



3. DECLARATIONS OF CONFLICTS OF INTEREST

4. PETITIONS AND JOINT LETTERS

Item 4.1 Joint Letter - Domain Precinct Public Realm Masterplan - a further submission from G12+ Domain Precinct Residents Group

A Joint Letter containing 6 signatures, was received from the G12+ Domain Precinct Residents Group.

The Joint Letter states the following:-

Dear Councillors,

RE Domain Precinct Public Realm Masterplan.

We refer to your meeting on September 18, 2019, at which you resolved to adopt the Domain Precinct Public Realm Masterplan.

It is our view that there are some significant shortcomings in aspects of this Plan and indeed in the way, it has been presented to Council.

The major shortcomings relate to the following:

- 1) ***Failure to take correctly into account the extent of significant changes that have and will in the future greatly impact the amenity of the community.***
 - *The Metro Project has significantly disrupted the traffic flows in the Domain Precinct, permanently removed many on-street parking spaces and dependent on the final above-ground design of the Anzac interchange and Albert Reserve, constricted traffic movements in Albert Road and Park St.*
 - *When the Metro Project is completed, traffic from and to Domain Rd will significantly increase the congestion issues in Park St.*
 - *There are 22 potential development sites in St Kilda Rd North subprecinct 2 (which forms part of the Domain Precinct) of which 8 have been approved but not yet built. The cumulative impact of these 22 developments on traffic movements, loading and parking, has not been considered.*
 - *The introduction of a Super Tram Stop in Park St between St Kilda Rd and Kings Way has eliminated 29 on-street car spaces, and the proposal to create a dedicated bike lane will remove a further 23 spaces.*
 - *The 3 major public car parks in the Domain precinct (1,089 spaces in all) are all prime development targets and likely to be lost within the next 5 years.*
 - *Following the planning scheme revision in 2016, the amenity of the many narrow laneways in the Precinct is severely eroded by the tower setbacks now being measured from the midpoint of the laneway. This limits access to sunlight for pedestrians and future residents.*



2) **Failure to address the critical issues identified by community feedback.**

- **Bike link** in Park St (in combination with the super-stop) between St Kilda Rd and Kings Way removes the remaining on-street car spaces; reduces footpath widths significantly for a large part of the streetscape; creates additional bottlenecks for vehicles using Park St to travel West or North at Kings Way; cuts off Right Hand Turn option for vehicles previously exiting Little Bank St into Park St.; is inconsistent with COPP Integrated Transport Strategy criteria for selecting bike routes- 'local streets, avoiding key traffic and public transport routes'; and is incompatible with the Streetscape Improvements strategy of the Master Plan, whilst noting that Park Street is conspicuously absent from this section of the Plan.
- **On-street car spaces.** The consultants engaged by Council found that 'on-street car parking in the precinct is at capacity' now, without any further losses and before any of the significant developments that will occur. The only solution offered in the Master Plan is to implement tighter parking controls (enforcement and restrictions).
- We note that several existing residential buildings, e.g. The Domain, Domain Hill, 88 Park St, 21 Park St were developed with licensed visitor spaces on-street and no visitor spaces allowed within their residents' car parks.
- Projects in the Masterplan which remove spaces should be rethought and measures adopted to ensure that all new developments cater for all parking and loading requirements on-site, including waste collection, resident, visitor and services parking.
- **Urban Context Analysis** in Masterplan (P 24) does not consider the impact of the development about to occur in the Precinct, nor recognise the community concerns regarding traffic congestion, loss of parking spaces, loss of footpath width, or adequately address the difficulties of pedestrians crossing Kings Way.
- **Anzac Station above ground legacy** – while acknowledging that RPV has current authority over Albert Reserve and a section of St Kilda Rd, this area is the heart of the public realm in the Domain Precinct. The Masterplan should clearly set out the Council/Community aims for the above-ground footprint and legacy of this area. From the residents' viewpoint, this should include strong support for the minimum aboveground footprint of the Metro and tram interchange infrastructure, the maximisation of the area of Albert Reserve and the need for a parking solution for both cars and bikes.

3) **Misrepresentation of the adverse impact of some projects.**

A few examples:

- Laneway at the rear of 231 Kings Way (p47). The proposed short term loading/drop off/pick up zone abuts 88 Park St services area and would block the Foot entrance to the garage and the Electric Substation.
- Park St bike link pages 30-36. The following is not stated: Significant sections of the footpath between St Kilda Rd and Kings Way will be reduced in width to accommodate the bike link, all on-street car spaces will be lost, the potential for footpath trading will be diminished, shortterm/drop-off parking will not be possible



and traffic congestion and delays will be significantly increased particularly at the Kings Way intersection.

- *Closure of Eastern Road at Park St. Eastern Rd provides a useful link for residents returning to the Domain Precinct and avoids congestion at the intersection of Park and Heather St.*
- *Page 38 Kings Place Plaza- Project outcomes point two begins 'Prioritise short-term parking and servicing on Park Street....'. The bike link means there is no stopping on Park St and certainly no parking.*

"Essential problems to be solved before the Domain Precinct Residents Group can support the Master Plan.

- 1. The impact of the yet to be determined design outcomes of the Anzac Station and the above-ground final design**

- 2. The new Park St Priority Bike Route project needs to be deleted.**

Given the still unknown final design of the Albert Rd Reserve and its surrounds as well as the demands of building cross-overs and servicing, a bike route between St Kilda Rd and Kings Way in Albert road is not supported.

If an East-West link is necessary, then Coventry Street from St Kilda Rd to across Kings Way at Sturt St and from Dorcas St to Moray St will be a far better answer, unencumbered by trams for most of its route.

- 3. Vehicular traffic rerouting and management in the area.**

The closing of vehicle movements across Park St has resulted in rerouting of resident traffic "around the block" from 88 Park St and 21 Park St and for all new developments as they occur. A Comprehensive review of the traffic movements in the Domain Precinct is required.

- 4. The removal of on-street parking servicing residents' visitors, tradies, carers and other essential services.**

The reality of existing on-street parking being at capacity before the extensive development that will occur in the next few years and the loss of existing public car parks must be acknowledged. Solutions better than altering the time limits of existing spaces need to be identified, and actions taken to ensure developments cater to all traffic and parking demands generated by same. Several existing buildings in the Domain Precinct were developed with licensed visitor spaces on-street and no visitors spaces within their residents' car parks. While there is currently a draft 'Parking Management Policy' available for discussion, it is inappropriate for Councillors to respond to Domain residents, 'we all have to change' or 'roads need to be shared' or 'if you don't like it, live somewhere else'. The extent of change and pressures occurring in this Precinct is not replicated anywhere else in COPP.

- 5. The pedestrian, vehicle and tram severe safety concerns at the Wells St/Palmerston Cres and Park St intersection.**

We acknowledge that the Council Masterplan resolution included a resolve to 'strengthen its advocacy to the Victorian Government's transport statutory authorities' to resolve the safety and traffic issues at this intersection through the delivery of a fully



signalised intersection. While this may alleviate the current safety issues, we believe a more detailed review of the current and likely future traffic flow routing in the Precinct is required. This should include allowance for the increased flows resulting from a completed Metro Project; full redevelopment of the 22 sites as anticipated by C107; and the complications flowing from the installation of the super tram stop in Park St. Potential solutions should not be limited by existing infrastructure.

6. Kings Way Reserve upgrade and the closure of Queens Rd at Kings Way

The Reserve upgrade should preserve and renovate the heritage bluestone utilities block rather than replace it, and replace the granitic sand with grass, not rubber. The Queens Lane entry into Kings Way is an essential local traffic exit and should not be closed. Residents in the area particularly 416A, 416 and 418 St Kilda Rd have car parks which access and egress the narrow Queens Lane,

7. Eastern Rd Closure

Eastern road is used by many of us, including those with dogs going to the dog park. The quiet street is an excellent local exit back from the leading local service station without having to battle the traffic and tram intersection at Park and Heather St. We believe closure would be a significant local street loss for minimal gain.

8. Planning Issues

We want the Council to work with us on a built form Master Plan now. While we have a lull in development, we have time to convince the Minister of his folly in accepting the planning Panel and developer-driven recommendations to allow concessions on critical design objectives in C107 and DDO 26. Many planning applications are now made containing all the shortcomings available to developers via these concessions.

Working Together

We look forward to working together with the City of Port Phillip Council and officers to create a liveable and vibrant well planned, designed and implemented evolution of the Domain Precinct.

Regards

Co-Convenors

John Tabart Royal Domain Tower

Fraser Read-Smith The Domain

Karina Reynolds Royal Domain Tower

George Swinburne Hallmark

David MacGowan Royal Domain Tower

Bob Talbot St James

G12+ Domain Precinct Residents Group

St Kilda Rd,

Melbourne VIC 3004



OFFICER COMMENT

As part of the Council Report titled 'Adoption of the Domain Precinct Public Realm Masterplan' tabled at the Council Meeting held 18 September 2019, Attachment 3 '*Officer response to late submission received Monday 9 September 2019*' summarised the G12+ Domain Precinct Residents Group's late submission to the Draft Masterplan, with Council officers' responses provided to each theme.

This joint letter summarises similar issues listed in the original submission. Council officers' responses remain consistent, and can be found in the current Attachment 1.

Council officers' have provided the following responses in regards to the G12+ Domain Residents Group's summary of 'Essential problems to be solved before the Domain Precinct Residents Group can support the Master Plan' listed in its jointly signed letter:

1. The impact of the yet to be determined design outcomes of the Anzac Station and the above-ground final design

The Anzac Station design is a working document and is yet to be finalised. Given this, the design of the station precinct is not shown in the Masterplan.

Anzac Station and Albert Road Reserve are key components of the precinct and Council continues to work with the Victorian Government to achieve the best outcomes for our community.

The projects in the Masterplan can be considered independently and will not be impacted by the ultimate station design.

2. The new Park St Priority Bike Route project needs to be deleted.

Council's Integrated Transport Strategy (Move, Connect, Live) supports the need for a suite of bike corridors connecting key destinations across our City. Park Street is identified as an important east-west bike link that connects St Kilda Road through to South Melbourne, and beyond to Fisherman's Bend. It presents one of the few opportunities to cross Kings Way at grade at a signalised intersection.

The use of Coventry Street, and Sturt Street suggested by the G12+ has several constraints that cannot be easily resolved, such as multiple crossings at uncontrolled intersections and crossing tram tracks. These factors would have potential negative outcomes for bike rider safety.

3. Vehicular traffic rerouting and management in the area.

The movement restrictions mentioned are a result of the Metro Tunnel Project and Yarra Trams superstop. The Masterplan does not propose to undo the recent State infrastructure.

However, we are aware of the accessibility issues mentioned and have passed these on to the relevant agencies.

4. The removal of on-street parking servicing residents' visitors, tradies, carers and other essential services.

Council acknowledges the concerns regarding removal of car parking.

Council is investigating options to offset some of the impacts to the loss of parking in the precinct. This includes a review of parking restrictions and prioritisation of our



limited parking resources for users that often do not have alternative travel choices. Eligible and existing residential parking permit holders will be considered as part of this review.

Council will explore opportunities for a drop-off zone in proximity to Park Street. Little Bank Street, Wells Street and Palmerston Crescent have been identified as options, however this will require further detailed design.

Following the completion of the Metro Tunnel project, it is anticipated that there will be a significant modal shift towards public transport in the Domain Precinct.

5. The pedestrian, vehicle and tram severe safety concerns at the Wells St/Palmerston Cres and Park St intersection.

Following the adoption of the Domain Public Realm Masterplan, Council has progressed its advocacy for the Victorian Government to fund a solution to the complex intersection of Park Street and Wells Street so that it is safe for all road users. The preference is that the intersection be signalised so that all conflict points are managed systematically. The Victorian Government is currently reviewing this matter.

6. Kings Way Reserve upgrade and the closure of Queens Rd at Kings Way

Finishes and materials palette for the reserve, including the use of the bluestone amenities block will be explored through further design of the Kings Way Reserve. Council acknowledges the potential adverse impacts of any road closure. Further traffic analysis will be undertaken to determine whether a full or partial closure of Queens Road is progressed.

The adopted Masterplan was updated since its draft to depict potential for partial or full closure.

7. Eastern Rd Closure

Eastern Road is a local road. Any closure will need to go through further traffic analysis to fully understand the resulting impacts.

The potential closure of Eastern Road also considers the future priority of trams and avoiding tram and vehicle conflicts.

8. Planning Issues

The Masterplan is focussed on the public realm only. Considerable work was previously undertaken by Council through the St Kilda Road North Precinct Plan and built form controls approved by the Minister for Planning.

OFFICER RECOMMENDATION

That Council:

Receives and notes the Joint Letter.

TRIM FILE NO:

F19/1

ATTACHMENTS

- 1. Draft Domain Precinct Public Realm Masterplan - Officer responses to late submission received Monday 9 September 2019**