs Report now confirms that this is a separate tram ROW and vehicle access would be inappropriate**
- Access to Rogers Street and Boundary Street is not permitted as the designated as primary active frontages (although could be granted if no alternative is available).
- Under Clause 22.27-3, given the sites frontages of approximately 70m and 90m to Lorimer Street and Boundary Street, the provision of a laneway bisecting the site may be required.
Summary of Site Issues

- It is now clear after the release of the Jacobs Report that the setback to Lorimer Street is intended to accommodate a separate tram ROW that is 10.5m wide.
- There remains uncertainty about how the northern tram route will be delivered between the Yarra River and Turner Street and its consequential impact on the subject site.
- From reviewing the planning controls only, it is not clear where vehicle access to the subject site should be located.
- The controls do not make it clear what is the order of preference for vehicle access when choosing between primary and secondary active frontages, public transport routes and cycling routes.
Summary of Site Issues

- The proposed 12m wide laneway on the site’s eastern boundary (which appears to be intended to provide vehicle access to the site) is not shown in the planning controls and is only identifiable upon a detailed review of the Framework.

- The proposed 12m wide laneway is not a good transport planning outcome as it creates two significant conflict points:
  - At Lorimer Street with the proposed tram ROW – which the Jacobs Report confirms is intended to be located immediately adjacent to the site and dividing the laneway from the Lorimer Street carriageway.
  - At Boundary Street it creates an awkward 4-legged intersection on a strategic cycling corridor. This area also may be a priority pedestrian area under the ITP (the ITP is not clear whether the priority pedestrian area is along Lorimer Street or the new east-west road link to Hartley Street).