



Domain Precinct

Draft Public Realm Masterplan

Council officers' response to consultation feedback

September 2019

Officer responses

Park Street Link

Theme	Summary of feedback	Officer response	Change to Final Masterplan
Residential access to buildings	<ol style="list-style-type: none"> 1. Access to the garage for 88 Park Street will be removed (6). 2. Access to Kings Way south from 88 Park Street will be removed (2). 3. Have you considered apartments and access to their car parks? (3) 4. Park Street is expected to perform as a key tram corridor, major bike route, major pedestrian route and arterial road - this is not achievable. 	<ol style="list-style-type: none"> 1. The plans will be updated to correctly show the proposal for this laneway does not impact on existing access for this residential building. 2. Noted - as above. 3. Noted - as above. 4. The indicative designs aim to demonstrate how available street space can be allocated within the St Kilda Road to Kings Way section to cater for a range of movement functions. 	<ul style="list-style-type: none"> • Update illustrations to clearly demonstrate the project does not impede on access to existing residences. • Include text stating these changes are subject to feasibility and consultation with adjacent buildings and further detailed design.
Car parking	<ol style="list-style-type: none"> 1. How will visitors, deliveries and servicing occur on Park Street with the removal of on-street car parking? (9) 2. It is difficult to find on-street car parks, where will residents park? 3. Support a drop-off zone in proximity to Park Street. 4. I support short stay or loading only bay to be proposed at the front of 21 Park Street. 	<ol style="list-style-type: none"> 1. It is proposed to review all on-street parking spaces as part of the Masterplan. Priority will be given to disabled, loading, drop-off / pick up and other special use spaces to support people and businesses that often do not have alternative transport options. 2. Noted - response as above. 3. Council will explore opportunities for a drop-off zone in proximity to Park Street. Little Bank Street has been identified as an option, however this will require detailed design. 4. The Draft Masterplan depicts the area out the front of 21 Park Street as potential footpath trading zone, not a proposed loading zone. 	
Protected bike lane	<ol style="list-style-type: none"> 1. A completely separated bike lane is required and supported between St Kilda Road and Moray Street. The plan does not show this between Kings Way and Heather St (6). 2. There is no need for a bike lane, people won't use it and will use Albert Road instead (5). 3. We don't want to lose car parks, have reduced footpaths and lose transportation access to residential buildings to accommodate a bike lane on Park Street (7). 4. The amount of taxpayers money spent on bike lane infrastructure is disproportionate to the percentage of the population that use it (2). 5. The draft plan needs to be amended to show how the section of Park Street between Wells Street and Kings Way can be configured to allow for pedestrian, cycle and vehicular through traffic. 	<ol style="list-style-type: none"> 1. At this time, a line-marked bike lane between Kings Way and Heather Street is an appropriate outcome for this section of Park Street. It is difficult for Council to design a separated bike lane in this section without understanding how the Victorian Government's future tram link will be implemented. Council is committed to advocating to the Victorian Government for the safest outcome that balances the needs of all users. 2. 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. 3. It is not ideal that existing wide footpaths are reduced, however the design balances the needs of all users and will be safe and attractive. 4. Council needs to invest in infrastructure improvements for bike riders of all abilities if we are to improve rider safety and make it an attractive travel choice for our community. 5. Additional sections have been provided in the final Masterplan to demonstrate how the section of Park Street between Wells Street and Kings Way can be configured to allow for pedestrian, bike and vehicular traffic. 	<ul style="list-style-type: none"> • Additional sections have been included to illustrate how the section of Park St between Wells St and Kings Way can accommodate different modes of transport. These will be subject to further detailed design. • Plans to be updated to show existing tram kerb separation and access to crossovers.

Officer responses

Park Street Link

Theme	Summary of feedback	Officer response	Change to Final Masterplan
Protected bike lane (continued)	<ol style="list-style-type: none"> 1. Make the bike lane split level to save space. 2. Cyclists do not obey existing dismount signs, please address immediately. 3. Council should pressure VicRoads to consider a protected bicycle intersection design for Kings Way at Park Street - which could include traffic islands at corners and medians to create a safe buffer between vehicles and cyclists. 4. Park St to St Kilda Rd is a critical connection for bike riders and needs to be closely considered and is supportive of separated bike lanes like in the Netherlands. 	<ol style="list-style-type: none"> 1. The proposed bike lane is protected from vehicles and the footpath by physical separation. Grades will be further explored during detailed design. 2. Providing safe bike infrastructure will encourage bike riders to use our dedicated lanes, rather than footpaths. The powers to enforce riding on footpaths lie with Victoria Police, not Council. 3. This comment has been referred to VicRoads as the responsible authority. The interaction of all road users at the intersection will be investigated during detailed design of the Park Street Link project. 4. Noted. 	
Tram link	<ol style="list-style-type: none"> 1. I am supportive of the extension of the tram line down Park Street (2). 2. I am not supportive of the extension of the tram line down Park Street due to noise concerns (3). 3. Extending the tram will increase congestion. 4. How will the Heather Street roundabout be reconfigured to address the Park Street tram link and traffic flows? 	<ol style="list-style-type: none"> 1. Noted. The Park Street tram link is a committed Victorian Government project, with Council a key stakeholder. Council will work with the State to ensure the best outcomes for the community. 	<ul style="list-style-type: none"> • The plans have been updated to illustrate that the Heather St intersection requires detailed design and consultation with key stakeholders as part of the Victorian Government's tram link project.
Traffic	<ol style="list-style-type: none"> 1. Creating a bike lane along Park Street will cause more traffic (3). 2. Reduce the speed limit between Heather Street and Kings Way to 40km/h or 50km/h. 3. How will you prevent traffic using Law Street as a cut through when you block off Eastern Road? 4. Closure of Eastern Road will have detrimental impact to the City Edge development during peak times. 5. Provide 'keep clear' signs on Kings Way to relieve congestion from southbound traffic via Wells, Park and Palmerston streets. 6. Park Street is a main street and needs two lanes in peak times with ample parking. 7. Remove the slip lane on Park Street and Kings Way westbound due to high speed conflict between vehicles and bike riders. 8. Speeding vehicles on Wells Street are putting pedestrians at risk. 	<ol style="list-style-type: none"> 1. Providing a bike link on Park Street will not increase vehicle traffic flows or congestion. 2. Council will begin the process for a speed limit reduction with VicRoads in 2019/2020 financial year. 3. Law Street has narrow roads and footpaths. Council could investigate localised threshold treatments to mitigate these undesired behaviours. 4. Traffic assessments will be conducted to understand the impacts of the closure of Eastern Road during detailed design. 5. This comment has been passed on to VicRoads as the managing authority of arterial roads. 6. Following the installation of the tram stop on Park Street, only one lane of traffic operates in each direction except at intersections. As part of the design for Park Street, Council aims to maintain the existing configuration of traffic lanes. To provide a safe bike lane parking will need to be removed. 7. The interaction of all road users at the intersection will be investigated as during detailed design of the Park Street Link project. 8. Streetscape improvements to Wells Street are proposed in the Masterplan, which includes minor traffic calming measures. In the interim, Council is installing speed cushions to improve safety and compliance with the posted 40km/h speed limit. 	<ul style="list-style-type: none"> • The plans have been updated to acknowledge that the Park St and Kings Way slip lane requires further work by Council and Victorian Government authorities.

Officer responses

Park Street Link

Theme	Summary of feedback	Officer response	Change to Final Masterplan
Traffic (continued)	<ol style="list-style-type: none"> Reinstate the right hand turn into Palmerston Crescent from Park Street. Little Bank Street should be opened for right turn traffic on Park Street. 	<ol style="list-style-type: none"> Council is advocating to the Victorian Government for the intersection of Park Street and Wells Street to be upgraded to be safe and controlled to address these concerns. As this movement crosses tram tracks, Yarra Trams is ultimately responsible for this decision. Council is aware that Yarra Trams' position is that a right turn is not supported on the basis of tram safety. 	
Trees	<ol style="list-style-type: none"> The proposed and existing trees are incorrect on the plan. So can that please be rectified in future versions. The plan shows proposed trees as current and vice versa. Will I lose my views due to mature tree planting? What is the timeline for tree planting? I do not agree with having a consistent street tree planting palette on Park Street. Separate the precincts either side of Kings Way to respond to immediate context and building character. Remove the native trees outside of City Edge as they have reached maturity and gaps in the planting reflect the progressive die off and failure of these trees. Deciduous trees do not alleviate the wind tunnel effect. Request that medium evergreen shrubs be planted to provide better protection to footpaths. Olive tree is an iconic tree for over 30 years - can it be replanted when you take the footpath? 	<ol style="list-style-type: none"> Plans will be amended to correctly reflect proposed and existing trees. Mature trees help to increase canopy coverage and reduce the urban heat island effect. Deciduous species provide varying seasonal conditions. Tree planting will occur following detailed design, consultation and approval. The intention is to establish a more uniform visual character for each street. For most of the precinct, the species chosen are an extension or continuation of the dominant existing species that is deemed suitable in scale and growth habit. On Park Street, there are a number of healthy Kurrajong trees that will not be removed. They will provide some variation in the street tree theme. Noted - these comments will be referred to Councils internal open space team where an arborist will undertake a study of the existing tree. When selecting trees as wind buffers, the tree trunks and lateral branches are the main wind mitigating factors while maximizing canopy cover protecting pedestrians from wind and rain. Where possible, deciduous trees are selected to provide winter sun to footpaths and ground floor businesses. Built form such as canopies, screens, recesses, and street furniture will be designed to help mitigate wind in pedestrian zones. Council recognises the significance of the olive tree to the restaurant and surrounding community. Relocation or replanting will be subject to further investigation and consultation in future detailed design stage in 2019/2020 . 	<ul style="list-style-type: none"> The plans have been updated to show all trees as proposed. Any tree planting in the precinct will undergo separate notification. Text has been added to the Masterplan to recognise the olive tree and that it requires further investigation.
Park Street / Wells Street intersection	<ol style="list-style-type: none"> This intersection is dangerous and congested (7). I support signalisation of this intersection (5). There is no solution in the Masterplan to the Wells Street / Park Street intersection. Fix this intersection before building any bike lanes (2). Wells Street pedestrian crossing is a tragic accident waiting to happen for pedestrians 	<ol style="list-style-type: none"> 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. At this time the preference is that the intersection should be signalised so that all conflict points are managed systematically. Noted - response as above. The Masterplan proposes signalisation of the intersection to provide safer conditions for all modes. As part of the Park Street bike lane project, detailed design will consider the movement of bikes at this intersection. Noted - as first response above. 	<ul style="list-style-type: none"> Councils position is that the Wells St and Park St intersection should be fully signalised to provide a safe environment for pedestrians, bike riders and vehicles.

Officer responses

Park Street Link

Theme	Summary of feedback	Officer response	Change to Final Masterplan
Eastern Road Closure	<ol style="list-style-type: none"> 1. Closing the end of Eastern Road is a good idea (3). 2. I would love to see an increase in the off-lead dog area (3). 3. The current dog off-lead area is only suitable for medium and large dogs. The spacing between bars on the fence, and under the fence, is such that small dogs can readily escape. This could and should be rectified by the provision of a suitable style of fence. 4. The dog off-lead area is already large enough and well utilised. 5. Local notification was given well after the initial consultation was undertaken, any further consideration of this concept must be deferred until the detailed design of the Park Street tram link extension has been completed. 	<ol style="list-style-type: none"> 1. Noted. 2. The uses of this space will be further explored during the detailed design phase. 3. Feedback on the type of fence is noted and referred to the Open Space team. 4. Noted. 5. Detailed design for the Victorian Government's tram link project will involve further consultation with community members. The tram link is expected to be operational on the completion of the Metro Tunnel Project. 	<ul style="list-style-type: none"> • At this project's inception, Park St west of Kings Way was not included due to a lack of information from the Victorian Government. In 2018 it committed to deliver the tram extension, and has since been included in the Design Response community consultation.
Other	<ol style="list-style-type: none"> 1. The tram stop on Park Street should never have been built in its current position - there was no community consultation. It should be redesigned or relocated (4). 2. The whole Park Street is in a very neglected state. A much bigger plan is required to bring improvements. Tram should go underground the Domain interchange and come up on Domain Road. 3. Label and acknowledge the award winning City Edge development in the Masterplan. 4. Recently upgraded tram poles and lighting are inappropriately large and too bright for a residential area - invasion into our homes and loss of amenity. 	<ol style="list-style-type: none"> 1. The tram stop and new poles on Park Street were delivered by Victorian Government as part of the Metro Tunnel Project. Impacts following construction have been referred to the relevant authorities. 2. With regard to the suggested tram infrastructure, this would require significant funding to implement and is outside of the scope of the Masterplan. 3. The Masterplan does not identify private buildings by name. 4. Street lights are provided in general to meet the requirements of the relevant Australian Standard. Comments have been passed on to Council's Assets team. 	
Street furniture	<ol style="list-style-type: none"> 1. Support high-quality pedestrian environments with consistent tree planting, street furniture, lighting and paving. 2. Support kerb outstands. 3. Park Street is particularly dangerous with frequent works digging up pavements and repairs are often rudimentary. The white dotted strips for blind people are also very slippery when wet. I've slipped twice in them wearing hiking boots! And witnessed many people slipping on them too. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Many of the underground service works on Park Street are part of the recently installed tram stop, Metro Tunnel Project Early Works and general utility works. While Council is not responsible for these projects, it works with the responsible authorities to minimise impacts on community. Tactiles on Park Street have been reviewed and will be replaced with slip-resistant types. 	

Officer responses

Kings Way Reserve Upgrade

Theme	Summary of feedback	Officer response	Change to Final Masterplan
General	<ol style="list-style-type: none"> 1. Very few people use Kings Way reserve as a recreational space at the moment. What need is there for a tiny park and the redevelopment of it in such an area? (2) 2. Let the dust settle from the construction of Anzac Station and adjoining construction buildings before any changes are considered for Kings Way Reserve. 3. Welcome all proposed upgrades to the area including closure of Queens Road and sound barriers along Kings Way. 	<ol style="list-style-type: none"> 1. With the growing population in and surrounding the Domain Precinct, there is a greater need for public space that caters for a range of ages. The site analysis indicated an opportunity to provide recreational facilities within the precinct to avoid crossing arterial roads. Council has also received several requests from the community to upgrade this reserve over the last few years. 2. Any future changes to the reserve must undergo detailed design and further consultation. It is noted that there are current buildings under construction as well as Anzac Station. 3. Noted. 	
Amenities	<ol style="list-style-type: none"> 1. Consider a playground / community-built playground at Kings Way Reserve (3). 2. I support new amenities and more landscaping. 3. Use natural products, like hardy grass lawn (2). 4. The toilet block does not need upgrading. 5. Upgrade the pedestrian overpass over Kings Way to provide access for prams and cyclists as it is currently dangerous and a trip hazard. 6. The reserve is already secluded, closing off traffic might promote unsafe spaces and anti-social behaviour. 7. Retain the bluestone design features and heritage theme character of the toilet block. 8. Support the landscape planter beds . 9. Would like to see a environmentally friendly and low-footprint cafe (like a shipping container) installed here that is open on weekends. 	<ol style="list-style-type: none"> 1. The possible recreational uses (such as a playground) and types of landscaping within the reserve will be further explored during detailed design of the project. 2. Noted. 3. It is acknowledged that this is a high profile location with substantial mature tree roots and high shade areas. Comments will be referred to the relevant department and investigated in detailed design. 4. The current toilet facilities are not best practice. Council's Public Toilet Plan 2013-23 states that public toilets should be upgraded wherever possible in order to meet principles and DDA compliance. 5. The existing pedestrian overpass across Kings Way is managed by VicRoads and outside the scope of this Masterplan. Council could advocate to VicRoads to upgrade the existing overpass to be DDA compliant. 6. Traffic access will remain open to all interfaces of the reserve. The adjoining buildings provide a level of passive surveillance, and CPTED design principles will be undertaken in detailed design. 7. External finishings and materials palette will be explored in detailed design. An indicative palette can be found in the Streetscape improvements section of the Masterplan. 8. Noted. 9. Council welcomes innovative and creative uses like these and will explore such opportunities in the detailed design stage. 	
Access / traffic	<ol style="list-style-type: none"> 1. Closing Queens Road will remove access and car parking spaces - how are people supposed to get in and out? (3) 2. Closing Queens Road will increase traffic down Queens Lane. 	<ol style="list-style-type: none"> 1. Access to all existing and future buildings will be maintained. Further traffic analysis will determine whether a full or partial closure of Queens Road is progressed. 2. Noted. 	<ul style="list-style-type: none"> • To respond to community feedback about the potential closure of Queens Rd, Council has amended the plans to illustrate that the road closure may be partial or full - pending further detailed design and traffic studies.

Officer responses

Kings Place Plaza / Millers Lane

Theme	Summary of feedback	Officer response	Change to Final Masterplan
Traffic	<ol style="list-style-type: none"> 1. Revert the one-way road to relieve congestion on Palmerston Crescent (2). 2. Have roads marked 'keep clear' at both these Kings Way intersections to also help with the flow of traffic from the local roads. These 'keep clear' road marking should also be at Kings Way and Dorcas Street / Bank Street to reduce the back up of traffic trying to get out of Wells Street. 3. Suggest installing a roundabout at Cobden Street and Kings Place, keep the street parking and two-way access. 4. Support one-way vehicle access in this area. 	<ol style="list-style-type: none"> 1. Reversing the direction of Kings Place may increase use by vehicles to access Kings Way, which is not consistent with the project objectives to increase safety and encourage pedestrian use of this space. The congestion experienced on Palmerston Crescent is generally at peak times when most of the roads are congested. 2. This question has been referred to VicRoads as the manager of Melbourne's arterial network. 3. Roundabouts are typically not favourable for pedestrians and take up large expanses of land. This would be inconsistent with the project objectives for the Kings Place Plaza. 4. Noted. 	
Access	<ol style="list-style-type: none"> 1. Support the shared space wider footpaths and pedestrian zones (2) 2. How do emergency vehicles access the buildings? 3. Can the first 5 metres into Millers Lane be made two way so future residents can access the basement without driving all the way around? 4. Millers Lane is a multi-use laneway. 5. Pedestrians can already use Millers Lane on the existing footpaths. Suggest putting in bluestone pavement for the entire length of the lane. 6. Cyclists must have two-way access on Kings Place. 7. Existing access and egress from development sites must be maintained (3). 8. Palmerston Crescent access must remain open and two-way. 9. Pleased to see that the proposed park has come about so quickly as this will greatly improve the amenity of the area 10. Drop off facilities be provided for adjacent residential buildings. 	<ol style="list-style-type: none"> 1. Noted. 2. The Masterplan does not alter existing emergency vehicle access in the precinct. Detailed design will involve consultation with emergency services. 3. Millers Lane is currently one-way and not proposed to be altered. 4. Noted. 5. The existing footpaths are narrow, unsafe and often cluttered with rubbish. The removal of the narrow footpaths on either side of Millers Lane and proposed paving treatment is to make this area more pedestrian friendly, safe and with improved visual amenity. 6. Typically shared spaces allow for bi-directional travel for bike riders and pedestrians. This will be considered further during detailed design. 7. The Masterplan does not propose to make any changes to development sites already permitted. 8. There are no proposed changes to vehicle movement on Palmerston Crescent. 9. Noted. 10. This will be explored further in the detailed design stage. 	
Safety	<ol style="list-style-type: none"> 1. How does making a shared space from a footpath and road make sense to anyone? Putting cars and people in the same space is a recipe for injury. 	<ol style="list-style-type: none"> 1. The vision for this area is based on the St Kilda Road North Precinct Plan to create a pedestrian plaza and shared space to accommodate the future growth and demand for public space. Shared zones tend to feature a maximum 10 km/h speed limit for vehicles to ensure safety for all. 	<ul style="list-style-type: none"> • To illustrate how a shared space can work, an image of a successful case study has been added to the Masterplan.

Officer responses

Streetscape improvements

Theme	Summary of feedback	Officer response	Change to Final Masterplan
General amenities	<ol style="list-style-type: none"> 1. The constant trash in the streets around Melbourne and South Melbourne, including Park Street is disgraceful and makes walking the area unenjoyable. 2. The precinct should see retail shops, restaurants, lovely soft colourful planting, heritage lamp posts and signage, trees with a canopy that don't need constant trimming or cause allergy reactions, well lit streets below the canopy, rubbish bins, bench seats in heritage style, planting around the base of trees, and feel like a community. 3. Repair the patchwork of footpaths across the precinct. 4. Support more landscaping, seating and bins but no bicycle hoops cluttered on the footpath. 5. Existing footpath markers for vision-impaired people are a trip hazard (2). 6. Support use of bluestone on footpaths to bring back heritage elements into the precinct. 	<ol style="list-style-type: none"> 1. Comments regarding street litter have been referred to Council's Waste Management team to undertake targeted cleaning in these locations and provide additional bins where appropriate. 2. The vision for the Domain Precinct is for it to be a diverse and dynamic neighbourhood celebrated for its open space, tree-lined streets and heritage elements. This vibrant precinct will provide its growing population with safe spaces to walk and ride, facilitate new social connections through quality public spaces and be a great place to live, work and visit. 3. There are a number of underground utilities in the precinct that require continuous maintenance by external parties (such as energy and communications providers) which can create a patchwork of surfaces. While they can appear unsightly, Council's priority is to ensure that all surfaces are safe and compliant. 4. Bike hoops will be strategically placed close to bike lanes and other relevant infrastructure. 5. This has been referred to Council's Asset Maintenance team to review to ensure that the tactiles are safe and DDA compliant. 6. Council is currently undertaking a Design and Technical Standards palette for the City. Comments have been referred onto the relevant department. 	<ul style="list-style-type: none"> • To achieve a consistent and quality streetscape character across Port Phillip, Council is updating its Design and Technical Standards palette for the city.
Landscaping	<ol style="list-style-type: none"> 1. The proposed kerb outstands must be maintained regularly by Council so they do not trap rubbish. 	<ol style="list-style-type: none"> 1. Noted. 	

Officer responses

Streetscape improvements

<p>Safety</p>	<ol style="list-style-type: none"> 1. The junction of Park Street / Kings Way / Albert Road is bad and there is insufficient space for pedestrians to stand at peak times. Barriers, speed cameras and larger pedestrian islands are needed. (2). 2. There needs to be a zebra pedestrian crossing at the intersection of Bowen Crescent and St Kilda Road. 3. In Palmerston Crescent opposite Kings Place are two one-way narrow laneways accessing buildings that front Albert Road. When exiting this laneway there is a huge 'blind spot' so one cannot see pedestrians or vehicles. Remove two car spaces outside 13-21 Palmerston Crescent by increasing the size of the nature strip at this point to give all motorists a clear sight line to Park Street. Add a concave mirror to give motorists a sight line to the left of any pedestrians. 4. The traffic lights at Park Street and Kings Way are not well coordinated as they don't stay green for long enough to cross the whole street (2). 5. Junctions of Dorcas Street / Kings Way / Bank Street are very dangerous and difficult to cross. 	<ol style="list-style-type: none"> 1. The Victorian Government's Park Street tram link and Shrine to Sea projects will focus on pedestrian movement across Kings Way at the locations identified. 2. The intersection of Bowen Crescent / St Kilda Road is within the Metro Tunnel Project area. Safety of pedestrians will be a high priority for this location as part of that project. 3. Council does not generally install concave mirrors in public places as they can sometimes distort the perceived speed and distance of approaching vehicles. The design of this space and improvement in sightlines will be investigated in further detailed design of the streetscape projects. 4. Council has passed this feedback onto VicRoads, and they have indicated to Council they have no plans to increase the amount of green time for pedestrians at this intersection, as this would increase delays to other modes of transport, particularly trams and the significant volume of traffic travelling along Kings Way. 5. This will be considered through further detailed design of Dorcas Street and Bank Street streetscape improvement projects.
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Theme	Summary of feedback	Officer response	Change to Final Masterplan
<p>Safety</p>	<ol style="list-style-type: none"> 1. There are insufficient road / zebra crossings throughout the area and at vital crossing points. 2. Street lighting is supported - in particular the south side of Park Street between Kings Way and Eastern Road as current trees block out the street lights. 	<ol style="list-style-type: none"> 1. Streetscape improvements aim to create more kerb outstands and provide crossings where possible to improve pedestrian amenity and safety. 2. Noted. 	
<p>Traffic</p>	<ol style="list-style-type: none"> 1. Could you as a local council implement peak hour turn restrictions to prevent / discourage through traffic using local roads instead of arterials? 2. Where will emergency vehicles stop? 3. Why don't CoPP invest resources in fixing the intersections and the smooth flow of cars in the area before any other changes are done? 4. Closing roads is not going to help the traffic issues... it is only going to worsen them. 5. In Wells Street put 'keep clear' road markings outside driveways connected to residential buildings to increase traffic flow. 	<ol style="list-style-type: none"> 1. Signalised intersections are managed by VicRoads, Council can advocate to VicRoads for safety improvements and turn restrictions where appropriate. 2. The Masterplan will not impede any access for emergency services. Detailed design will involve consultation with emergency services. 3. Council will continue to work with VicRoads to improve the existing and future network. 4. Where roads have been proposed to be closed or significantly altered, Council does not believe there will significant adverse impacts. Traffic impacts of these proposals will be investigated during detailed design. 5. This comment has been referred to VicRoads as the manager of Melbourne's arterial network. 	

Officer responses

Pedestrian connections

Theme	Summary of feedback	Officer response	Change to Final Masterplan
Kings Way	<ol style="list-style-type: none"> 1. Build a DDA-compliant overpass across Kings Way to allow pedestrians and bikes to cross (4). 	<ol style="list-style-type: none"> 1. A new pedestrian overpass is outside of the scope of the Masterplan. We recognise that Kings Way is a pedestrian and bike rider barrier, and will advocate to the Victorian Government to investigate solutions to this barrier in its Shrine to Sea project. 	
Pedestrian issues	<ol style="list-style-type: none"> 1. The plan does not address pedestrian issues and needs in the area, such as overcrowding on main thoroughfares. 2. I don't see the need for the Albert Road to Bowen Crescent link, as you have to go through a private building and walking up St Kilda Road isn't that much further to get to the reserve as Bowen Crescent is a short street. 3. Do not support non-resident foot traffic through private developments (3) 4. Lack of safe pedestrian and cyclists crossing at Dorcas Street and Kings Way. 5. Little Bank Street should be repaved and provide some greenery and landscaping opportunities. 6. Keep the private carpark area behind 88 Park Street clear, it is impacted with current vehicle and emergency vehicle access and substation requirements. This should be a no stopping zone. 7. Encourage future private development to add to local amenity. Could include concession for developers to include pedestrian links for Palmerston Crescent, Park Street and Bank Street. 8. Pedestrian lights on Kings Way at Park Street and Coventry Street are on a short cycle - able bodied people must jog across. Must get VicRoads at the table. 9. A pedestrian connection is proposed on a private driveway owned by the adjacent buildings and also an easement along the driveway so that the buildings can use this carriageway. 10. Law Street is used as a rat run for vehicles, request electronic bollards. 	<ol style="list-style-type: none"> 1. Council acknowledges the increasing population that Melbourne is facing and the need to provide safe pedestrian environments. The plan proposes to align with the objectives of DDO26 to provide mid-block pedestrian links to alleviate the amount of foot traffic on main streets and make it easier for people to get around. 2. The potential pedestrian link (number 3) looks to extend on the on the existing link through the ground floor at 3 Bowen Crescent. The current DDO26 requires that if the site is to be developed in the future, ground floor links must be included. This is the only site along the block between Albert Road and Bowen Crescent that can accommodate a future mid-block link. 3. Any future pedestrian links through private property will require further feasibility and consultation with land owners. The Masterplan only identifies potential future links. 4. This comment has been referred to VicRoads as the responsible authority for Kings Way. 5. Council officers are supportive of the suggested improvements to Little Bank Street, subject to funding constraints. 6. The plans will be updated to demonstrate access to residences is not impacted. 7. Some of the proposed pedestrian links through private developments are already permitted. If the amendments to the planning scheme submitted to DELWP are successful, developers would be required to include these pedestrian links on the identified sites. 8. This comment has been referred to VicRoads as the responsible authority. Council officers understands that VicRoads must balance the needs of all transport users including pedestrians, bike riders, motorists and public transport users. Along Kings Way, including at the intersection of Park Street and Kings Way, priority is given to tram services and general traffic. Extending times for pedestrians has been investigated however it is not supported by VicRoads due to the significant delay to Kings Way through traffic. 9. Any pedestrian connection through private land would require consultation with land owners. 10. Law Street has very narrow streets and footpaths. Council officers will investigate localised threshold treatments to mitigate these undesired behaviours. 	<ul style="list-style-type: none"> • The plans have been updated to differentiate the variety of pedestrian links proposed in the precinct. • Due to the existing configuration of Law St, the project was moved from Pedestrian connections section to Streetscape upgrades section.

Officer responses

Tree planting palette

Theme	Summary of feedback	Officer response	Change to Final Masterplan
Tree planting palette	<ol style="list-style-type: none"> 1. Reconsider planting of ugly gum trees that block winter light, offer no real valuable shade in summer and constantly make a mess with dropping branches. 2. It doesn't make sense to plant mature trees near powerlines. 3. Do not remove current viable trees in the name of creating consistency. 	<ol style="list-style-type: none"> 1. The selection of tree species for planting will be based on suitability to the site, biological tolerances, future climate change conditions and potential to contribute to the landscape without onerous management implications. 2. Most of Port Phillip's streets have above ground power and communication cables. Council has legislative clearance requirements for trees around powerlines. Required clearance distances around above-ground power lines greatly restricts the choice of trees that can be planted, and limits the scale of the trees and the extent of canopy cover that can be generated. 3. Council recognises the significant environmental and social impact of Metro Tunnel Project tree removals in the precinct. Council's aim is to restore our City's urban forest canopy as soon as possible, and could do this by staging planting where applicable. 	

Officer responses

General feedback

Theme	Summary of feedback	Officer response	Change to Final Masterplan
General feedback on the Draft Masterplan	1. I think the plan looks pretty good.	1. Noted.	
	2. I'm really excited about the progress of the Metro Tunnel Project and the plans the council has in place for the future, given the expected increase in population and visitation to South Melbourne.	2. Noted.	
	3. I am a resident of Park Street and fully support the proposal for the Domain Precinct.	3. Noted.	
	4. The area west of Kings Way on Park Street was included in the draft Masterplan but not the initial earlier consultation stages.	4. At the beginning of the project Park Street west of Kings Way was not included due to a lack of information from the Victorian Government. In 2018 it agreed to deliver and fund the tram extension. It has been included since consultation on the Design Response.	
	5. The Park Street tram link must be finalised before the Masterplan is endorsed.	5. Projects presented in the Masterplan are conceptual and require detailed design and consultation before any works begin.	
	6. The Anzac Station and Albert Rd Reserve design must be made public prior to the endorsement of the Master Plan.	6. The public release of updated designs for the Metro Tunnel Project is the decision of Rail Projects Victoria (RPV).	
	7. Council should purchase 100 Park Street for open space to rework this corner of Kings Way and Park Street safer for pedestrians.	7. Council assesses requirements for open space in accordance with its Public Space Strategy. Council is currently reviewing how its public spaces could be used, re-designed and upgraded to meet increasing demands across the City from population growth.	
	8. Make the precinct into a community not a drive-through area, the Master Plan must be for the next 50 years.	8. The Masterplan proposes to create new public plazas and upgrade open spaces for the immediate community's use.	
	9. Work with VicRoads and Yarra Trams to achieve better traffic signal priority for trams.	9. Council will continue its ongoing advocacy with VicRoads and Yarra Trams to provide a safe environment for all travelers.	
	10. Initial workshop with Hassell was full of optimism - but what is offered in the Masterplan falls short of delivering on this promise.	10. Council engaged HASSELL at the project's inception. The projects shown in the Masterplan were designed by the consultants in response to the Place Identity consultation, vision and design principles.	
	11. Does not support the complete exclusion of private land from the scope.	11. The Masterplan focuses on the public realm only. Guidelines for private developments are driven by the endorsed St Kilda Road North Precinct Plan.	
	12. Welcome Council's initiative to restore amenity that has been lost by the changes of the Metro Tunnel.	12. Noted.	
	13. Masterplan must focus on needs of residents over non-resident commuters to redress current imbalances (5).	13. The Masterplan is part of Council's efforts to deliver an outcome where our City's transport network, streets and places cater for the needs of our growing community. This includes current and future residents, workers, businesses and visitors.	
Pedestrian amenity	1. Install a fence behind Officeworks to screen all the rubbish bins from view	1. Comments related to private waste management will be referred to Council's Planning Enforcement team.	
	2. Raise the carriageway to footway level - support shared spaces.	2. Allocation of shared spaces throughout the precinct will be considered where practical.	

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Pedestrian amenity	<ol style="list-style-type: none"> The draft master plan seems to have varied from what was the original draft master plan and fails to protect or provide access ways through properties that are being developed in the precinct giving access to ANZAC station. Community gardens are needed - lots of long term residence in the neighbourhood would like a monthly farmers market or night food markets. 	<ol style="list-style-type: none"> The Masterplan was developed from the Design Response concepts. It did not propose changes to properties affected by the construction of Anzac Station. The location of and potential for community gardens or similar programming will be developed with the community during detailed design of the tram link project. 	
Car parking / traffic	<ol style="list-style-type: none"> Metro Tunnel project is removing significant amount of spaces - there is an obligation they must provide an equal number of spaces into the area. Port Phillip must look to provide dedicated permit zone parking for those who do hold valid visitors parking permits including residents and businesses. Providing dedicated permit zones would alleviate the number of those vehicles parking in dedicated short-term areas. Are you suggesting private apartment garages should become public car parks? (2) Service-provider parking provision is a critical issue in the Domain Precinct given the number of high rise residential towers in the area. Such parking needs to be adequate in availability and convenient in location. Keep Clear road markings should be painted on Kings Way at Bank or Dorcas, Lt Bank St and Park St and Palmerston St (2). Vehicles speed down Dorcas St and is unsafe for pedestrians. Not enough disabled parking spaces in the precinct - and they are usually taken up by non-disabled users. Support the proposal for all day parking to be converted into shorter term parking to make it more accessible for residents and visitors. However not everyone can easily access these due to proximity. Support inclusion of short-term drop off and loading zone parking for residential buildings and businesses. The plan does not deal with the future availability of car parking in the precinct. Many residential buildings were permitted without on-site visitor parking and loading and are reliant on street parking for these services (2). 	<ol style="list-style-type: none"> Comments regarding the Metro Tunnel Project have been passed onto its project team. As part of the delivery of Move, Connect, Live 2018-28, Council is in the process of developing a new Parking Management Policy. The policy will cover parking permits and parking controls (parking signs) and will be released for public consultation later this year. This policy is part of a coordinated effort to increase community understanding that parking is a limited and shared resource and work with Council to ensure fairest access. Parking studies have identified capacity within existing buildings that could alleviate pressure on the on-street network, however such a proposal would be up to individual buildings to consider. Council is looking to prioritise short-term parking and loading to allow for service provider parking. This comment has been passed on to VicRoads as the managing authority of arterial roads. Council is proposing streetscape improvements in Wells Street that will include minor traffic calming measures. Noted. Noted. As part of the delivery of its Move, Connect, Live: Integrated Transport Strategy 2018-28, Council is in the process of developing a new Parking Management Policy. Noted. It is proposed to review all on-street parking spaces as part of the Masterplan. Priority will be given to disabled, loading, drop-off / pick-up and other special use spaces to support people and businesses that often do not have alternative transport options. Some initiatives are expected to discourage commuter parking, increase parking turnover. Noted. 	

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Metro Tunnel Project	<ol style="list-style-type: none"> 1. Installation of another tram superstop creating greater concentrate of exhaust and diesel fumes. Lovely green nature strips have been removed and replaced with extended pavements. 2. Proposed central bike lane may result in loss of carparking - keep bike lanes on both sides of the road. 3. Provide analysis of expected pedestrian traffic numbers leaving Anzac Station and down Park St towards Kings Way. 4. Further detail on the future of Albert Rd Reserve design is sought, and retained as valuable open space. 5. Car parking must be installed underneath Albert Road Reserve (7). 6. Reinstate Albert Road Reserve to its former glory with the South African Boer Memorial, The Water Fountain and highlight the heritage of the area. 7. Reconsider the design of the Anzac Station canopy (3). 8. Residents are tired of the endless construction and disruption with noise and dust and removal of the trees. 9. Smell of sewage is terrible at corner of Kings Way and Albert Road north. 	<ol style="list-style-type: none"> 1. Extended pavements are required where possible to cater for a growing number of pedestrians moving around the precinct. 2. Noted - this is a Victorian Government project. 3. Noted - this is a Victorian Government project. 4. Noted. 5. This Masterplan is not related to the Metro Tunnel Project, which is led by Rail Projects Victoria. 6. Comments related to immediate on-site amenity issues will be relayed to Metro Tunnel Project. 	
Bike riders	<ol style="list-style-type: none"> 1. When the new bike lines were introduced in Moray St, the on-street parking was not removed so, again less densely populated area will have better parking options than the Park Street residents. 2. Don't forget about the intersections - extend bicycle lane protection to and within the intersection - use NACTO guidelines. 3. Provide plenty of bicycle parking protected from weather. 4. Ensure all designs are aligned with Councils Move Connect Live strategy and target of increasing the number of bike trips. 	<ol style="list-style-type: none"> 1. Due to space constraints on Park Street, parking spaces must be removed to provide for a separated bike lane. 2. Noted. Council follows international best practice guidelines and Australian and VicRoads standards. 3. Noted. Once formal bike lane and facilities are progressed this will create opportunities for consideration of bike parking. 4. Noted. 	