

Summary of Issues Raised in Submissions to Aireys Inlet Pedestrian Crossing February 2017

Issue	No Submissions Raising Issue	Comment	Proposed Action
Crossing Location			
Crossing in wrong place on bend and won't be used. – shift to centre of shops	1 1 Organisation	Location provides direct access to public conveniences and skate park from shops and addresses safety concerns. Relocation would require pedestrians to cross Inlet Cresc. Bend continues beyond requested location. Potential loss of carparking.	Crossing location to remain
Crossing in correct place for child safety. Currently extremely dangerous to access skate park and shops	5		
Location limits future extension of ocean side car park to west. Parking already limited and needs increasing. Oppose concrete path on ocean side of GOR.	1	Crossing location and path will not limit extension of car park as it may connect through a future extension of car park. All paths on ocean side are to be gravel except for waiting pad adjacent the GOR	Location and pathways to remain as per plan noting they are gravel and may be readily altered to accommodate any future works.
Crossing is over-engineered and suburban in nature. Prefer something similar to existing crossings	1 Organisation	Crossing has already been toned down to minimise the extent of kerbing and intrusive materials. It is designed to minimum width to safely accommodate all road users. See Inlet Cresc issue below.	Existing proposed widening and kerb-line treatments to remain
Inlet Crescent			
<i>Note – Inlet Crescent was not an issue on which specific comment was sought</i>			
Oppose widening Inlet Cresc access.	1 1 Organisation	Inlet Cresc may remain but many turning vehicles will obstruct the GOR. Congestion is expected to increase further as traffic flows grow. If works deferred, additional screening plants should be installed now to compensate for future vegetation removal.	Option to defer Inlet Cresc access improvements until they become a necessity to deal with obstruction of the GOR and associated safety issues.
Widening works unnecessary, will increase traffic speeds making area more dangerous.	1 Organisation	Works considered unlikely to significantly affect speeds. Improved safety on GOR as it will not be obstructed by vehicles turning left into Inlet Cresc.	
Treatment 'urbanises appearance of Painkalac Creek environs contrary to objectives of Structure Plan	1 Organisation	This is the minimum standard of entry to provide for unobstructed access to Inlet Cresc.	

Vegetation Issues			
Oppose removal of vegetation	1	Additional road width to accommodate island and bicycle lanes necessitates removal of some vegetation. Some new plantings will be required to screen car park. Use of local indigenous species is appropriate.	Desires of most submitters best met by: 1. minimising native vegetation removal whilst ensuring adequate sight lines created. 2. Developing a landscape plan providing for: <ul style="list-style-type: none"> retention of remnant existing high value vegetation, planting of new fire retardant vegetation local to the area including that particular site, and screening of the carpark.
Oppose removal of boobialla and moonah plants			
Prefer mix of existing and new plantings that doesn't impact sight lines	1		
Safety higher priority than vegetation preservation. Select vegetation appropriate to safety.	2 1 Organisation		
Prefer new appropriate planting	1		
Area needs to be re-landscaped to tidy it up. Planting to be appropriate to its fire refuge purpose.	1		
Support use of local native species.	2 Organisation		
Important to retain screening of car park with vegetation	1 Organisation		
Lighting			
Light pole is too high (11m) and too bright (250W HPS) – destruction of night sky.	1 Organisation	A compromise light pole 8.5m high with 198W directional LED lighting negotiated with VicRoads which will be less intrusive.	Install a lower 8.5m high pole with 4.5m cantilever bracket and 198 watt directional LED luminaire. Black pole to be used if practical to minimise visual intrusion.
Oppose lit yellow reflective pavement markers.	1 Organisation	Issue arose through misunderstanding of VicRoads requirements. Standard (unlit) reflective markers are proposed.	Yellow raised reflective pavement markers to be employed along painted lines as part of lighting compromise.
General Issues			
Support crossing for safety.	7 1 Organisation		