



# Melbourne Metro EES Presentation

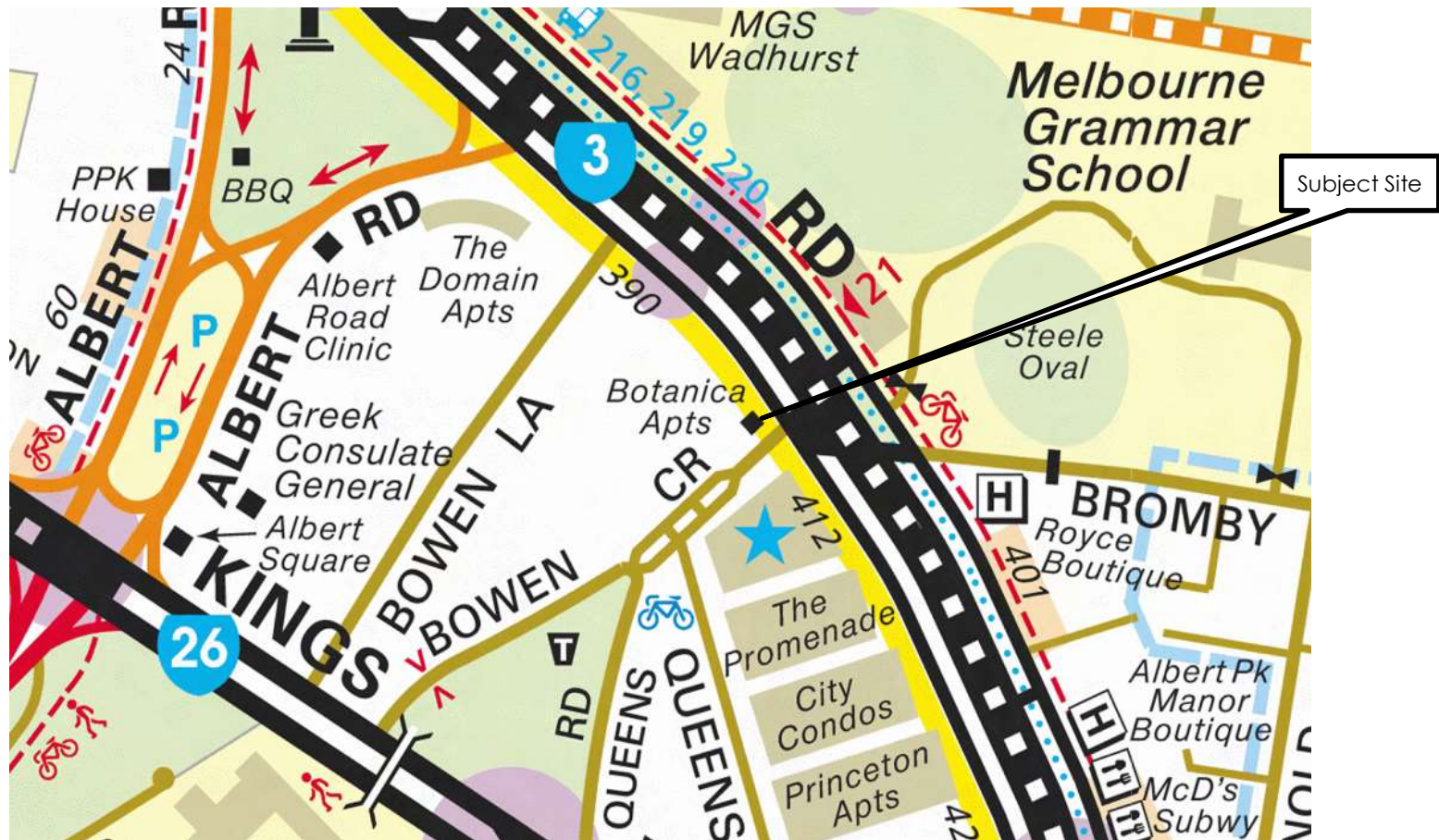
400 St Kilda Road, Melbourne (Botanica)  
By John Kiriakidis (Director)

# Review Scope

- The potential impact on **visitor car parking** availability and on-street loading availability.
- The potential impacts to **vehicle access** to the Botanica building, particularly onto St Kilda Road.
- Concerns regarding **pedestrian access** and safety during construction works.



# Site Location #1



## Site Location #2 (Tech. Note #015)



# Land Use Attributes of Site

- 58 residential dwellings
- 2 commercial tenancies
- 71 car spaces
  - 27 accessed via Bowen Crescent
  - 44 accessed via St Kilda Road
- Car Park absent of interconnectivity
- Pedestrian Access via St Kilda Rd Frontage
- No On-site loading / Service Vehicle Provision



# Traffic Access Photos



Bowen Crescent Access



St Kilda Road Access

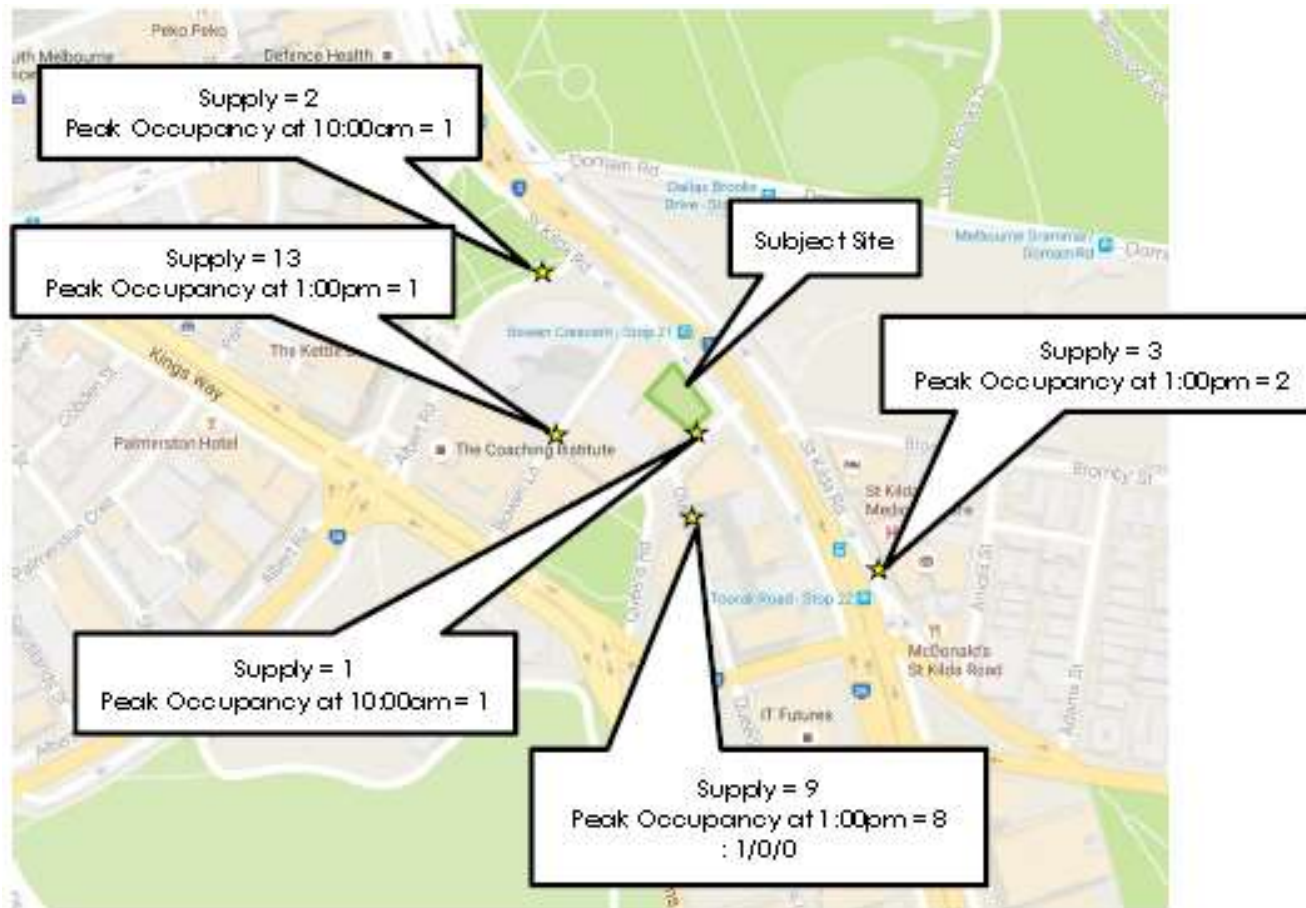


St Kilda Road Access  
Looking Southbound

# Loading & Waste Operations #1

- Loading (removalist activity) and waste collection occurs on-street on St Kilda Road in an area of parking available for 15min.
- St Kilda Road used in preference given:
  - The main pedestrian entrance to the building does not provide ramp access but rather a sequence of stairs not suitable for removalist activity
  - The ramp access to the St Kilda Road car park contains a shallower grade than the ramped access to the Bowen Crescent car park floorplate and is therefore preferable for removalist trolley activity.

# Loading & Waste Operations #2





# Public On-Street Car Parking

- Notable Observations:
  - Daytime parking restrictions & fees b/w 8.00am & 6.00pm
  - No evening restrictions and / or fees.
- Spot Surveys Tuesday 8 August 2016 @ 10.00am, 1.00pm and 8.00pm:

Date	Tuesday 10 August 2016								
Restriction	Short-term [1]			Long-term [2]			Total		
Time	10:00am	1:00pm	8:00pm	10:00am	1:00pm	8:00pm	10:00am	1:00pm	8:00pm
Supply	146	146	0	0	0	170	146	146	170
Demand	82	95	0	0	0	73	82	95	73
Vacancies	64	51	0	0	0	97	64	51	97
Occupancy	56%	65%	0%	0%	0%	43%	56%	65%	43%

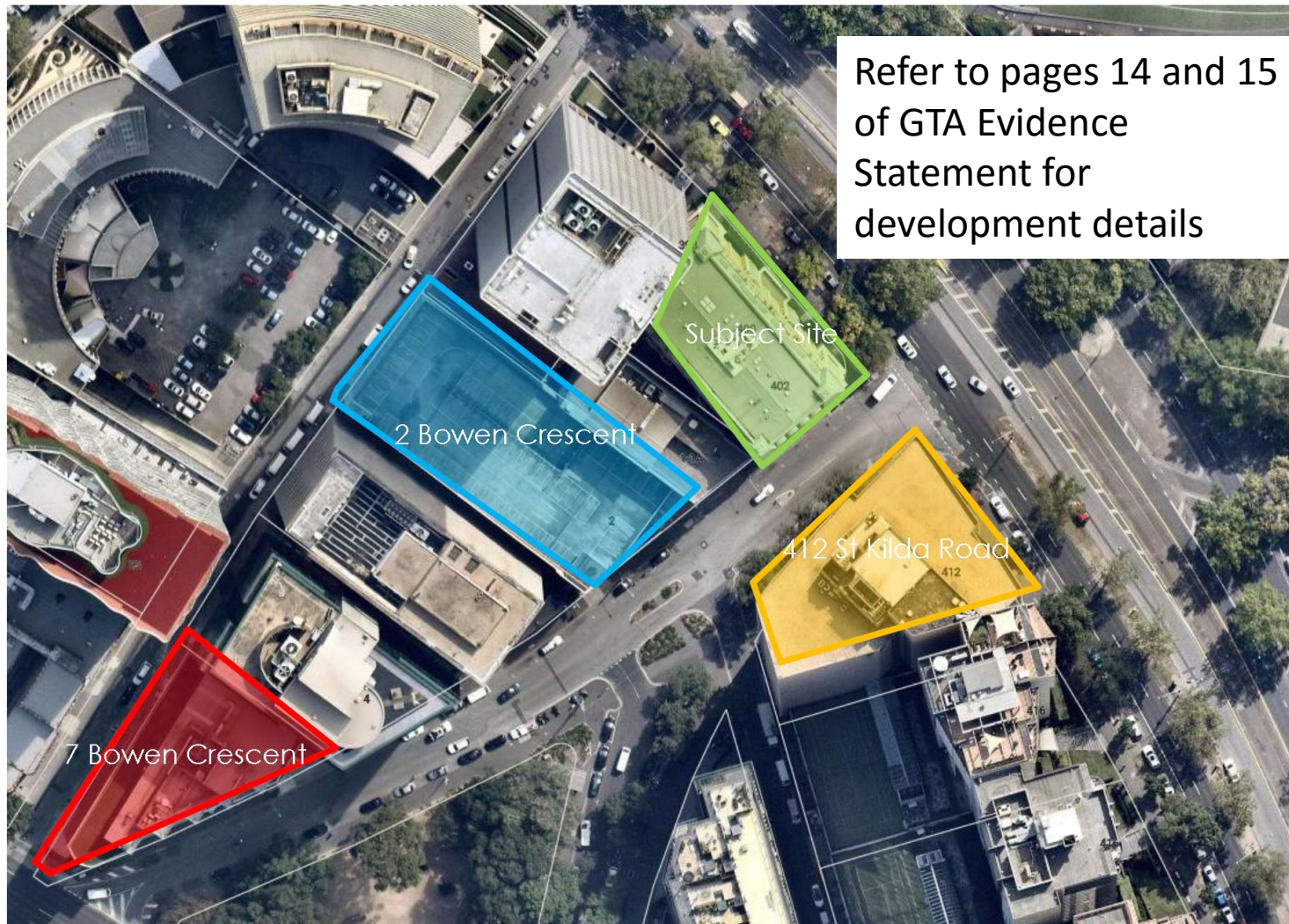
[1] Short-term = greater than 1P (e.g. parking suitable for visitors)

[2] Long-term = greater than 8P (e.g. parking suitable for staff)



Subject Site

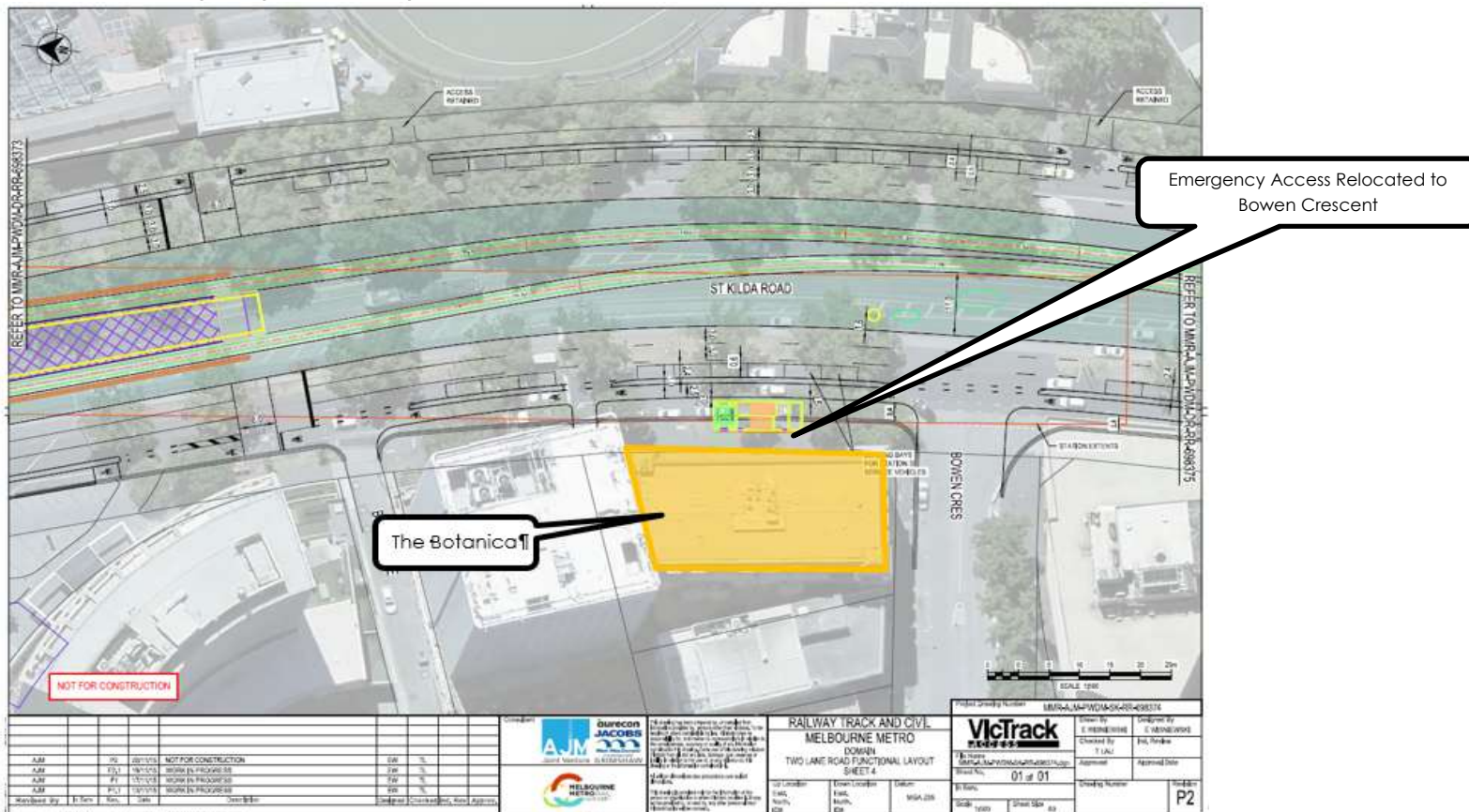
# Potential Re-Developments





# Domain Station D&C – Legacy Layout & Construction Activity

- 170 truck movements / day
- 289 workers / day or estimated as an additional 185 worker vehicle trips per day (est. 64% m/s to car driver)





# Domain Station Issues Identification (Construction)

Proposed construction works at the Domain Precinct are significant and will need to be carefully managed given:

1. There is no commitment in the EES that any worker car parking will be provided in the construction area.
2. On-street car parking in the nearby area is managed during the day time but not the evening and could attract construction workforce parking activity during late night or early morning shift periods.
3. Any traffic activity (spoil / delivery trucks and / or worker traffic) generated during either of the respective AM and PM road network peak hours will add activity to a transport network which is currently approaching capacity for a number of movements.

# Domain Station Issues Identification (Legacy)

Proposed legacy works within the Domain Precinct involve a material change within the St Kilda Road carriageway and must consider:

1. Traffic access outcomes associated with vehicle access have a high chance of creating a road safety hazard (i.e. Copenhagen style bicycle lanes).
2. Waste and loading activities currently occurring along the St Kilda Road frontage.

# Recommendations (Construction)

Environmental Performance Requirements (EPR's) Discussion:

## Car Parking

Provide a stronger commitment to managing parking associated with the construction workforce. By way of example:

Adopt the conclave recommendation and require the preparation of a car park management plan for each precinct which must be approved by the TTWG,

or

Require the preparation of a car park management plan for each precinct which includes an overarching objective to minimise and avoid any impact on the on-street car parking resource and consider where necessary the use of shuttle services to and from select satellite car parking locations available for the duration of the build.

*Note: The preparation of a GTP for each precinct workforce is supported.*



# Recommendations (Construction)

Environmental Performance Requirements (EPR's) Discussion:

## Site Specific Vehicle Access

Specific mention is noted (or similar) in an EPR or subset which identifies a requirement for continual access to be maintained throughout the construction period for the occupants of 400 St Kilda Road.

*And*

Construction management plans prepared for Domain Station that require temporary changes to vehicle and pedestrian access are shared with the body corporate representing 400 St Kilda Road to ensure sufficient notification and to ensure that all matters are satisfactorily addressed.

# Recommendations (Construction)

Environmental Performance Requirements (EPR's) Discussion:

## Consultation

Amend the New TA (V2) which indicates that the TTWG **may** consult to **must** consult (refer page 2 of EPR (V2)).

And

For any avoidance of doubt, the EPR's should specifically identify those "stakeholders" who must be consulted in the preparation of those TMP's effecting their day-to-day occupancy of any specific site in or on the edge of identified construction worksite.

# Recommendations (Legacy)

Environmental Performance Requirements (EPR's) Discussion:

## Vehicle Access onto St Kilda Road

Noting EPR T5 addition (V2), specifically note for the avoidance of doubt the access' associated with 400 St Kilda Road, Melbourne.