| LATE SUBMISSION THEME | COUNCIL OFFICER RESPONSE |
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| **The vision is very broad and desirable but does not emphasise living for the residents to the extent it does safety, walking and riding.** | The project vision was created and revised through a series of workshops with the community. It considers both the existing and future community, given the Masterplan at its core is a long-term focus. |
| **Living quality in the precinct has been depreciated following Planning Scheme Amendment C107 and DDO26.** | Noted, however this was a ministerial planning decision and is outside the scope of this project. |
| **The removal of service and visitor parking and the inconsiderate impact on the community by the construction noise, dust and traffic without sufficient mitigation, has impacted quality of living.** | Council understands the high-level of impact residents have experienced because of the ongoing construction in the precinct, through both private development and State transport projects.<br><br>Council is working closely with the Victorian Government on the Metro Tunnel Project to minimise construction impacts, and regularly attends Community Reference Group meetings where these matters are raised and addressed.<br><br>It is acknowledged that several special use and visitor parking spaces have been temporarily removed during construction, some of which are not expected to return. A key component of the Draft Masterplan is to ensure that the limited on-street parking resources are managed as efficiently as possible. |
| **The design for the new Albert Road Reserve and Anzac Station is outstanding from Rail Projects Victoria. It must be part of the Masterplan even though CYP will do the works.**<br><br>**There is great merit in awaiting the outcomes of the impact of Metro Tunnel Project before locking in the Masterplan.** | Council is aware that 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 Draft Masterplan.<br><br>Council agrees that Anzac Station and Albert Road Reserve are key components of the precinct and continues to work with the Victorian Government to achieve the best outcomes for our community.<br><br>The projects in the Draft Masterplan can be considered independently and will not be impacted by the ultimate station design. |

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| **The Draft Masterplan is about the public realm alone and does not address any built form concerns.** | The Draft Masterplan is focused on the public realm only due to the considerable amount of work previously undertaken by Council through the *St Kilda Road North Precinct Plan* and built form controls approved by the Minister for Planning. |
| **The Park Street Link is complex and needs simplification to work. The bike lane and parking removal needs to be reconsidered to allow other functions to be efficient.**<br><br>**There is a need to reprioritise pedestrian movements, particularly at Kings Way.**<br><br>**Coventry Street from St Kilda Road to across Kings Way at Sturt Street and from Dorcas Street to Moray Street is a better bike route, as it is not impacted by trams.** | The removal of peak hour traffic lanes is a result of the Metro Tunnel Project and Yarra Trams superstop. The Draft Masterplan does not propose to undo recent State infrastructure.<br><br>Council acknowledges the direct impact of parking loss for residents. There will be a consistent loss of car parking across all of Park Street, which is required to provide for a safe and protected bike lane.<br><br>Council is investigating options to offset some of the impacts to the loss of parking in Park Street. This includes a review of parking restrictions and prioritisation of our limited parking resources for users that often do not have alternative travel choices.<br><br>Council's *Move, Connect, Live 2018-28* integrated transport strategy focuses on boosting bike riding by delivering dedicated and continuous protected bike corridors (Action 18). Delivering these bike corridors will enable a +151% increase in daily bike trips, ensuring that people of all ages and abilities have a range of travel choices. Park Street is one of 10 bike corridors identified in the strategy. |
| **The closing of vehicle movements across Park Street has resulted in rerouting of resident traffic and increase in congestion in the area.** | These turn bans are a result of the Metro Tunnel Project and Yarra Trams superstop. The Draft Masterplan does not propose to undo the recent State infrastructure.<br><br>However, we are aware of the accessibility issues mentioned and have passed these on to the relevant agencies. |
| **The removal of on-street parking impacts residents, visitors, tradies, carers and other essential services.** | Council acknowledges the concerns regarding removal of car parking.<br><br>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. |

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| | 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.<br><br>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. |
| **The new super stop and traffic rerouting with resulting restrictions on turning and directional movements have turned the Wells Street /Palmerston Crescent and Park Street into a dangerous resident, pedestrian, vehicle, and tram safety hot spot.** | Council will continue to advocate to the Victorian Government for a funded 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 should be signalised so that all conflict points are managed systematically. |
| **The Kings Way Reserve upgrade should preserve heritage and replace granitic sand with grass. Trees should be protected from removal.**<br><br>**The Queens Lane entry into Kings Way is an essential local traffic exit and should not be closed. The closing of Queens Lane into Queens Road will add significant traffic to the Queens Lane.**<br><br>**Creating a new space may encourage antisocial behaviour.** | It is acknowledged that this is a high-profile location with substantial mature tree roots and high shade areas. Comments will be investigated during detailed design.<br><br>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.<br><br>The Masterplan has been updated to depict a partial or full closure. |
| **The closure of Eastern Road may create congestion issues.** | This is a local road and should not be prioritised for through movement. Any closure will need to go through further traffic analysis to fully understand the resulting impacts.<br><br>The potential closure of Eastern Road also considers the future priority of trams and avoiding tram and vehicle conflicts. |