Traffix Group

Our Reference: G30917L-01C

19 October 2023

Sterling Global
via email <bee.tean@sterlingglobal.com.au>

Attention: Bee Tean

Dear Bee,

607-623 Collins Street, Melbourne – Proposed Mixed Use Development Response to Council Request for Further Information

Background

We refer to the Request for Further Information (RFI) provided by the City of Melbourne Council received via a letter (dated 08/08/2023) in relation to the permit TPMR-2023-4 for the purposes of a mixed-use development at 607-623 Collins Street, Melbourne.

Reference is made to Traffix Group traffic report (G30917R-02B dated 18 April 2023) that assessed the traffic, parking impacts and bicycle considerations as part of the original amendment application.

This letter has been prepared to address the items within the correspondence, and a response to individual traffic items follows.

> *Council comment – Given the use of Mona Lisa bicycle racks (which are generally not supported), the development schedule should be updated to include break down of bicycle parking spaces by type to get a clear understanding of proportions of each type).*

It is unclear why Council does not support Mona Lisa rails. Mona Lisa rails are a product supplied by and created by Bicycle Network, Australia's major bicycle advocacy body.

These rails offer a convenient and semi-secure way to provide residents who have a car space with an allocated bike space. The racks are lockable and an efficient way to provide bike parking above a car.

Accordingly, these bays remain proposed and appropriate to count towards the minimum requirements. Plans have been updated to detail the number of spaces in each area.

> *Council comment – The proposal would substantially increase the extent of car parking on the site. This, together with the creation of a double width crossover to Spencer Street would lead to increased traffic impacts/ conflicts on a site with very high pedestrian movements.*

It is acknowledged that the proposal will increase the number of cars parked on site. However, residential parking generates only minimal traffic during peak hours.

Overall, it is expected that the development could generate not more than 1 vehicle movement each 3 minutes in a peak hour. This is very low and will not result in adverse outcomes to pedestrians of the existing road network.

Importantly, the proposal completely removes access to Collins Street, which is a much higher order street for pedestrians. The benefits of this cannot be ignored.

Whilst the access to Spencer Street will be widened, there are other streetscape improvements to this frontage that will significantly improve or counter the impacts of traffic to pedestrians.

> *Council comment – We do not support the double crossover on Spencer Street. The pedestrian experience in this part of Spencer Street is already compromised, the provision of a double crossover for 148 cars spaces will grossly exacerbate this poor condition and undermine the attractiveness or safety of the pedestrian experience. Furthermore, we find the provision of 148 car spaces to be excessive in this central city location.*

As noted above, it is acknowledged that there will be an impact to Spencer Street, the impact is not considered significant and the improvement to Collins Street as well as the streetscape widening to Spencer Street are considered of significant benefit to the precinct. The parking provision remain within the maximum and are therefore considered acceptable.

> *Council comment – The maximum permissible width of a vehicle crossover without a pedestrian refuge is 7.6 metres. The crossings wider than 7.6 metres should include the provision of a minimum of 2 metres long pedestrian refuge islands at 7.6 metre spacings.*

A pedestrian refuge is proposed, and this is demonstrated on the Traffix Group swept paths and appendix of the report. Architectural drawings have been updated to show this.

> *Council comment – The development will have nine motorcycle spaces which is more than the three motorcycle parking spaces required per statutory requirement. However, it is strongly recommended that more off street motorcycle parking be provided given the increase popularity of motorcycles in the CBD. There is not much footpath width in both Collins and Spencer streets to cater for increased motorcycle parking as the result of this development.*

The architectural plans have been updated to include an additional motorcycle space at each basement level, increasing the overall provision to 13 motorcycle spaces.

> *Council comment – There are 18 visitor bike parking spaces in Basement 1 which is accessible via PI 5012. PL 5012 is a private laneway, the developer must obtain permission from the laneway owner to direct cyclists down the laneway. The remaining bike parking spaces (for residents, office, hotel and visitors) are located on the ground floor via the residential lobby.*

There is an existing easement in favour of the proposal, which sits over the land in the private laneway. The private laneway is approximately 50 metres in length, 3.45 metres in width (provides vehicle access) and forms a 'dead end'. The easement is 2.4 metres wide and hence prevents vehicle access, however, is sufficient to facilitate bike access.

> *Council comment – The proposal includes the removal of the vehicle crossing in Collins Street and the widening of the existing vehicle crossing in Spencer St. Spencer St is an arterial road managed by DTP, therefore any concerns about trip generation and how that could impact on the arterial road network is for DTP to comment on.*

DTP has provided a referral stating no objections subject to conditions. Accordingly, this item is considered to have been addressed.

> *Council comment – The internal ramps can only accommodate one vehicle at a time in each direction. The traffic report states there will be a traffic light system to manage cars on the ramps, however it is not clearly shown where cars will queue. The traffic light management of the access ramp and the internal layout of the car park must ensure that there will not be a queue forming outside the building to access the car park or loading area.*

A traffic signalling system has been prepared below to demonstrate that vehicles entering the site off Spencer Street would have priority over vehicles exiting the site.

The traffic signalling system will be comprised of a red/green signalling system that gives preference to entering vehicles. The system will include:

- A Red/Green Lantern at the Entry (on the lift pit wall).
- Red/Green Lanterns located at key points of in basements 2.
- Supporting line marking and signage supplementing each lantern.
- Infrared or magnetic conduit sensors that are located along the ramp that will be triggered when vehicles go past them on entry or exit. These sensors will be used to help manage the 'logic' of the system.

The system will be programmed for 3 key scenarios, as described below:

"Default" being programmed to prioritise entering vehicles with green light shown to the street and red lights shown in basement 1 and 2. In this phase, vehicles will freely enter the site with a green light. When the vehicle turns towards the ramp to basement 2, the entry sensor will be triggered and there will be red light in basement 2 and any exiting vehicles will be required to wait at the nominated hold points for the entering vehicle to pass them (or the sensors).

"Exit" Phase being the point at which a vehicle wants to exit the site. In this phase, an exiting vehicle will wait at a holding area, triggering the system to turn 'red' at ground facing entering vehicles and facing exiting vehicles from basement 1 and then subsequently 'green' in basement 2 to allow the exiting vehicle to depart the site. It will revert to default (green at ground) once the vehicles have exited (and triggered the exit sensor). If a vehicle is actively entering when a vehicle wants to exit, the Default Phase will be extended until the entry vehicle passes the relevant sensor points.

"Internal Passing" scenario to manage internal passing at basement 2.

The following figures are provided to illustrate some example scenarios.

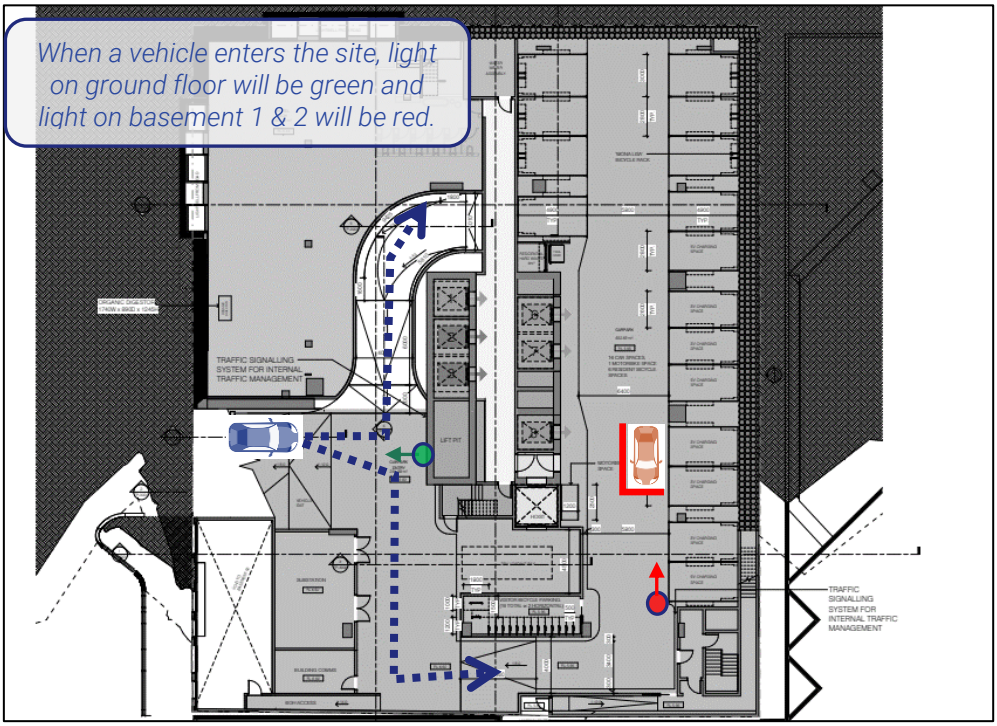

Figure 1: Traffic System "Default" – Vehicle Entering from Spencer Street

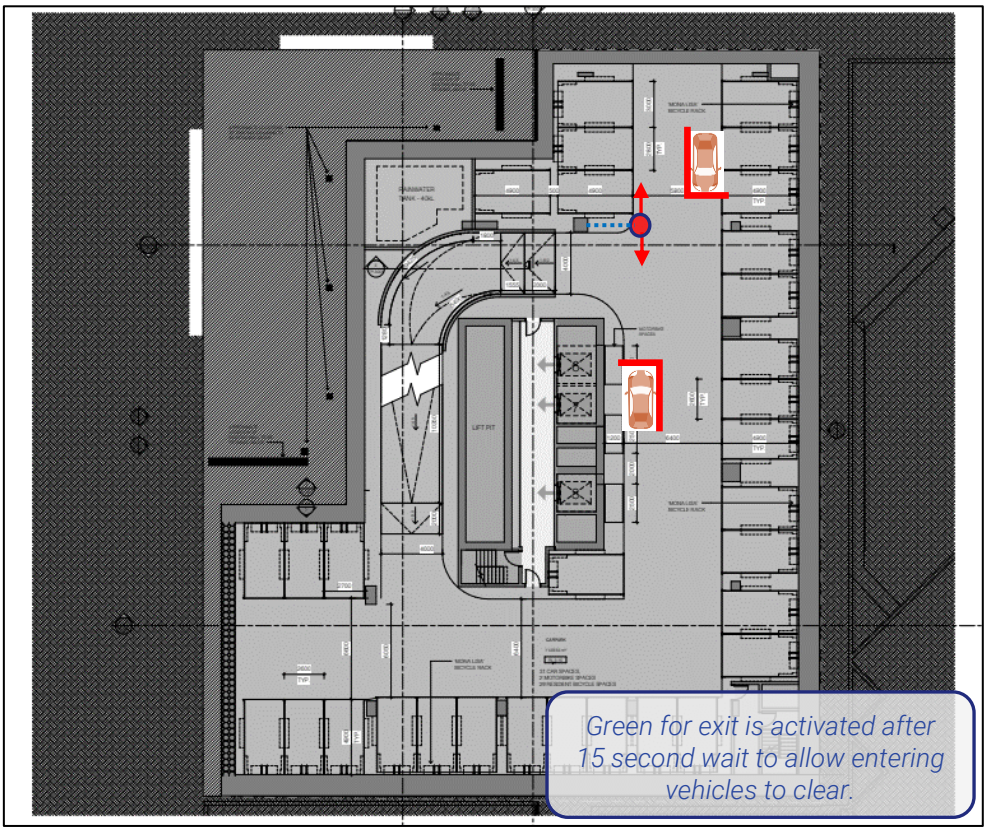

Figure 2: Traffic System "Default" – Vehicle Exiting Stopped at Basement 2 When Vehicle Is Entering from The Street

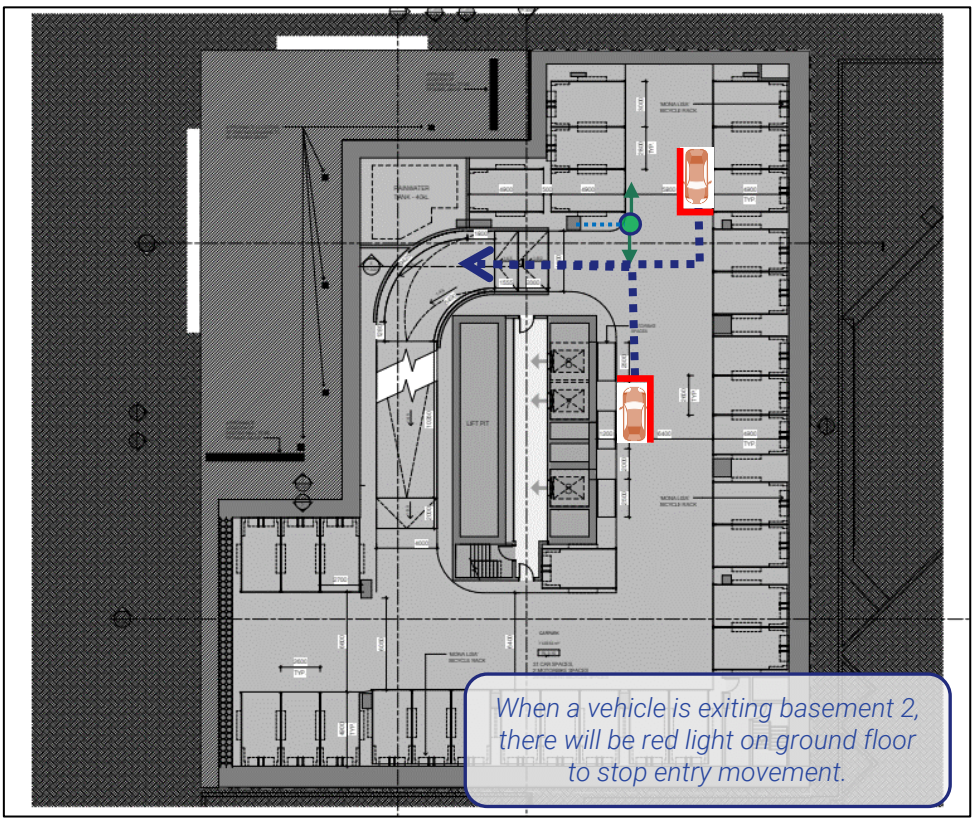

Figure 3: Traffic System Conditions "Exit" – Vehicle/s exiting Basement 2

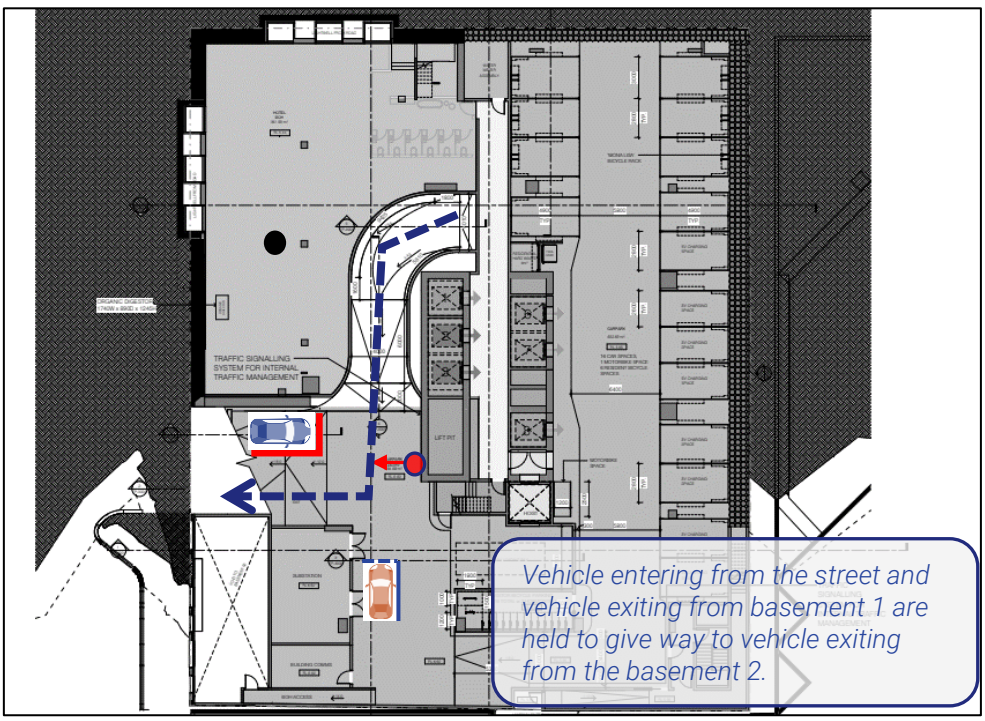

Figure 4: Traffic System Conditions "Exit" –Entering Vehicle and Vehicle Exiting Basement 1 Giving Way To Vehicle Exiting Basement 2

In an unlikely event when an entering vehicle is already on the ramp towards basement 1, the vehicle exiting from basement 1 will give way to the entering vehicle but wait within the site on the entry ramp. There will not be any queue external to the site. There will also be a convex mirror provided under the ramp for assisting vehicles leaving basement 1.

Based on the preceding, the low level of traffic generated by the site, the low likelihood of conflicts, the operation of Spencer Street during peaks and outside of peaks, and the intended operation of the traffic signalling system to preferentially favour inbound vehicles, we are of the view that the proposal and its access is acceptable.

The possible scenarios for passing at critical locations are demonstrated with B99 swept paths which are contained in the original traffic report which was submitted as part of the town planning application.

> *Council comment – Swept paths provided in the traffic report shows that the parking bays are accessible, although for some spaces a little more manoeuvring is required to successfully get in/ get out of those spaces.*

The swept path assessment prepared within the original traffic report is compliant with AS2890.1-2004 (Off-Street Car Parking) which allows for a corrective manoeuvre for both entry and exit. They are therefore acceptable.

> *Council comment – It is noted that there is a space in Basement 1 where the width is slightly reduced, this is acceptable for small vehicle. It is unknown if the space will be allocated to a residential apartment, if that is the case, this information about the reduced width must be declared in the sale documents to enable the owner(s) to plan the use of the parking space.*

It is unclear which space Council is referring to here. The space dimensions comply with Clause 52.06 and AS 2890.1 and are considered acceptable. These arrangements are acceptable. The traffic report clearly states that all car parking spaces are to be allocated to residents.

> *Council comment – There is an area set aside in Basement 1 to accommodate a service vehicle for deliveries. Unfortunately, because of the provision of a single space, the use of the space must be managed by building management to ensure there are no waiting delivery vehicles obstructing internal circulation or queuing outside the building. There is very limited parking available on Spencer St and there are no parking spaces available in Collins St fronting this building because of the tram platform stop, therefore there should not be any reliance on kerbside parking to service this building.*

We consider the provision of a single loading space acceptable given the uses within the site (being residential/commercial) which are not expected to generate a significant amount of loading throughout a typical day. As stated in our traffic report all loading activities will be managed by the Building Manager.

> *Council comment – More information is needed on internal movements within the car park especially queuing while waiting for their turn on the access ramps to ensure it does not lead to vehicles queuing outside the building blocking pedestrian and vehicle access on the footpath or street.*

The swept paths contained within the traffic report allow for simultaneous movements of two B99 design vehicles at the proposed site access with sufficient opportunities for passing internal to the site. Given the low levels of traffic expected to be generated by the proposal and the priority afforded to entering vehicles, there will be limited chances of a vehicle entering the site having to wait on Spencer Street. Refer to signalling arrangements for more information.

Summary

Overall, we are satisfied that there are no traffic engineering reasons why a permit should not be granted for the proposed mixed-use development at 607-623 Collins Street, Melbourne, subject to appropriate conditions.

Please contact myself at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD

CARLO MORELLO

Director