

Consultation submissions

Please note that the personal details of submitters have been redacted to maintain privacy.

Submission number	Comments on the proposed road closures
1	<p>This submission is to formally object to this proposal on the following grounds: <u>Restricted and unsafe access from our homes</u></p> <p>The modifications to the Park Street/Wells Street/Palmerston Crescent intersection, have already restricted the movement of all those people whose homes and businesses are accessed via the “triangle” formed by Park Street, Kings Way and Palmerston Crescent, including those Albert Road properties with car park access via Palmerston Crescent – this totals a few hundred properties.</p> <p>These movement restrictions have resulted in increased traffic and the removal of route options to avoid this traffic, which amount to approximately 1 hour a week in lost time to myself, under average traffic conditions – this is more than a working week a year in lost and wasted time.</p> <p>Closing Cobden Street and restricting Kings Place to a one-way street will only restrict the movement of, and increase delays to, residents and businesses further.</p> <p>Park Street, having been reduced to a single lane through the tram stop, is now frequently jammed in a westerly direction, predominantly by traffic queuing to turn right (north) onto Kings Way. This is very frustrating for those who want to continue in a westerly direction. Currently, the more efficient way to move in westerly direction (avoiding the Park Street traffic) is to aim for Albert Road, via Kings Way. This can't be achieved by using Palmerston Crescent as there simply isn't enough distance, between the Palmerston Crescent/Kings Way intersection and the Albert Road/Kings Way intersection, to be able to safely turn left out of Palmerston, cross 4 lanes on Kings Way and get to the right turn lane into Albert Road.</p> <p>Additionally, Palmerston Crescent can often be congested too. It is safer and more efficient to use Kings Place to exit the “triangle” as, once on Kings Way, the increased distance from the Albert Road intersection makes it easier and safer to cross the 4 lanes to get to the right turn lane at Albert Road.</p> <p>In summary: Kings Place must remain a two-way road to retain access (that has already been reduced, thus reducing amenity).</p>

	<p><u>The area is already well-served for parks and reserves</u></p> <p>A pocket park on Cobden Street simply isn't necessary, even taking the various proposed property developments in the "triangle" into account, as the area is so well-served by parks and reserves already (one of the reasons I love living here).</p> <p>The Shrine Reserve, Kings Domain and Botanical Gardens are a few minutes' walk to the east and north. Albert Park is just a few minutes' walk to the south. Additionally, there are several smaller reserves that are even closer: Eastern Reserve (and dog park), Albert Road Reserve, Bowen Crescent Reserve, Dorcas Street Reserve, Sturt Street Reserve and Miles Street Reserve.</p> <p>A pocket park on Cobden Street simply isn't necessary, given the large number of public open spaces that are already just a few minutes' walk away. Current and future residents of "the triangle" are already well-served for open spaces that are close by and safely accessible on foot, or by wheelchair, notability scooter... etc.</p> <p>If the developers wishing to build on the remaining sites in the "triangle" want more open space, they should make provision for it in their plans and on their private land. The Port Phillip ratepayers should not be subsidising the profits of private developers. Nor should the current residents and business users of the "triangle" have their movements, and time, taken away further by the part-closure of Kings Place – in order to make property developments in the area look more appealing/profitable.</p> <p>In summary: This pocket park simply isn't needed. The area is already well-served by existing parks and reserves.</p>
<p>2</p>	<p>I write in response to the invitation to comment on the Council proposal to close Cobden Street and turn Kings Place into a one way road from Kings Way to Palmerston Crescent.</p> <p>I agree that the artists impression of the proposal is very attractive and shows existing road space being converted into a vibrant green space for local workers and residents.</p> <p>However, I am very concerned that the following adverse consequences of what is proposed have not been properly considered.</p> <p>1. <u>Closure of Cobden St</u></p> <p>Traffic relating to the two development proposals on either side (Oasis at 1-13 Cobden and 313-317 Kings Way) will only be able to access and exit the properties from Kings Way. Apart from car parking, this would apply to all loading and waste collection activities. The potential for serious hold ups both in Cobden Street and more importantly in Kings Way must not be overlooked.</p>

	<p>A consequence is that vehicles seeking to access these sites will need to approach from the North along Kings Way. This will undoubtedly put more strain on Park St between Palmerston Crescent and Kings Way. Currently traffic can reach these 2 sites via Palmerston Crescent.</p> <p>The development proposal currently before Council relating to ADDRESS REMOVED is seeking to take full advantage of this proposed closure by utilising the Public Realm as its back of house service area.</p> <p>Cobden St currently serves as an alternative to Palmerston Crescent for vehicles exiting the area to enter Kings Way. This is very important as Kings Way traffic regularly banks back from Albert Rd to and beyond Palmerston Crescent, not just in peak hours. Cobden Street thus relieves pressure on Palmerston Crescent and the area as a whole.</p> <p>Quiet use of any green space at the eastern end of Cobden St would lack amenity given the extent of traffic, loading and waste activities taking place in close proximity.</p> <p>It is inappropriate to close the eastern end of Cobden Street.</p> <p>2. <u>Turning Kings Place into a one way road</u></p> <p>The removal of more on-street car spaces in this Sub Precinct is unacceptable. It is already heavily utilised as evidenced by Council and independent surveys, even before the large number of developments proposed are operating. The absence of on-site visitor parking permitted by Council and VCAT ignores the existing difficulties in the area and the extent of development proposed.</p> <p>Buildings on the South side of Park St rely on the western end of Kings Place for all car park entrances, loading and waste collection. The inability to use Kings Place or Cobden St to access Kings Way will require traffic from all these developments to exit the area via Palmerston Crescent. This will mean greater queuing at Kings Way and/or additional vehicle movements via Park St.</p> <p>Increased movements in Park St clash with the impacts of the proposed Park Street streetscape improvement project also being considered by Council. The cumulative impacts of these projects do not appear to have been examined.</p> <p>How will emergency vehicles be assured of ready access to the buildings requiring assistance?</p> <p>3. <u>Justification?</u></p> <p>The proposal talks about 'improved pedestrian connections to public transport'. How does this proposal achieve this aim?</p>
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	<p>It appears that the prime beneficiaries would be the occupants of major developments underway or proposed and the amenity of the balance of the community will suffer the adverse impacts of congested traffic, increased travel times and on occasion, gridlock.</p> <p>The close link between this project and the proposed development at 313-317 Kings Way (which seeks to ignore most of the built form planning guidelines) is of major concern.</p> <p>4. <u>Timeline</u></p> <p>It is difficult to see how this project can be delivered in the timeline proposed. Developments at 8 Palmerston Crescent and 37-43 Park St have over the last 18 months and continuing, blocked off Kings Place and Cobden Streets to facilitate truck movements, crane activities and material deliveries.</p> <p>If it is approved and implemented, how will the approved project at 1-13 Cobden and any project subsequently approved at 313-317 Kings Way be undertaken? Further sites in the immediate area are also expected to seek development approval.</p> <p><u>Summary</u></p> <p>There is a desperate need for a Precinct Plan in this small sub-precinct. One that can imagine what the full extent of development will look like and how best to adjust the public realm for the benefit of the whole community. Individual projects in isolation run the risk of unwanted (perhaps unforeseen) outcomes and wasted resources.</p> <p>I ask that the haste with which this project is being pushed is slowed, despite potential funding implications. It is my submission that any public realm improvements need to be part of a vision for the area as a whole, which has assessed all of the adverse implications thoroughly.</p> <p>It is also my submission that Cobden St should remain as an access way for all, not simply the domain of two developments, one of which should be denied a permit.</p> <p>The adverse consequences of the partial closure of Kings Place and alteration to a one way road have not been properly considered.</p> <p>No change should be contemplated to the road system until the impact on the road network of all the future building developments in Sub Precinct 2; the proposed Park St Streetscape improvement project; and the Cobden Street Pocket Park project have been properly evaluated.</p>
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3	<p>1.0 TRAFFIC OUTCOMES</p> <p>The proposal to fully close Cobden Street and partly close a section of Kings Place to become a one-way roadway needs to be considered in the context of the overall area and other project works. Closure of these roadways will result in an increase of traffic movements and circling of the road network affecting Palmerston Crescent, Park Street and Albert Road as well as possible unnecessary use of Kings Way to enable vehicles to travel in the direction intended.</p> <p>This is compounded by the current traffic signalling at the intersection of Palmerston / Wells and Park Street installed after the construction of the Tram Stop no. 119 preventing traffic from heading in a northeast direction from Palmerston Crescent putting greater pressure on vehicles having to circle the block via Albert Road to access St Kilda Road.</p> <p>The Anzac Station works and proposals for limiting current access to some buildings in Albert Road (16-18 Albert and 20-22 Albert Road) requiring use of Park Street and Palmerston Crescent instead of Albert Road to connect into Kings Way further adds to this complexity. It is likely also that the significant reduction of parking proposed on Albert Road will result in an increase of vehicles seeking parking on Palmerston Crescent or using it to circle the block back into Albert Road.</p> <ul style="list-style-type: none"> • Exiting directly from Kings Place / Cobden Street to head south along Kings Way from the multi-residential mixed-use development currently under construction at 37-43 Park Street (124 internal vehicle parking bays+-) will no longer be possible under the proposal for the Pocket Park. All vehicles exiting the building will be required to now use Palmerston Crescent adding significantly to the number of traffic movements on it • Similarly vehicles exiting the Mixed-use development under construction at 8 Palmerston Crescent (101+- internal vehicle parking bays) will be required to exit from Millers Lane / Kings Place to Palmerston Crescent only. • The proposal to close Cobden Street for the creation of the Pocket Park has ramifications for access in and out of the approved development at 1-13 Cobden Street (214+- internal parking bays) and the proposed development at 313-317 Kings Way (28+- vehicle bays subject to a reduction from TP requirement for 166). Removing the access into Kings Place will result in all vehicles wishing to head north from both sites having to exit onto Kings Way and then turn left back into Palmerston Crescent and Park Street or using Albert Road to head north. There is the potential for an unsafe situation on Kings Way as vehicles are required to enter / exit it within a short distance between intersections. • The closure of Cobden Street at its northern end appears to create an area off roadway for the exclusive use of crown land and roadway by the developments at 1-13 Cobden Street and 313-317 Kings Place. It is imperative that this remain open for community use by pedestrians and cyclists accessing the Pocket Park. <p>2.0 BIKE USERS</p> <p>Cyclists will use both Cobden Street and Kings Lane to access the new developments in this area with 340+-bicycle bays being provided within the 4 no. new developments abutting the site. There is also expected to be an increase in cyclists commuting from other areas accessing the public plaza and cafes / restaurants proposed within the new developments.</p>
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	<ul style="list-style-type: none"> • It is unclear in the documents provided as to how cyclists are proposed to safely travel on the modified road network to the Pocket Park or thru it to connect to the Park Street Bike path, Anzac Station / Albert Road and St Kilda Road. • It is not clear as to where any on-street bicycle hoops are proposed to be in the vicinity of the Cobden Street Park area. This is an important consideration given the proposed creation of the nearby Park Street bike path linking east-west and serving as a gateway to this area. These should be incorporated in areas where there are outdoor dining opportunities. <p>3.0 VEHICLE PARKING</p> <p>The retaining of some parking in Kings Place and Palmerston Crescent is considered necessary given the proposed reduction of on street parking in Park Street and the significant reduction of parking in Albert Road.</p> <p>4.0 THE PUBLIC REALM</p> <ul style="list-style-type: none"> • The beautification of this section of sub-precinct 2 is considered a priority given its proximity to Anzac Station. The streetscape has remained drab and uninviting for too many years. • The beautification will enhance the social amenity, outdoor dining, and visitor experience. • The local community is more likely to frequent the cafes / restaurants and use the parklet for activities if the street is visually appealing and safe for use. • The introduction of additional trees, planters and a lawn common area will assist in cooling this urban environment. The continuous canopy will reduce the effect of the strong winds which currently prevail at pedestrian level. • The greening of the Street will also improve the view from apartments and offices lining its length and add value to these properties. • The sculptural elements of the seating and introduction of under seat and overhead lighting proposed in the concept design is supported. The addition of waste bins positioned throughout the area is required. <p>5.0 CONCLUSION</p> <p>It is submitted that the implementation of this project is critical to the success of Anzac Station and shall provide many benefits for the community and visitors to this area of the St Kilda Road North Precinct. It is important however that the issues outlined above are considered in developing the design further.</p>
<p>4</p>	<p>I cannot believe the proposal for the “Cobden Street Pocket Park” is a serious proposal by City of Port Phillip. It demonstrates that none of the various arms of City of Port Phillip co-ordinate with each other or consult with other arms of Government and that this proposal is no more than a thought bubble.</p>

	<ol style="list-style-type: none"> 1. Closing off Cobden Street near Kings Place in no sense creates a pocket park and in no sense creates an area of any benefit whatsoever to the rest of the Community or to residents or businesses in the area. 2. The majority of Cobden Street is being abrogated for the exclusive use of access and waste removal by the development at 1-13 Cobden Street and for access, waste removal and overflow of vehicles waiting to access 313-317 Kings Way. The cost of utilization of a public road in this manner would, with the exclusion of the community from this public asset, in any other Municipality attract a significant fee payable by adjoining developers to be used for community benefit. A minimal contribution to the greening of Kings Place by the developer of 313-317 Kings Way does not constitute adequate compensation. 3. It has been the policy of City of Port Phillip to require developers to require waste collection be undertaken on-site and not from adjoining streets. The adjoining development at 313-317 Kings Way even shows part of the footpath on the west of Cobden Street being utilised in the development of that site for waste collection. Is this now to be a precedent adopted by City of Port Phillip and offered to developers? 4. Cobden St must accommodate access to 234 car spaces at the development at 1-13 Cobden St and a large proportion of traffic would in the ordinary course be travelling from Domain Road or St Kilda Road and then travel via Park Street, Palmerston Crescent and Kings Place to Cobden Street; closing Cobden Street near Kings Place would prevent this means of access and would force all traffic from the east to travel along Park Street (which will already be congested) to Kings Way and then turn left into Cobden St. Alternatively, traffic wishing to access the developments at 1-13 Cobden Street and 313-317 Kings Way from the west or north will only have access off Kings Way at Cobden Street or if approaching the developments from the south will have to do a u-turn in Kings Way at Park Street to access Cobden St. 5. Traffic leaving either 1-13 Cobden Street or 313-317 Kings Way will have no option other than to turn left at the unsignalized intersection with Kings Way, which will create a traffic hazard on a major arterial highway. There is the further hazard of any traffic from Cobden Street which enters Kings Way and wishes to travel west or north, will be required to traverse the 4 lanes of Kings Way and turn right at Albert Street to travel West or execute a u-turn at the intersection of Albert Road and Kings Way to travel north. 6. By making Kings Place a one way thoroughfare and narrowing the thoroughfare, it will cause egress from developments on the south side of Park Street including traffic servicing these developments (who have no or very limited off street parking for visitors, carers and tenants moving in and out), very difficult and will force all traffic leaving these developments to only turn left and then make a left turn at Palmerston Crescent to access Park Street or a right turn at Palmerston Crescent to enter the unsignalized intersection at Kings Way. The amenity of residents from all developments in the vicinity will be further adversely affected by the removal of car parks in Kings Place and Cobden Street.
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	<p>7. Although the advertisement placed in “The Age” maintains that the proposal will prevent all turns at the intersection of Cobden Street and Kings Place, motorists will still be able to enter and exit Cobden Street and Kings Place via Millers Lane, Kings Way and Palmerston Crescent, the above demonstrates that developments adjoining Kings Place and particularly at 1-13 Cobden Street and 8 Palmerston Crescent will be not have the same access to Kings Place and in fact that access will be significantly impeded and require long detours to maintain ingress and egress.</p> <p>8. The developments at 37-43 Park Street and 8 Palmerston Crescent both utilise Kings Place and Cobden St in both directions and quite often all access to Kings Place and Cobden St is closed for removal of excavated soil and delivery of building materials and equipment. Cobden Street is 6.5 metres wide and it is inconceivable that large semi trailers and soil removal trucks will be able to access the part of Cobden St that is not cut off for the pocket park and turn around, or that large cranes required for these developments will be able to be accommodated in Cobden St, as trucks will not have sufficient room to park for unloading. In other words access for developers will be severely impacted.</p> <p>9. As Palmerston Crescent will have to continue to accommodate significant traffic turning left from Park Street or crossing Park Street from Wells Street to access Kings Way, it is inconceivable that Palmerston Crescent can be closed off for long periods as well as continue its present use (for which there is no alternative) without traffic gridlock.</p> <p>10. There is no recognition that there will in any event be limited access in Palmerston Crescent if any of the developments on the east side of Palmerston Crescent proceed.</p> <p>11. If the City of Port Phillip proceeds with its proposal to put a bike path on both sides of Park Street, instead of utilising Albert Road for that purpose, one can only envisage it will not be long before this Precinct becomes totally gridlocked and there will be an increase in accidents.</p> <p>12. It is obvious that the traffic engineers at City of Port Phillip and Department of Transport or those employed by them as consultants, have never thought through the traffic patterns in Sub-Precinct 2 of the St Kilda Road North Precinct, the loss of amenity to residents and the Community and the danger of major accidents in Park Street and Kings Way, especially if Cobden St is closed off as foreshadowed and the alterations proposed to be made to Kings Place proceed.</p> <p>13. The part closure of Kings Place and removal of car parking must not be supported while there remains a significant demand for car parks for carers, emergency medical services, deliveries to existing and new developments in the precinct and visitors to residents and businesses.</p> <p>14. If there is ever a justification for reducing the width of Kings Place and the possibility of “greening” Kings Place and providing improvements for pedestrians and the Community generally, which is a noble aspiration, it is imperative that this proposal be deferred until developments in the Precinct have been completed and proper access arrangements have been provided for developments and services to them.</p>
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	<p>15. While under Clause 9 of Schedule 11 to the Local Government Act 1989 a Council may block or restrict the passage or access of vehicles on a road by placing and maintaining any permanent barrier or other obstruction on the road, a Council must not exercise this power unless it has considered a report from the Head, Transport of Victoria concerning the exercise of the power. There is no evidence that a report from The Head, Transport Victoria has been received or considered and if not received and considered, that a copy be made available to me together with evidence that The Head, Transport Victoria has been properly briefed and in particular made aware of the consequence of the Councils proposed restriction of the passage or access of vehicles on Cobden Street and Kings Way by placing and maintaining any permanent barrier or other obstruction on those roads and the result of any restriction in the direction which traffic may be forced to adopt and the safety consequences for vehicles entering a major arterial road, namely Kings Way, and traversing in many instances, Kings Way.</p> <p>16. Under Section 223 (1) (iv) of the Local Government Act 1989 I request the right to appear in person before the Council to be heard in support of this Submission or in the event I cannot attend on the date fixed for consideration of submissions by the Council that any one of NAMES REMOVED represent me.</p> <p>In summary the proposed Cobden Street Pocket Park and closure of Cobden Street and part closure of Kings Place must not be supported or approved by City of Port Phillip at this time.</p>
<p>5</p>	<p>We refer to the letter received from City of Port Phillip dated 9th December 2021 concerning the proposed Cobden Street Pocket Park, South Melbourne and subsequent part closure of Cobden Street and Kings Place. As the current land-owner/ occupier of ADDRESS REMOVED we possess an approved Planning Permit PLANNING PERMIT NUMBER REMOVED consisting of a mixed use 19 storey development containing residential dwellings, serviced apartments and retail premises. CONTRACTOR NAME REMOVED were appointed this year as the head contractor and have just recently coordinated the removal and undergrounding of overhead powerlines surrounding the site, with onsite construction works to commence early in the new year.</p> <p>We were advised of the councils ambitions for a pocket park precinct and have been present at meetings held with council and other respective adjoining owners to consult on the proposed timing/ program of works, current and ongoing construction activities within the precinct, known and future potential infrastructure upgrade works required by authorities, etc. Through the course of these meetings we have continued to express our support of the planned pocket park. Furthermore, we also offered further contribution and funding support via our Public Open Space Levy, which was subsequently denied by council due to administrative complications in its allocation of funds. However, through these discussions we also conveyed our concerns to council in relation to the scheduled timing of these works and subsequent impact these would have on surrounding developments currently under construction. Currently there are three active development sites within the precinct, all of which utilize the Kings Place and Cobden St thoroughfare to service their respective sites.</p>

	<p>A closure or part closure of this precinct would severely impede the development sites access, loading, traffic and pedestrian management resulting in significant program impact and consequential cost uplift (refer attached TMP for further detail). The precincts appointed head contractors have been successful in their communication and implementation of a traffic management plan that currently services each of the respective development sites, with little to no impact to the public vehicular traffic and pedestrian flow. It comes a surprise that a closure of this road network has not been discussed with the various stakeholders in further detail until such time as the above-mentioned letter is received.</p> <p>Again, we are a hugely supportive of this council initiative and believe it only further enhances the current redevelopment for which both ourselves and adjoining owners are currently embarking. However, its programmed timing seems unusual given the current construction activity and associated access requirements within the precinct. Moreover, there are several infrastructure upgrades which we understand need to be completed through this precinct, our appointed consultants/engineers have raised queries regarding damage these may cause to the park in order complete these upgrades. Concerns were raised in regard to this at our meetings held with council, yet they don't seem to have been conveyed or addressed in the information weblink portal (https://haveyoursay.portphilip.vic.gov.au/cobden-streetpocket-park).</p> <p>Council have been very transparent and stressed that there is a State Government funding mechanism that will expire should the works not commence or be completed by a specific date and we appreciate the opportunity this affords council for such upgrades to its municipality, hence our desire to direct our Open Space Levy toward such improvements.</p> <p>We would welcome the opportunity to further discuss the proposed works in further detail with our head contractor as so we can coordinate a successful outcome for all parties.</p>
<p>6</p>	<p>This submission is made by NAME REMOVED, owner, and resident of ADDRESS REMOVED.</p> <p>The project site is located close to my home and can be accessed easily on foot via a rear laneway from Domain Hill which connects to Palmerston Crescent close to its intersection with Kings Place. I confirm that I had previously contributed to the engagement process for this project since it was first flagged to the community in 2018/19 and am keenly interested in its progression.</p> <p>I submit that the area of Cobden Street and Kings Place is uninviting for users to linger in. It is windy, noisy, has wide expanses of roadway/hard surfaces totally devoid of greenery and comprises an urban jungle of buildings which produce considerable heat loadings. The area has been neglected for too long and is ripe for a much-needed upgrade corresponding with the building of Anzac Station and the increase in development within Sub-Precinct 2 of the St Kilda Road North Precinct.</p>

<p>There is currently 3 high rise Developments in construction abutting the project site and another with a current permit. It is understood that a further Application for a high-rise development in Kings Way abutting the project site is at Town Planning approval stage with CoPP.</p> <p>Whilst I support the beautification and upgrade of Kings Place and Cobden Street roadway for the inclusion of a Pocket Park and shared space for the local community, I believe there are several issues which are required to be addressed in the design.</p> <p>1.0 TRAFFIC IMPLICATIONS</p> <p>1.1 The proposal to fully close Cobden Street and partly close a section of Kings Place to become a one-way roadway needs to be considered in the context of the overall precinct area and other nearby project works. Closure of these roadways will result in an increase of traffic movements on Palmerston Crescent, Park Street and Albert Road as well as possible unnecessary use of Kings Way to enable vehicles to travel in the direction intended.</p> <p>This is compounded by the current traffic signalling at the intersection of Palmerston / Wells and Park Street installed after the construction of the Tram Stop no. 119 preventing traffic from heading in a north / east direction from Palmerston Crescent or being able to make a right-hand turn from Park Street (west) at the Wells Street corner into Palmerston Crescent.</p> <p>The Anzac Station works and proposals for limiting current access to some buildings in Albert Road (16-18 and 20-22 Albert Road) requiring use of Park Street and Palmerston Crescent instead of Albert Road to connect into or cross Kings Way further adds to this complexity.</p> <p>It is likely that the significant reduction of parking proposed on Albert Road will result in an increase of vehicles seeking parking on Palmerston Crescent or using it to circle the block back into Albert Road.</p> <p>1.2 Exiting directly to Kings Way using Kings Place / Cobden Street to head south from the multi-residential mixed-use development currently under construction at 37,39-43 Park Street (124 internal vehicle parking bays+-) will no longer be possible under the proposal for the Pocket Park. All vehicles exiting the building will be required to now use Palmerston Crescent adding significantly to the number of traffic movements on it.</p> <p>Access to this site from the south using Kings Way or St Kilda Road will require vehicles to loop around the block and having to drive the full length of Park Street between St Kilda Road and Kings Way to enter Kings Way to access Kings Place rather than being able to safely access off Palmerston Crescent from Park Street (Refer Diagram 1).</p> <p>1.3 Similarly, vehicles exiting the Mixed-use development under construction at 8 Palmerston Crescent (101+- internal vehicle parking bays) will be required to exit from Millers Lane / Kings Place to Palmerston Crescent only.</p>
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1.4 The proposed closure of Cobden Street to create the Pocket Park has ramifications for access in and out of the approved development at 1-13 Cobden Street (214+- internal parking bays) and the proposed development at 313-317 Kings Way (28+- vehicle bays subject to a reduction from TP requirement for 166 bays).

Access from the south will be require a loop around the local road network and travelling the full length of Park Street between St Kilda Road and Kingsway to head south again along Kings Way to enter these properties (refer Diagram 1).

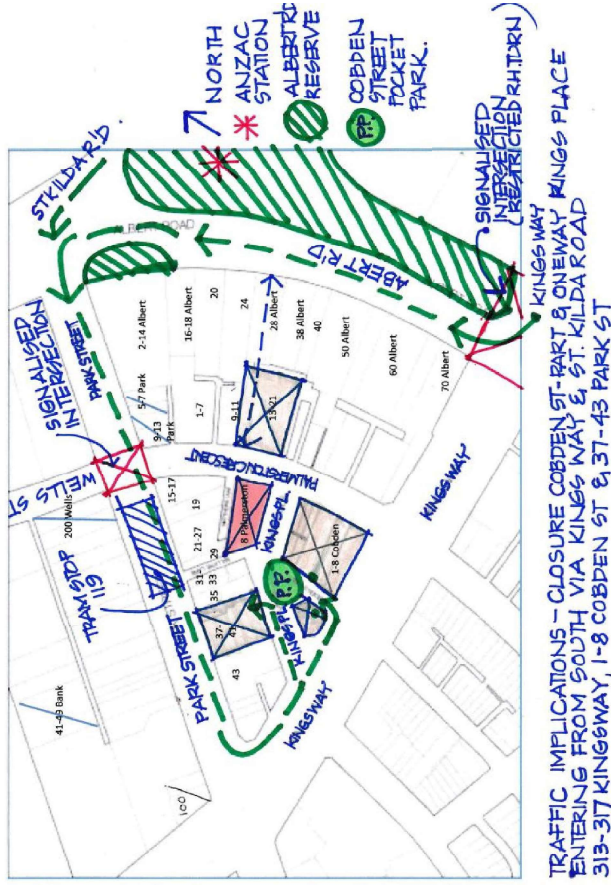
Removing the access from Cobden Street into Kings Place will result in all vehicles wishing to head north from both sites having to exit onto Kings Way in a southerly direction and then required to turn left into Palmerston Crescent and left into Park Street to head north on Kings Way or alternatively turn left from Kings Way into Albert Road to head north along St Kilda Road. Both options will result in an increase of safety issues on Kings Way as vehicles are required to enter / exit it within a short distance between intersections (Refer Diagram 2).

1.5. The closure of Cobden Street at its northern end appears to create an area of roadway and exclusive use of crown land by the developments at 1-13 Cobden Street and 313/317 Kings Place. It is imperative that this remains open for community use by pedestrians and cyclists accessing the Pocket Park.

I submit:

1.6 A detailed review of the road networks by CoPP and DoT traffic engineers is required taking into consideration all current and proposed Town Planning Developments, parking alterations, other project works proposed for the area and associated with Anzac Station. Additional safety measures and traffic signalling changes should be incorporated to ensure that traffic congestion to other roads and unsafe situations are not a resultant legacy of the creation of the Cobden Street Pocket Park.

Image 1:



	<p>2.1 It is unclear in the documents provided as to how cyclists are proposed to safely travel on the modified road network to the Pocket Park or thru it to connect to the proposed Park Street Bike path, Anzac Station / Albert Road and St Kilda Road bike paths.</p> <p>2.2 It is not clear as to where any on-street bicycle hoops are proposed to be in the vicinity of the Cobden St Parklet area. This is an important consideration given the proposed thru block connection to Anzac Station and nearby Park Street bike path linking east west and serving as a gateway to this area. These hoops should be incorporated in areas where there are outdoor dining opportunities and adjacent to the proposed Parklet.</p> <p><i>I submit:</i></p> <p>2.3 A specific detailed cycle plan is required for this area indicating all connections to key bike paths (St Kilda Road, Albert Road and Park St) which also shows hoop locations to footpaths and the proposed Parklet area.</p> <p>3.0. PARKING</p> <p>The retaining of some parking in Kings Place and Palmerston Crescent is considered necessary given the proposed reduction of on street parking in Park Street and the significant reduction of parking in Albert Road due to the building of Anzac Station.</p> <p><i>I submit:</i></p> <p>3.1 A further review of the proposed reduction in parking in the project area should be undertaken once the Minister of Planning has finalised his decision re the amendments to the Domain Precinct Development Plan being sought by CYP.</p> <p>4.0 TOWN PLANNING IMPLICATIONS</p> <p>There are discrepancies between the documents submitted for public comment and those that have been submitted to CoPP for the Town Planning approval for ADDRESS AND PLANNING PERMIT NUMBER REMOVED</p> <p>4.1 The Development proposal indicates the build on 38.6m² of current Crown land to the north-east shown on Title as 28^A which is part of the site area of this project. It is understood there is a live “adverse possession claim” by the Developer of this property currently being finalised to amalgamate this part of the site into the primary part of the site at 313-317 Kings Way.</p> <p>4.2 The Developer also proposes a reduction / removal of the northern Cobden Street footpath leading to the Pocket Park from Kings Way to establish an external loading bay for the primary use of the Development at 313-317 Kings Way as part of the closure of Cobden Street.</p>
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	<p>4.3 Planter boxes are also indicated external to the Title boundary on Crown land to northern and southern faces of the Development site.</p> <p><i>I submit:</i></p> <p>4.4 Any loss or control of Crown land will have significant implications for the design of the proposed Cobden Street Pocket Park and the use of the area by the local community. The proposed use of Crown Land to benefit a private Developer at the expense of the local community should be opposed by CoPP with rigour.</p> <p>5.0. BEAUTIFICATION</p> <p>The proposed beautification of the streetscape in Cobden Street and Kings Place ties in with the Domain Precinct Public Realm Masterplan.</p> <p>5.1 The beautification will enhance the social amenity, outdoor dining, and visitor experience.</p> <p>5.2 The local community is more likely to frequent the cafes / restaurants and use the parklet for activities if the street is visually appealing and safe for use.</p> <p>5.3 The introduction of additional trees, planters and a lawn common area will assist in cooling this urban environment. The continuous canopy will reduce the effect of the strong winds which currently prevail at pedestrian level.</p> <p>5.4 The greening of the Street will also improve the view from apartments and offices lining its length and add value to these properties.</p> <p>5.5 The sculptural elements of the seating and introduction of under seat and overhead lighting proposed in the concept design is supported. The addition of waste bins positioned throughout the area is required.</p> <p><i>I submit:</i></p> <p>5.6. The beautification of this section of sub-precinct 2 should be a priority given its proximity to Anzac Station and the need to create safer shared space in this location of high density living within Port Phillip.</p> <p>6.0. CONCLUSION</p> <p>I submit that the implementation of this project is critical to the success of Anzac Station and shall provide many benefits for the community and visitors to this area of the St Kilda Road North Precinct. It is imperative however that the issues outlined above are considered in developing and improving the design outcome.</p>
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7	<p>COBDEN STREET POCKET PARK, SOUTH MELBOURNE, PART CLOSURE OF COBDEN STREET AND KINGS PLACE</p> <p>We refer to the letter received from City of Port Phillip dated 9th December 2021 concerning the proposed Cobden Street Pocket Park, South Melbourne and subsequent part closure of Cobden Street and Kings Place.</p> <p>We have been appointed as the Principal Contactor for ADDRESS REMOVED with onsite construction works to commence 31 January 2022. In addition to our site, there are currently 2 active projects under construction and 1 project planned for construction in Q4 this year. We would like to raise our concerns regarding the consequential impact the proposed works will have on the current construction activity in the Precinct including but not limited to site access, logistics, and programming of the works. Could you please provide more information on the following:</p> <ul style="list-style-type: none"> • How do you propose to safely construct these works in proximity to the multi storey buildings under construction in the precinct? • How do you propose to undertake the works without causing delay or disruption to the current projects under construction? • Have you considered all existing Construction programs? - Have you considered all existing Logistics Plans and Traffic Management Plans when planning these works? • Who will be cover the costs for any delay or disruption? • If the works are to commence as planned, they will be finished before 3 of the 4 Construction sites are completed. <ul style="list-style-type: none"> ○ How do you propose the active construction sites complete their works without having to remove parts of the newly constructed Pocket Park works? ○ How will infrastructure works be completed without ripping up or significantly damaging the newly constructed Pocket Park works? ○ How will the works be protected post completion? <p>Whilst we understand the importance of these works and the value it would bring to the precinct, we strongly challenge and question the timing of these works. The current timing suggests that you are proposing to commence construction knowing that the newly constructed works will be subsequently damaged and/or removed to allow Construction Works to continue as planned. We trust this is not the Councils intention as that would be illogical. To ensure the Pocket Park achieves a safe, high quality and cost-effective outcome we insist that these works are delayed or staged in coordination with the current development sites under construction.</p> <p>We would welcome the opportunity to further discuss the proposed works in further detail with you and the other adjoining Developers and Builders so we can coordinate a successful outcome for all parties.</p>
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<p>8</p>	<p>I am pleased for the opportunity to submit my views on the proposed Cobden Street Pocket Park. However, I am not sure why you ask for submissions when in your own words "Construction is expected ... and be completed by October 2022". In any case I feel that its important you hear the view of a small property owner who is expecting negative impact on his property.</p> <p>In the first instance I would like to commend the council for an imaginative redesign of the area under consideration. It is a welcome proposal.</p> <p>There are however two issues on which I am not sure the proposal, as it stands, fully addresses: Access for delivery vehicles and loss of street parking spots particularly for smaller older buildings that have little flexibility in matter of parking and deliveries.</p> <p>The removal of all existing street parking will hit hard at the smaller older buildings that have limited on-site parking facilities. I understand that the opening of the ANZAC station will improve access to the area for people using public transport. But public transport is not always appropriate for all people and there will always be some people who for good reasons will need to drive to the area.</p> <p>New buildings can provide ample on-site parking as part of the design of the building. Older building owners are stuck with existing facilities. Where are people from outside the area visiting my building who cannot use public transport supposed to park?</p> <p>The problem of access for delivery trucks will also hit disproportionately the older buildings that do not have loading bays. New buildings can incorporate loading bays into their design. In the case of my building there is no alternative but to make deliveries from Kings Place. Will trucks making deliveries to ADDRESS REMOVED be able to stand in the lane outside the building while unloading their delivery?</p> <p>I look forward to your explanation as to how the building at ADDRESS REMOVED is expected to manage the new parking and delivery problems.</p>
<p>9</p>	<p>Looking at the Concept Design Report, I approve of the overall concept. Here are some thoughts: page 5, item 1 Sculptural Seating options. I would prefer the style of seating arrangement and small trees as depicted in pic1, top right. Because the actual seating, which looks like wood, is of a material that would not absorb/reflect too much heat in Summer and, hence, not be uncomfortable to sit on. The aesthetic is a much more friendly look, although I would not choose Red as a colour; perhaps something more desert-like, eg ochre terracotta etc. And the look of that style of seat, means it could be of knee-height of an average 1.7metre height person, so no excessive bending to get up from that seat. That is very important. The other plasticity styles of seating look too low. page 10, I prefer the style shown in pic1. for similar reasons as mentioned above.</p>

<p>10</p>	<p>If Kings Pl is to be a one-way rd, then the entire length of the rd also be one way, rather than the Palmerston Cres end remain two way. This will cause motorists to be confused & drive the wrong way, resulting with pot. head on crashes, road rage, hooking, damage to infrastructure (mounting the area, etc...) Please avoid the overuse of signage! Millers Ln should also be one way (entry from Kings Pl) and exit only onto Park St (this will further support the Park St streetscape proposal). Why has Millers Ln been excluded; it provides a direct link between two projects and must be included as a key pedestrian link and one way access rd. Will pedestrian access be extended to Mathews Ln from Millers Ln? Cobden St appears to function as a private rd, (for the two adjacent properties)? Either way if under the care the responsibility of Council, would like to think the adjacent properties would contribute to the maintenance and cost, as sole access users. Cobden St forms a dead end road and based on the number of vehicles using it, it will require a turn around area for vehicles, rather than having vehicles reversing onto Kings Way & will also need to consider delivery/ waste collection vehicles and the like. No mention of how vehicles for waste collection, deliveries (including removalists), maintenance vehicles, etc... have been catered for this proposal on all rds and how these changes will be impacted? Wouldn't want to see this area or Palmerston Cres lined with waste collection bins on waste collection day. How has the surrounding onsite parking and its restrictions been considered? Will this involve community engagement and will consideration be given to a fair management approach? With the short term stay development, surely they would have sufficient off street parking to be catered for. The sections of the rd show the adjacent developments towering over the public realm, scale doesn't look right (expect a gradual step back of the developments), improve activation.</p>
<p>11</p>	<p>I live in ADDRESS REMOVED and our only car access is via Palmerston Cres. Changes to traffic flow over the last few years means that our entry to Park St has been limited to left turn only, we have no access to St Kilda Rd or Wells St. With 3 current development sites in the precinct, the proposed park development means that hundreds of more cars will be forced to use Palmerston Cres as their only means of leaving the area, turning either left or right at the Palmerston Cres and Kings Pl intersection. Palmerston Cres is already heavily congested at both the Kings Way and Park St intersections. If you proceed with the proposed park and road closures serious consideration must be given the the upgrade of the intersection of Palmerston Cres and Park St to allow cars to access both Wells Street and St Kilda Rd. The Kings Way intersection with Palmerston Cres should also have a "KEEP CLEAR" area to allow easy access for cars from Palmerston Cres when Kings Way traffic is stopped. Despite the obvious traffic problems the idea of street closures to open a small park is also unnecessary as we are already surrounded by numerous parklands.</p>
<p>12</p>	<p>Proposal looks alright but concerned that cleanliness and safety will be assured given the large number of 20 storey buildings already approved and the imminent opening of Anzac Station and the new Tram Interchange.</p>

13	<p>Proposal appears reasonable. Certainly need to establish some people friendly public space as area is being over developed and cars being excluded via reduction of on-street parking. Concern that area will be maintained as safe and clean, especially recognising the increased pedestrian traffic associated with the new Anzac station and Domain Tram interchange.</p>
14	<p>The park concept looks great. Very important to provide open space and tree coverage as we expand the residential density in the city. Also feel the provision of safe dog off leash areas should also be included in future projects as so many residents do have pets that need to be exercised safely well protecting other residents and users of the park spaces.</p>
15	<p>I like the idea of a park however, can you please explain to all residents how the council proposes to manage traffic flow from all of the new towers being built? I believe at least four over 15 stories in the area that only have access to Park Street and now Palmerston crescent with these two road closures. All of the additional cars will completely clog up those streets and you are removing two additional access points to Kingsway. You have also blocked off the right hand turn out of Palmerston crescent towards St. St. Kilda road. If you provide a right hand turn from Palmerston crescent into Park Street at those lights it will enable some of the traffic to actually go towards and Kilda road as opposed to having to turn left into Kingsway left into Albert road and left into St Kilda road which is completely clogging up all the local traffic. This will only get worse with these new towers being completed. If you are going to block off these two roads you must put in a right hand turn at Park Street coming from Palmerston crescent towards St Kilda road</p>
16	<p>Adding a bike lane to Park Street and making Kings Place one way will cause vehicles to backup in Palmerston Crescent as often vehicles look to these other exit into Kings Way. I am wondering how the two properties on Kings Way that have Kings Place as a boundary are going to develop their sites with limited Road access. The two buildings that currently are utilising Kings Place to provide services during their build, have closed off Kings Place numerous times. The congestion for the locals is not being considered and any changes to Kings Place should be acted upon AFTER Oasis and the triangle property have built their new developments. The access for vehicles leaving behind 50 Albert Road are severely compromised exiting onto Palmerston and the current developments with trucks and large vehicles blocking access to the exit lane is an accident waiting to happen. There is no site line for oncoming traffic and cars, trucks etc parked at the curb block all site lines. This exit dilemma was put to the COPP during VCAT hearings, community meetings etc and NOTHING has happened. Fix the exiting problems before starting another please.</p>

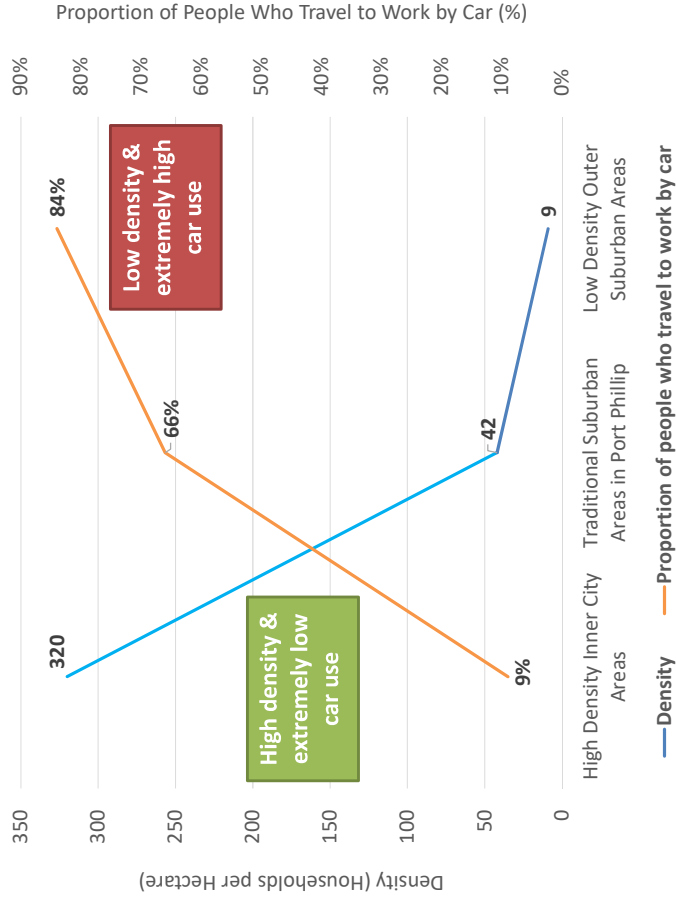
Officer Response to Key Themes

Key Themes	Officer Response
<p>Removal of on-street parking spaces</p>	<p>Recent and historic (pre-Covid) parking surveys have revealed that the current occupancy of spaces is modest. Parking utilisation on both weekdays and weekends, in the local area surrounding Cobden Street Pocket Park, rarely exceeds 50%. The most recent weekday and weekend parking surveys (undertaken in mid-April 2021, at a time when Covid-related restrictions had largely been eased) revealed the following:</p> <ul style="list-style-type: none"> • The overall parking occupancy measured over the 12-hour survey periods (between 7.00am and 7.00pm) was 34% on both the weekday and the weekend. • The maximum number of parking spaces occupied at any given hour was found to be 33 out of 72 spaces on a weekday at 11am (this is equivalent to 46% of the publicly available spaces being occupied) and 33 out of 74 spaces on a Sunday at 7pm (this is equivalent to 45% of the publicly available spaces being occupied). • It is concluded that even at the busiest times, there is reasonable spare parking capacity – with at least 39 unoccupied spaces out of the publicly available spaces on a weekday and at least 41 unoccupied spaces out of the publicly available spaces on a Sunday. This represents spare parking capacity of 54% of the total supply on a weekday and 55% of the total supply on Sunday.
<p>Impacts of road closures on traffic flow</p>	<ul style="list-style-type: none"> • The current concept design for Cobden Street Pocket Park involves the part closure of Kings Place and Cobden Street. Both of these streets carry very low traffic volumes and are not part of any critical traffic route, as they service only a small amount of local traffic movements. • In the broader local precinct, the existing traffic volumes are equally low, and the forecast growth (associated with new developments) is modest. • More specifically the forecast combined traffic growth associated with approved new developments indicates that during weekday peak hours traffic may grow by: <ul style="list-style-type: none"> ○ 168 vehicles/hour on Palmerston Crescent in the AM peak and 135 in the PM peak ○ 14 vehicles/hour on Kings Place in the AM peak and 41 in the PM peak ○ Negligible on Cobden Street in both peak periods

	<ul style="list-style-type: none"> Accordingly, the impact associated with implementation of Cobden Street Pocket Park is expected to be inconsequential, as existing traffic volumes are low and there are no significant traffic volumes are likely to be generated in the study precinct, as part of approved new developments. <p>When considering the likely traffic generation potential of new high-density residential development surrounding Cobden Street Pocket Park, it is relevant to take into consideration 'journey-to-work' Census Data from the 2016 Australian Census. This data highlights how inner city high-density residential development exhibits exceptionally low car usage and very high active and public transport travel choices – as summarised in the table below.</p> <table border="1" data-bbox="609 371 1150 1563"> <thead> <tr> <th data-bbox="609 1126 691 1563">Geography & Residential Typology</th> <th data-bbox="609 976 691 1126">Walk</th> <th data-bbox="609 826 691 976">Bike</th> <th data-bbox="609 676 691 826">Public Transport</th> <th data-bbox="609 526 691 676">Car</th> <th data-bbox="609 371 691 526">Work from Home</th> </tr> </thead> <tbody> <tr> <td data-bbox="691 1126 842 1563">High Density Inner City Areas (Data from over 7,000 multi-unit properties) Density = 320 households / hectare</td> <td data-bbox="691 976 842 1126">36%</td> <td data-bbox="691 826 842 976">1%</td> <td data-bbox="691 676 842 826">41%</td> <td data-bbox="691 526 842 676">9%</td> <td data-bbox="691 371 842 526">13%</td> </tr> <tr> <td data-bbox="842 1126 994 1563">'Traditional' Suburban Area in Port Phillip (Elwood) (Data from over 1,200 households) Density = 42 households / hectare</td> <td data-bbox="842 976 994 1126">2%</td> <td data-bbox="842 826 994 976">5%</td> <td data-bbox="842 676 994 826">15%</td> <td data-bbox="842 526 994 676">66%</td> <td data-bbox="842 371 994 526">12%</td> </tr> <tr> <td data-bbox="994 1126 1150 1563">Low Density Outer Suburban Area (Caroline Springs) (Data from over 650 households) Density = 9 households / hectare</td> <td data-bbox="994 976 1150 1126">0%</td> <td data-bbox="994 826 1150 976">0%</td> <td data-bbox="994 676 1150 826">8%</td> <td data-bbox="994 526 1150 676">84%</td> <td data-bbox="994 371 1150 526">8%</td> </tr> </tbody> </table>	Geography & Residential Typology	Walk	Bike	Public Transport	Car	Work from Home	High Density Inner City Areas (Data from over 7,000 multi-unit properties) Density = 320 households / hectare	36%	1%	41%	9%	13%	'Traditional' Suburban Area in Port Phillip (Elwood) (Data from over 1,200 households) Density = 42 households / hectare	2%	5%	15%	66%	12%	Low Density Outer Suburban Area (Caroline Springs) (Data from over 650 households) Density = 9 households / hectare	0%	0%	8%	84%	8%
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The key findings from the analysis of journey-to-work Census data are:

- Car use for the journey-to-work is 9% in inner-city areas with a large concentration of high density residential development. This compares to 66% in more traditionally-designed residential areas such as Elwood and 84% in low density outer suburban areas (such as Caroline Springs). This relationship is shown in the figure below. In other words, residents of Elwood drive over 7 times than residents of inner-city high-density developments. Residents in outer suburban areas drive almost 10 times more than those in inner-city high-density developments.
- Walking and bike-riding account for 37% of journey-to-work trips in inner-city high-density developments, 7% in Elwood and 0% in Caroline Springs.



Impacts of road closures on driver safety	There is no existing crash history / pattern of concern both within the study precinct and at its intersections with the adjoining arterial / sub-arterial network (Kings Way and Park Street). The potential redistribution of small volumes of traffic, as a result of the implementation of Cobden Street Pocket Park is not expected to have any significant road safety implications.
Bicycle parking near Cobden Street Pocket Park and bicycle circulation in the precinct	Provision for bicycle parking and arrangements for bicycle flow adjacent to the Cobden Street Pocket Park will be resolved during the detailed design phase.
Timing of road closures and delivery of Cobden Street Pocket Park during construction of surrounding developments	Consultation with adjoining developments is required in order to co-ordinate the optimum timing for delivery of Cobden Street Pocket Park. Establishment of the Pocket Park should take place to avoid adverse interaction with construction of the adjoining developments.