

Amendment C171 to the Port Phillip Planning Scheme

St Kilda Marina
Expert Witness Report



Prepared by: GTA Consultants (VIC) Pty Ltd for City of Port Phillip

on 16/03/2020

Reference: V186730

Issue #: A

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Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	16/03/2020	Final	Goran Mihic	Simon Davies	Simon Davies	

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1. INTRODUCTION

1.1. Background and Proposal

St Kilda Marina is a significant asset in City of Port Phillip's (hereon in referred to as Council) property portfolio. Council is aiming to improve social and cultural, economic, environmental and financial benefits that can be delivered by the St Kilda Marina site in the future.

It is understood that Council has prepared Amendment C171 to the Port Phillip Planning Scheme which proposes to facilitate the redevelopment of the St Kilda Marina located at 42 A-E Marine Parade, Elwood. The Amendment seeks to amend the planning controls for the site and unlock the full potential of this working marina and its surrounds to develop a key destination for locals, Melburnians and national and international visitors. The project aims to achieve the following:

- Improve views and movement
- Improve marina function
- Provide complementary land uses
- Improve open spaces, public realm, and car parking
- Incorporate environment design to mitigate coastal hazards.

In summary, Amendment C171 (as exhibited) proposes to (among other things):

- Rezone the Site from Public Park and Recreation Zone (PPRZ) to (new) Schedule 4 to the Special Use Zone (SUZ4)
- Apply (new) Schedule 2 to the Development Plan Overlay (DPO2) to the Site
- Extend Schedule 187 to the Heritage Overlay (HO187) (which currently applies to the beacon only) to the entire Site.

The location of the St Kilda Marina (subject site) is shown in Figure 1.1, while the zoning of the site and surrounding area is shown in Figure 1.2.

Figure 1.1: Site Location Map



Reproduced from Nearmap

Figure 1.2: Land Zoning Map within and surrounding the Study Area

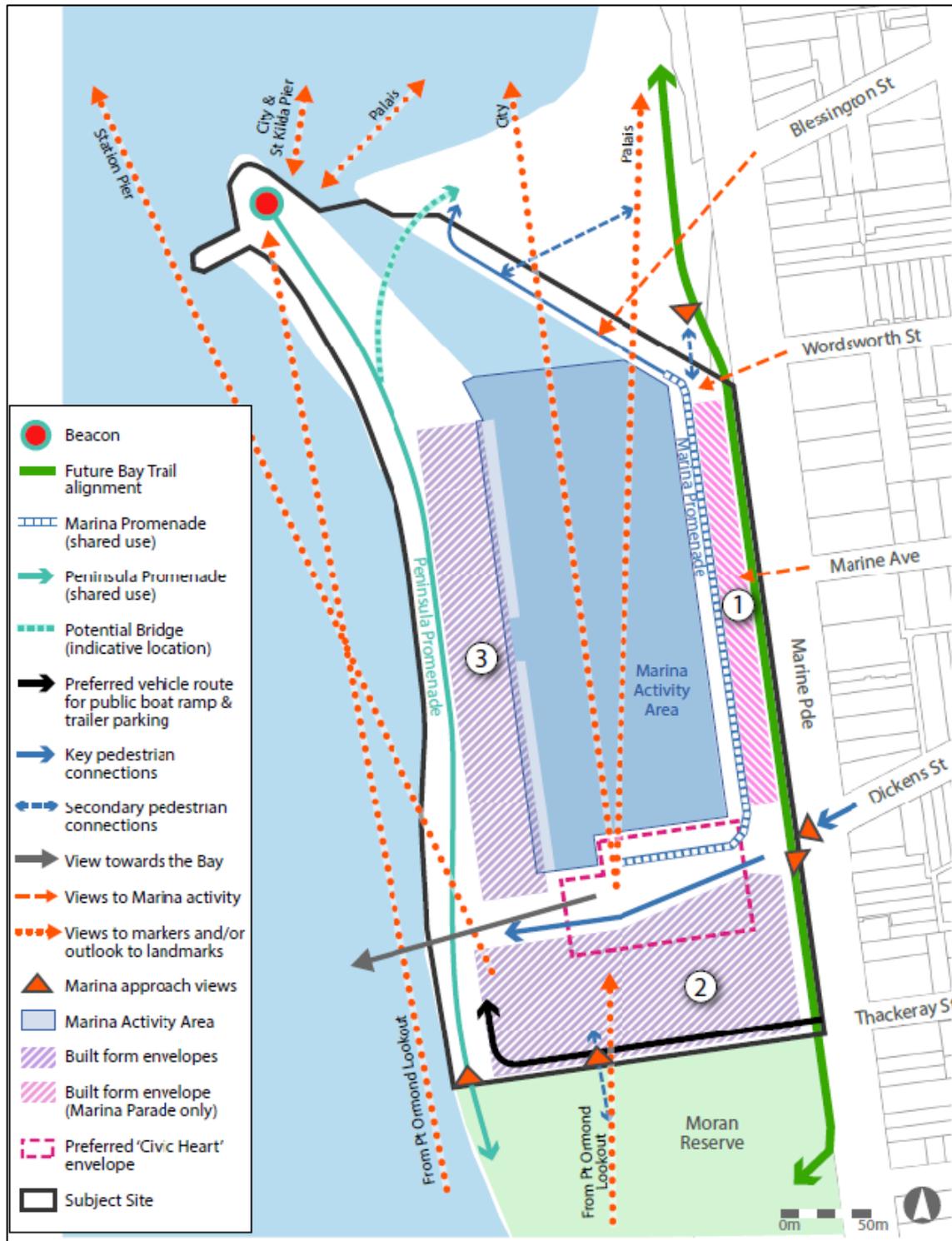


(Reproduced from Land Channel web site)

INTRODUCTION

The proposed Schedule 2 to Clause 43.04 Development Plan Overlay includes a Concept Plan for the St Kilda Marina as shown in Figure 1.3.

Figure 1.3: St Kilda Marina Concept Plan



1.2. Submissions

A summary of the submissions (relating to transport engineering matters) received by Council is provided below:

- Ensuring adequate car parking is provided for new development on the land
- Traffic impact of new development
- Potential for trailer parking area to encroach into Moran Reserve
- Most appropriate vehicle access point to the site
- Configuration / alignment of bi-directional bicycle path and adjacent pedestrian footpath including consideration of potential for new bridge across the mouth of the marina.

A response to each of these matters is addressed in Section 4 of my Evidence.

1.3. Expert Witness Details

Simon Davies BE (Environmental) (Hons)

Director – GTA Consultants

L25, 55 Collins Street, Melbourne

Areas of Expertise: Traffic Engineering & Transport Planning

I completed my environmental engineering degree majoring in traffic and transport with Honours at Monash University prior to commencing work with GTA Consultants in 1999 and am a member of Australian Institute of Traffic Planning and Management (AITPM) and the Victorian Planning and Environmental Law Association (VPELA).

I have over 20 years of experience in traffic and transportation planning including data collection and analysis, strategic transport planning, major and special event planning, traffic impact assessment and traffic engineering design.

I have experience in managing a variety of complex projects and regularly present expert traffic and parking evidence at the Victorian Civil and Administrative Tribunal (VCAT).

Further details of my experience are provided in Appendix A

1.4. Relationship to Applicant

I have no ongoing private or business relationship with the applicant and have been retained to provide expert witness services at this hearing for a mutually agreed fee.

1.5. Instructions & Scope of Report

In February 2020, I was initially engaged by Maddocks Lawyers to provide a preliminary opinion in relation to the Amendment, including a response to any traffic and parking issues raised in submissions to the Amendment.

Prior to this engagement I had no involvement with the St Kilda Marina Precinct.

Prior to preparing this evidence I was briefed by Maddocks Lawyers regarding the proposal via written and oral instructions.

This evidence has been prepared to:

- Express my opinion on the Amendment insofar as it relates to transport engineering
- Respond to submissions insofar as they relate to transport engineering.

1.6. References

In preparing this evidence, reference has been made to a number of documents including the following:

- Port Phillip Planning Scheme, including relevant overlays and clauses
- Council officers report and submissions from third parties
- Advertised material and background reports
- Brief to Expert provided by Maddocks Lawyers
- St Kilda Marina Project Site Brief
- Proposed Schedule 2 to Clause 43.04 Development Plan Overlay
- Proposed Schedule 4 to Clause 37.01 Special Use Zone
- Various technical data as referenced in this report
- An inspection of the site and its surrounds
- Other documents as nominated.

1.7. Tests, Experiments & Assistance

In preparing this evidence, I received assistance from the following people:

Goran Mihic Senior Consultant BE (Tech).

2. EXISTING CONDITIONS

2.1. Existing Land Uses

As set out in the St Kilda Marina Project Site Brief, the St Kilda Marina is currently home to a range of uses and activity including the following:

- 135 dry storage spaces
- 168 boat and trailer storage spaces
- 125 wet berths
- Australian Volunteer Coast Guard
- Riva St Kilda (restaurant, bar, nightclub and function space)
- The Great Provider (café and event space)
- Rollo's Kiosk (kiosk)
- BP service station
- Sky diving and boat charter operators
- 79 public car and trailer parking spaces
- 166 public car parking spaces.

It is understood that non-marina commercial activities (excluding the BP service station) occupy approximately 3,600sqm of floor space.

2.2. Access Arrangements

2.2.1. Vehicle Access

Vehicle access to the site is provided via the signalised intersection of Marine Parade and Dickens Street. The signalised access affords the St Kilda Marina site full access in all directions at Marine Parade.

The BP service station has a separate access arrangement which comprises an entry and exit crossover from Marine Parade with movements restricted to left-in / left-out due to the central median on Marine Parade.

2.2.2. Bicycle Access

Within the vicinity of the site, the Bay Trail is a section of the Strategic Cycling Corridor network that follows the coastline of Port Phillip Bay.

The trail continues to the north of the Marina, connecting into Albert Park. There are also adjacent connections to the St Kilda Road Bicycle Paths, that allow for a continuous bicycle path into the Melbourne CBD. The trail also continues down along Melbourne's south eastern suburbs.

The Bay Trail is a popular route for commuters on weekdays to travel to their place of work. On weekends it is one of Melbourne's most popular cycling routes.

2.2.3. Pedestrian Access

Pedestrian access to the site is provided via the Bay Trail shared path via Moran Reserve and at the northern end of the site via Marine promenade. Signalised pedestrian access across Marine Parade is provided at the main vehicle entry opposite Dickens Street.

2.3. Road Network

Marine Parade

Marine Parade functions as an arterial road. It is a two-way road aligned in a north-south direction in the vicinity of the subject site and is configured with a 24 metre wide divided carriageway with two lanes in each direction, set within a 30 metre wide road reserve (approximately). Unrestricted kerbside car parking is permitted on both sides of the road to the south of Dickens Road. North of Dickens Street ticket parking is provided on the beach (western) side while unrestricted parking is permitted on the eastern side.

Marine Parade carries an approximate weekday average of 47,000 vehicles per day¹ in the vicinity of the site.

Marine Parade in the immediate vicinity of the site is shown in Figure 2.3 and Figure 2.4.

Figure 2.1: Marine Parade looking north (adjacent to site)



Figure 2.2: Marine Parade looking south (adjacent to site)



Dickens Street

Dickens Street functions as a local road. It is a two-way road aligned in a northeast-southwest direction and configured with a 13 metre wide carriageway with one traffic lane and bicycle lane in each direction, set within a 20 metre wide road reserve (approximately). Unrestricted kerbside parking lanes are provided on both sides of the carriageway.

Dickens Street carries a weekday average of 2,900 vehicles per day¹, east of Marine Parade.

Dickens Street in the immediate vicinity of the site is shown in Figure 2.3 and Figure 2.4.

¹ Based on Department of Transport Open Data

Figure 2.3: Dickens Street looking northeast (adjacent to site)



Figure 2.4: Dickens Street looking southwest (adjacent to site)



Thackeray Street

Meredith Street functions as a local road. It is a two-way road aligned in a northeast-southwest direction and configured with a 9.5 metre wide carriageway with one through lane in each direction, set within a 16 metre wide road reserve (approximately). Unrestricted kerbside car parking is permitted on both sides of the carriageway.

Meredith Street

Meredith Street functions as a local road. It is a two-way road aligned in an east-west direction and configured with a 9.5 metre wide carriageway with one through lane in each direction, set within a 16 metre wide road reserve (approximately). Unrestricted kerbside car parking is permitted on both sides of the carriageway.

1.1.1 Surrounding Intersections

The key intersections in the vicinity of the subject site include:

- Marine Parade/Dickens Street (signalised X-intersection)
- Marine Parade/Thackeray Street (unsignalised T-intersection – left-in/left-out only)
- Marine Parade/Meredith Street (unsignalised T-intersection – full turning movements via median break).

2.4. Road Safety Assessment

A review of the reported casualty accident history for the roads and intersections adjoining the subject site has been sourced from Department of Transport CrashStats accident database. This database records all accidents causing injury that have occurred in Victoria since 1987 (as recorded by Victorian Police) and categorises these accidents as follows:

- *Fatal injury: at least one person was killed in the accident or died within 30 days as a result of the accident.*
- *Serious injury: at least one person was sent to hospital as a result of the accident.*
- *Other injury: at least one person required medical treatment as a result of the accident.*

A summary of the accidents in the vicinity of the site for the last available five-year period (2015-2020) is presented in Table 2.1.

Table 2.1: Safety Assessment

Location	Accident No.		
	Fatality	Serious Injury	Other Injury
Marine Parade / Dickens Street Intersection	0	1	2
Marine Parade / Thackeray Street Intersection	0	2	1
Total	0	3	3

Source: VicRoads

Table 2.1 indicates that there have been six crashes recorded in the vicinity of the St Kilda Marina within the last five years. Of the six accidents recorded, three 'serious injury' accidents have been recorded, which included the following:

- Motorcyclists travelling southbound along Marine Parade - losing control on straight and veered right off the carriageway
- Cyclists travelling northbound along Marine Parade – “Dooring”
- Vehicle turning right into the marina collided with a motorcyclists.

In addition to the above, the reported casualty accident history indicates that no accident trends exist in the vicinity of the St Kilda Marina.

2.5. Public Transport

Figure 2.5 shows the subject site in relation to existing public transport routes within its vicinity whilst Table 2.2 summarises the road-based routes.

Figure 2.5: Public Transport Map

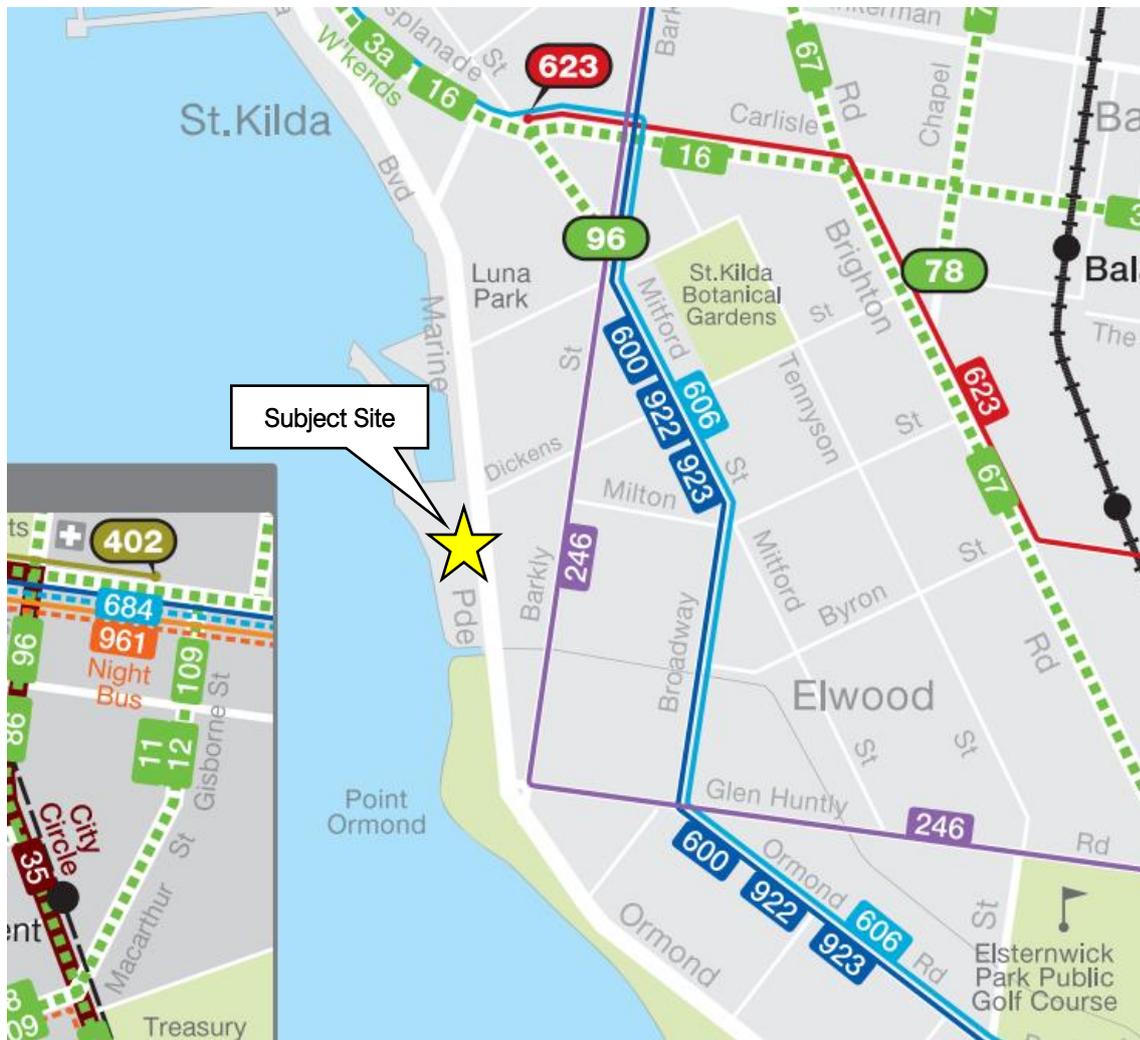


Table 2.2: Public Transport Provision

Service	Route	Route Description	Distance to Nearest Stop (m)
Bus	246	Elsternwick - Clifton Hill via St Kilda	550m
	600	Southland Shopping Centre - St Kilda Station	800m
	606	Elsternwick Station - Fishermans Bend	800m
	922	Southland SC - St Kilda Station	800m
	923		800m
Tram	96	East Brunswick - St Kilda Beach	850m

In addition to the above road based public transport services, Ripponlea rail station on the Sandringham Line is located approximately 2.1km east of the subject site.

3. PROPOSED AMENDMENTS TO PLANNING SCHEME

3.1. Schedule 4 to Clause 37.01 Special Use Zone

The proposed Schedule 4 to Clause 37.01 Special Use Zone includes the following requirements in relation to traffic and transport considerations:

2.0 Use of Land

Application Requirements

The following application requirements apply to an application for a permit under Clause 37.01, in addition to those specified in Clause 37.01 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- ...
- The likely effects, if any, on adjacent land, including noise levels, traffic, the hours of delivery and dispatch of goods and materials... to the satisfaction of the responsible authority.

4.0 Buildings and Works

Application Requirements

The following application requirements apply to an application for a permit under Clause 37.01, in addition to those specified in Clause 37.01 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- ...
- Site plan(s), drawn to scale which show:
 - ...
 - The location and layout and access to and from all car parking and loading areas and, as appropriate, a management plan for operating and maintaining the car parking areas.
 - The location and layout of all boating related, pedestrian and cyclist ingress, egress and access arrangements.
 - ...
 - Any infrastructure works required on adjacent land including traffic management works.
- ...
- A **Traffic Management Plan** which includes arrangements for car and trailer parking management, traffic management and traffic control works considered necessary.

3.2. Schedule 2 to Clause 43.04 Development Plan Overlay

The proposed Schedule 2 to Clause 43.04 Development Plan Overlay includes the following requirements in relation to traffic and transport considerations:

4.0 Requirements for development plan

The development plan must be generally in accordance with the Concept Plan shown in Figure 1 and include or make provision for:

- The following principles and objectives for the site:

Open space and public realm

- Improve the site's interface with Moran Reserve.
- Provide for clearly legible separated walking and cycling paths in high traffic areas, where appropriate.

Parking and access

- Design for flexibility within the car parking and boat trailer parking area for alternative temporary uses in the boating low season.
- Ensure car and trailer parking areas are visually softened through the provision of suitable landscaping and/or screening, particularly when viewed from streets and pathways.
- Relocate the Bay Trail to remove existing conflicts with Marina operations.

The following requirements for use and development:

- Table 1 includes a number of specific requirements that are discussed further on following sections.

Content of Development Plan

The development plan must include:

- An Integrated transport and access plan prepared by a qualified person which includes:
 - Expected traffic generation and the impact on the existing road network over a 24-hour period.
 - Location of car and trailer parking, vehicle egress and ingress points.
 - The identification of active travel and pedestrian cycle paths.
 - The identification of appropriate traffic mitigation measures to be provided.
 - An empirical assessment to support the adequacy of the car parking provision.

A report investigating and demonstrating opportunity for the future provision of a bridge between Marina reserve and the peninsula, including consideration of the indicative location shown in Figure 1 and the following:

- The likely impact of the bridge on the marina operations.
- The likely functionality of the bridge.
- The opportunities and constraints of realigning the Bay Trail to make use of the bridge.

3.3. Appropriateness of schedules to address transport and traffic matters

In my opinion the requirements set out in Schedule 4 to Clause 37-01 Special Use Zone and Schedule 2 to Clause 43.04 Development Plan Overlay are sufficient to ensure that the anticipated car parking and traffic impact associated with the development of St Kilda Marina, including additional commercial and retail development, is suitable considered.

In particular DPO2 states that the Development Plan must be generally in accordance with the Concept Plan included in the DPO2 and includes a requirement to prepare an Integrated Transport and Access Plan including:

- Expected traffic generation and impact on the existing road network over a 24-hour period...
- The identification of appropriate traffic mitigation measures to be provided.
- An empirical assessment to support the adequacy of the car parking provision.

It is important to note that any traffic mitigation measures would presumably impact on Marine Parade would therefore require Department of Transport (formerly VicRoads) approval.

Following approval of a Development Plan under DPO2, an application for use of land under SUZ4 must include:

- The likely effects, if any, on adjacent land, including noise levels, traffic, the hours of delivery and dispatch of goods and materials, hours of operation and light spill, solar access and glare, to the satisfaction of the responsible authority.

Furthermore, SUZ4 requires an application for buildings and works to include:

- A Traffic Management Plan which includes arrangements for car and trailer parking management, traffic management and traffic control works considered necessary.

3.4. Recommended Amendments to Clauses

Schedule 4 to Clause 37.01 Special Use Zone and Schedule 2 to Clause 43.04 Development Plan Overlay are considered appropriate to ensure that transport and traffic matters can be appropriately addressed as part of a Development Plan approval process. Notwithstanding, the following section sets out some recommended amendments to the proposed Clauses:

3.4.1. Table 1 Specific Requirements with DPO2

It is recommended that a minor clarification be made to the following elements of the Table 1: Specific Requirements within DPO2 as follows:

Table 1: Specific Requirements

Element	Specific Requirement	GTA Response
Peninsula promenade path as shown in Figure 1	Minimum 4 metre pedestrian priority shared path (if no bridge is provided as part of the proposal). Ensure there is ability to widen the path to 6m for the provision of the future bridge connection.	No issue with dimensions if Bay Trail is not aligned to utilise the bridge. If the Bay Trail is aligned to utilise the bridge, for consistency of treatment it is recommended that

Element	Specific Requirement	GTA Response
	<p>If a bridge is provided a separated walking and cycling path is required:</p> <ul style="list-style-type: none"> • Minimum 3 metre path for walkers. • Minimum 0.5 metre separator. • Minimum 2.5 metre bidirectional cycle path. 	<p>the bidirectional cycle path should be widened to 3.5m along Peninsula promenade consistent with the requirement for the remainder of the Bay Trail.</p> <p>A widening of the bidirectional cycle lane to 3.5 metres would necessitate the overall path width being widened to 7m (currently specified as 6m).</p>
Potential pedestrian and cycle bridge as shown in Figure 1	<p>If provided, the pedestrian and cycle bridge should include:</p> <ul style="list-style-type: none"> • Minimum 3 metre path for walkers. • Minimum 0.5 metre separator. • Minimum 2.5 metre bidirectional cycle path. <p>The provision for the possible alignment of the Bay Trail to utilise the bridge.</p>	<p>If the Bay Trail is aligned to utilise the bridge, I consider it appropriate to have a 2.5m bidirectional cycle path across the bridge as required by Table 1.</p>
Bay Trail	<p>Relocated the Bay Trail as shown on the Concept Plan (Figure 1). Provide for the following:</p> <ul style="list-style-type: none"> • Minimum path width of 3 metres for pedestrians. • Minimum 0.5 metre separator. • Minimum 3.5 metre bidirectional cycle path. <p>Where the Bay Trail is adjacent to on-street vehicle parking, an outer separator of 1 metre is required.</p>	<p>The Bay trail cross section is considered appropriate and should be reflected on Peninsula Promenade if the bridge is built and the Bay Trail is realigned to use Peninsula Promenade and the bridge.</p>

3.4.2. Reference to DoT as Approval Authority

There does not appear to be any trigger within DPO2 to seek Department of Transport (DoT) approval for the preferred vehicle access route as shown in the Concept Plan which comprises a change of access to Marine Parade. In my opinion it is appropriate for DPO2 to include reference to DoT as an approval authority in relation to the Integrated transport and access plan as follows:

- o *An **Integrated transport and access plan** prepared by a qualified person, to the satisfaction of DoT and the responsible authority, which includes:*

The above wording amendment will ensure that DoT is a referral authority for the Development Plan as this will be the key opportunity to ensure that access arrangements to Marine Parade are resolved and consideration of the combined traffic generation of the proposed land uses across the site.

4. RESPONSE TO SUBMISSIONS

4.1. Third Party Submissions

A number of third parties have submitted statements to Council objecting to the proposed Amendment. A summary of the objections raised is provided below:

- Ensuring adequate car parking is provided for new development on the land
- Traffic impact of new development
- Potential for trailer parking area to encroach into Moran Reserve
- Most appropriate vehicle access point to the site
- Configuration / alignment of bi-directional bicycle path and adjacent pedestrian footpath including consideration of potential for new bridge across the mouth of the marina.

The following sets out a response to each of the matters raised by third party submissions

4.2. Adequacy of Car Parking Provision for new development

Amendment C171 does not propose any amendments to be made to the car parking rates set out in Clause 52.06 of the Planning Scheme and as such the requirements of Clause 52.06 (including the ability to seek a reduction in the statutory requirement) will apply to an application for a new use or an increase to floor area of an existing use. This is considered appropriate.

With the exception of the scenarios set out in Section 2.0 of DPO2, a development plan must be prepared for the St Kilda Marina generally in accordance with the Concept Plan shown in Figure 1 of DPO2 and must include an Integrated transport and access plan which includes (amongst other things):

- *An empirical assessment to support the adequacy of the car parking provision.*

It is also noted that the Specific Requirements for use and development set out in DPO2 states that the total leasable commercial and retail floor area must not exceed 5,000 square metres.

According to the St Kilda Marina Project Site Brief the Marina currently has 3,600 sqm of commercial and retail floor area. As such, DPO2 anticipates an increase of up to 1,400 sqm in addition to existing commercial and retail uses within the Marina. As the Marina is located with the Principle Public Transport Network (PPTN), Column B rates apply in Clause 52.06 of the Port Phillip Planning Scheme. While a specific development schedule is not proposed, utilising typical Column B parking rate of 3.5 spaces per 100sqm for Restaurants and Take away food premises would result in a potential additional statutory car parking requirement of 50 spaces. The Integrated transport and access plan that is required as part of the Development Plan will include an empirical assessment including consideration of temporal parking demands. In my opinion there is likely to be ample opportunity within the St Kilda Marina site to adequately address the parking requirements associated with 1,400 sqm of additional commercial and retail floor space as anticipated by DPO2 and the proposed Schedule is considered appropriate.

4.3. Traffic Impact on the Surrounding Road Network

With the exception of the scenarios set out in Section 2.0 of DPO2, a development plan must be prepared for the St Kilda Marina generally in accordance with the Concept Plan shown in Figure 1 of DPO2 and must include an Integrated transport and access plan which includes (amongst other things):

- *Expected traffic generation and the impact on the existing road network over a 24-hour period.*
- *The identification of appropriate traffic mitigation measures to be provided.*

In my opinion the required preparation of an Integrated transport and access plan as part of the Development Plan is sufficient to ensure that the traffic impact on the surrounding road network is considered and managed appropriately. Noting that DPO2 essentially maintains the existing Marina function in terms of overall size, the significant anticipated change in floor area is up to 1,400 sqm of additional commercial and retail floor space, excluding the BP service station which is proposed to be removed. It is my opinion that the traffic associated with an additional 1,400 sqm of commercial and retail floor space on this site could be adequately managed by way of an appropriate access strategy and mitigating roadworks if necessary.

4.4. Trailer Parking Impact on Moran Reserve

Section 9.2.25 of the St Kilda Marine Project Site Brief states the following Discretionary Criteria:

- Trailer parking integrated to an improved interface with Moran Reserve can be investigated; see investigation zones (figures 14 and 15, page 60). However, existing high value vegetation to be retained.

The public boat ramp and trailer parking mentioned above is shown below in Figure 4.1.

Figure 4.1: Public Boat Ramp and Trailer Parking



Section 6.7 of the Site Brief including Figure 11 (reproduced below as Figure 4.2) indicates that there is an area of high value native vegetation to the south of the car park.

Figure 4.2: Landscape and Environment



The submissions appear to assume that the above discretionary criteria relate to the provision of trailer parking within the existing Moran Reserve. In my opinion the criteria and associated figures provided in the St Kilda Marina Site Brief are ambiguous. It is understood that the intention is for trailer parking to be contained within the existing site and the criterion relates to improving the interface, including potential pedestrian links, between the marina and Moran Reserve.

Importantly the DPO2 and SUZ4 schedules only apply to the existing St Kilda Marina site and do not extend into the Moran Reserve.

4.5. Vehicle Access Arrangement

Vehicle access to the St Kilda Marina site is currently provided via the signalised access opposite Dickens Street. The BP service station has a separate entry and exit crossover directly to Marine Parade which provide for left turns only by virtue of the Marine Parade central median.

The Concept Plan within DPO2 indicates a preferred St Kilda Marina entrance further south opposite Thackeray Street while retaining the key pedestrian connection at Dickens Street. The St Kilda Marina Project Site Brief anticipates the removal of the existing BP service station as part of the development. As such the proposed access arrangement would result in one vehicle access point to the site compared to three existing access points.

The existing and proposed vehicle access arrangement is shown below in Figure 4.3

Figure 4.3: Existing and Proposed Vehicle Access Arrangement



Marine Parade is a Primary Arterial Road and DoT (formerly VicRoads) is the Road Authority. Any change in vehicle access to Marine Parade will required DoT approval.

If vehicle access was relocated to the southern end of the site as anticipated I expect it would potentially be limited to left-in / left-out access only as DoT is unlikely to support either uncontrolled right turn entry/exit across Marine Parade or signalisation of the intersection given the close proximity to Dickens Street.

As a general principle, I expect that DoT would have no objection to the removal of the BP service station access points and the provision of one vehicle access to the site located at the southern boundary as it would reduce the number of access points to Marine Parade which is consistent with arterial road access policy.

The above would be addressed as part of preparation of the Integrated transport and access plan within the Development Plan. As set out in Section 3.4.2 of my Evidence there does not appear to be any trigger within DPO2 to seek DoT approval for the preferred vehicle access route as shown in the Concept Plan. In my opinion it is appropriate for DPO2 to include reference to DoT as an approval authority in relation to the Integrated transport and access plan as follows:

- *An **Integrated transport and access plan** prepared by a qualified person, to the satisfaction of DoT and the responsible authority, which includes:*

In the event that the access is moved to the south in accordance with the Concept Plan in DPO2 and is configured as left-in / left-out only, there is likely to be an increase in U-turn movements on Marine Parade at the following locations:

- Marine Parade / Dickens Street (south to south)
- Marine Parade / Meredith Street (north to north).

As a designated right turn lane is provided at Dickens Street intersection, this movement can be undertaken safely for cars. It is noted that cars towing boats may have difficulty undertaking a U-turn at this location and vehicles destined to the south may instead choose to use Dickens Street to access Barkly Street.

Similarly, vehicles arriving from the north may choose to undertake a U-turn at the median break opposite Meredith Street. It is noted that there is no separate U-turn lane at this intersection so such movements would likely delay southbound traffic on Marine Parade.

The Integrated transport and access plan is required to consider the impact on the wider road network and is addressed in the DPO2 Schedule appropriately given the need to include:

- 'The identification of appropriate traffic mitigation measures to be provided.'

4.6. Configuration / Alignment of Bi-directional Bicycle Path

4.6.1. Existing Shared Path

There are a number of key user groups that utilise the existing Bay Trail shared path through the St Kilda Marina site including walkers, runners, commuter, recreational and fitness cyclists. The Bay Trail supports the cycle link through the St Kilda Marina with perimeter north-south access for on-road bike riding on Marine Parade.

The existing bicycle facilities within and adjacent to the St Kilda Marina is shown in Figure 4.4.

Figure 4.4: Existing Bicycle Facilities



4.6.2. Proposed Bicycle Path

The optimum bicycle path route hinges on the ability to provide a pedestrian/cycle bridge across the Marina entry.

If the bridge is provided it would appear to make sense for the Bay Trail to continue along Peninsula Promenade and across the bridge to reconnect to Marine Parade to the north of the Marina. As set out in Section 3.4.1 of my Evidence, if the Bay Trail does continue along Peninsula promenade and across a bridge, it is recommended that a 3.5 metre bidirectional bicycle path be provided along Peninsula promenade to maintain consistency with the remainder of the Bay Trail.

If the bridge is not provided, then the proposed route through Moran Reserve and along Marine Parade is considered appropriate following the removal of the BP petrol station. It is noted that this route will still necessitate the crossing of the vehicle entry to the Marina (either existing or proposed) and the key signalised pedestrian connection at Dickens Street. This route would result in less conflict points than the existing Bay Trail shared path route through St Kilda marina.

5. SUMMARY OF OPINION

5.1. Summary of Opinion

Based on the analysis and discussions presented within this evidence, the following is a summary of my opinion:

1. Schedule 4 to Clause 37.01 Special Use Zone is considered appropriate to ensure applications for use of land adequately address traffic impacts.
2. Schedule 2 of Clause 43.04 Development Plan Overlay is considered appropriate to ensure a Development Plan that is required prior to development of the site addresses traffic and car parking matters noting the following recommended amendments:
 - o Table 1 Specific Requirements to be amended to ensure that if Bay Trail is aligned along Peninsula promenade and across a new bridge, the bidirectional cycle lane is 3.5m on Peninsula promenade consistent with the requirements for the Bay Trail
 - o An **Integrated transport and access plan** prepared by a qualified person, to the satisfaction of DoT and the responsible authority, given there is proposed to be a change of access to Marine Parade.
3. The parking and traffic impacts associated with the additional 1,400 sqm of commercial and retail floor area anticipated in DPO2 Schedule 2 of Clause 43.04 Development Plan Overlay is expected to be adequately addressed as part of the required Integrated transport and access plan.
4. The proposed alignment of Bay Trail shown in the Concept 1 either along Peninsula promenade and across a new bridge or through Moran Reserve and along Marine Parade is considered appropriate and will reduce the number of conflict points with pedestrians and vehicles. The route through Moran Reserve and along Marine Parade is dependent on the removal of the existing BP service station.

Accordingly, I can see no reason on traffic engineering grounds why Amendment C171 should not be recommended for approval subject to the above recommended amendments.

5.2. Other Statements

5. No opinion provided in this evidence is provisional.
6. No questions or statements outside of my expertise have been addressed in this evidence.
7. This evidence is not incomplete or inaccurate.

Declaration

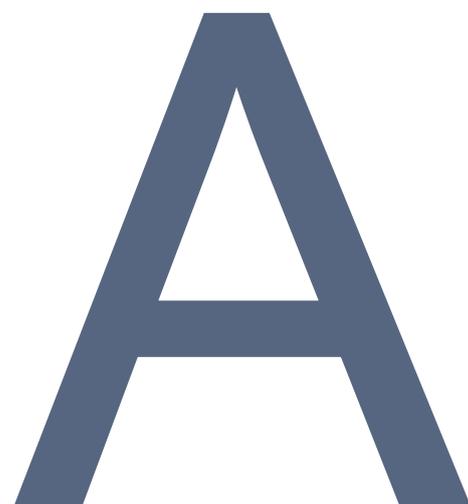
I have made all the inquiries that I believe are desirable and appropriate and that no matters of significance that I regard as relevant have, to my knowledge, been withheld from the tribunal.



Simon Davies
Director

16 March 2020

A.SIMON DAVIES CURRICULUM VITAE



SIMON DAVIES

Director, Regional Head VIC

BE (Hons), Environmental
Monash University 1999



MY STORY

I am a transport engineer with 20 years' experience predominantly in Victoria and Queensland. Since commencing as a graduate engineer at GTA in 1999 I have developed a breadth of knowledge and experience in all facets of transport and traffic engineering. I am a project director who leads multi-disciplinary transport teams for private and public sector clients.

I have specialist skills in major event transport plan and transport impact assessments associated with statutory planning applications. I also regularly present traffic and transport engineering expert evidence at VCAT and Panels Victoria.

SELECTED PROJECT EXPERIENCE

Australian Formula 1 Grand Prix (2000 – 2019) – Melbourne

Role: Project Director

GTA has played an integral role in preparing the transport plan for the Australian Grand Prix since 1997. This has included liaising with stakeholders, superintendent and auditing of implemented treatments and trouble-shooting issues that arose during the event including providing transport and traffic advice to AGPC, Councils and road authorities. Simon has been the Project Director for the past 10 years having been involved in delivering more than 20 successful events.

Kaufland Supermarket introduction to Victoria - Melbourne

Role: Project Director

Kaufland has recently commenced operations in Australia with an application of an initial six stores in Melbourne currently being considered by an Advisory Committee. GTA was engaged to provide due diligence advice to Kaufland for each store and subsequently prepare traffic impact assessments for each site. A major challenge was the fact that Kaufland did not previously operate in Australia so the operating environment was unknown and could not be surveyed. Simon was retained to provide specialised transport engineering evidence at the Advisory Committee for the first six stores.

Herald-Sun/Citylink Run for the Kids (2006 – 2019) – Melbourne

Role: Project Director

Simon has provided advice to the Run for the Kids transport committee since its inception including providing advice regarding various iterations of the event route and the preparation of associated transport and traffic plans. This has meant intensive liaison with transport stakeholders impacted by the event route to ensure the optimum outcome is achieved for stakeholders, event participants and the wider community.

Caulfield Village Redevelopment - Melbourne

Role: Project Director

Caulfield Village is a staged mixed-use development located adjacent to Caulfield Racecourse. The project is comprised of detailed transport modelling, detailed layout and access advice and external road network mitigation works. Simon has been involved in extensive liaison and negotiation with relevant road and transport authorities and provided expert transport and traffic evidence at VCAT.

Moonee Valley Racecourse Redevelopment – Melbourne

Role: Project Director

Moonee Valley Racecourse Redevelopment comprises a mixed-use development on the site of the existing members car park and grandstand and includes the construction of a new track and grandstand. Simon was originally involved in the preparation of the Integrated Transport Plan for the masterplan and now provides advice for the individual town planning applications and temporary transport management arrangements for racecourse operations during construction.

'I have a passion for achieving the best outcome for all stakeholders'

SKILLS & EXPERTISE

- Transport Engineering
- Major Event Transport Management Planning and Design
- Construction Transport Management Planning and Design
- Peer Review and Expert Witness

MEMBERSHIPS AND AFFILIATIONS

Victorian Planning & Environmental Law (VPELA)

Australian Institute of Traffic Planning & Management (AITPM) Member/Fellow of Institution

ADDITIONAL RELEVANT EXPERIENCE

Craigieburn Town Centre – Melbourne

Role: Project Director

Craigieburn Town Centre was a major retail centre that was developed and built within what was previously a green field site with limited surrounding road infrastructure in the north of Melbourne. Simon was involved in liaison and negotiation with Council, VicRoads and PTV in relation to appropriate transport infrastructure including construction of Aitken Boulevard, bus priority treatments and interchange location/design, and the internal layout and design of the town centre. Simon continues to provide advice to the asset owner in relation to ongoing upgrades/changes to the town centre.

RMIT Graduation Parade (2015 – onwards) - Melbourne

Role: Project Director

The RMIT Graduation parade is an opportunity for all graduating students to march from the RMIT city campus in La Trobe Street along Swanston Street to Federation Square. GTA has provided advice to the organising committee including liaison with Victoria Police, Yarra Trams, VicRoads and City of Melbourne to prepare a transport plan to facilitate the event and minimise disruption to the community.

Berrybank Wind Farm - Victoria

Role: Project Director

The Berrybank Wind Farm is a proposed 79 turbine windfarm in Western Victoria. I was engaged to undertake a peer review of the transport management plan prepared for the construction of the windfarm and present expert transport evidence at Panels Victoria.