Melbourne Metro Rail Project
Environmental Effects Statement
Draft Council Submission

June 2016
1. **Introduction**

1.1 Port Phillip City Council (Council) welcomes the commitment by the Victorian Government to deliver the Melbourne Metro Rail Project (MMRP). This vital piece of infrastructure will lay the foundations for ongoing improvements to the metropolitan rail network, and will significantly benefit the City of Port Phillip through the following key project outcomes:

- The delivery of a new station at Domain, which will significantly improve accessibility for the St Kilda Road precinct and South Melbourne
- The delivery of the Park Street tram link, which will provide public transport access between St Kilda Road, South Melbourne and the western part of the CBD
- Capacity and frequency improvements to the Sandringham Line that will be enabled through the delivery of the Metro project

1.2 In general, this submission focuses on impacts within Port Phillip, which are primarily around the Domain Station precinct. The submission also touches on a number of higher level project features and benefits where relevant.

1.3 Council has not undertaken direct community engagement to inform this submission, on the understanding that the Melbourne Metro Rail Authority (MMRA) has consulted extensively with the local community and this feedback has informed the EES. Council has undertaken targeted stakeholder consultation for issues regarding the South African Soldiers Memorial.

1.4 It is acknowledged the EES is based on a Reference Design and that significant work has been undertaken and is ongoing between Council, MMRA and other stakeholders to resolve identified issues. As such, some of the issues raised in this submission are already subject to corrective action. Council looks forward to continuing to work with MMRA to ensure that the project maximises benefits for the precinct and the wider Port Phillip community.

1.5 Council’s recommendations are included throughout the submission and are summarised in Section 9.

2. **Key Messages**

**Council recognises the project will deliver substantial benefits to Port Phillip and Melbourne**

2.1 Port Phillip Council welcomes the Victorian Government’s commitment to deliver the Melbourne Metro Rail Project. The project will result in a number of direct benefits for the City of Port Phillip, as well as delivering substantial benefits to the wider metropolitan area. Importantly, the project will unlock the ability to deliver ongoing improvements to the rail network, including the realisation of significant capacity and frequency improvements on the Sandringham line.

**A new station at Domain provides better connections and liveability for the community**

2.2 Council supports the inclusion of a new station at Domain, which will have a number of direct benefits to Port Phillip, including relief for the highly congested St Kilda Road tram corridor, and it will provide direct rail access to Victoria’s highest value knowledge, employment and education precincts for Port Phillip residents and businesses.
Planning approvals

2.3 The EES and proposed planning scheme amendment provides the basis for project design and planning approvals. It is critical that sufficient accountability is included and that changes over the life of the project are properly managed to ensure that community confidence is maintained. Council recommends a number of clarifications and changes to the planning approach to ensure that community interests are safeguarded and the benefits of the project are not eroded over time.

Managing the impacts of construction on the community and business

2.4 Council supports the early delivery of transport network improvements such as the Park Street Tram Link and bicycle network connections to improve transport choices and support the Travel Demand Management (TDM) Strategy for the project during construction, as well as lock in changes to travel behaviour in the longer term.

2.5 During construction, the project will have a significant amenity and operational impact on the area around the new Domain Station, including disruptions to traffic, access, noise and construction vehicle movements. Detailed planning as well as strong governance and stakeholder relationships throughout the project are critical to ensure the construction methodology and management approach minimises disruption to residents, businesses and people travelling through Port Phillip. Specifically, further work is needed to quantify and manage critical impacts to trees, public spaces, social and business impacts, as well as traffic and parking impacts.

2.6 The construction of a new station at Domain will require the temporary removal, storage and re-siting of the South African Soldiers Memorial. This presents an opportunity to ensure that the future design of the precinct provides a suitable setting and a respectful environment for the memorial and associated ceremonial activities.

2.7 Construction will also result in the loss of a large number of significant trees. It is imperative that the extent of tree loss is minimised, and that detailed planning is undertaken to ensure that the canopy cover is restored and ideally improved throughout the precinct as soon as possible following completion of the project.

A city-shaping legacy befitting the World’s Most Liveable City in 2026

2.8 Domain Station will be a key location for residents and workers in Port Phillip to access the metropolitan rail network, and needs to be supported in future by a high standard of public transport, bicycle and walking access. Council acknowledges the constructive engagement to date by MMRA in planning for wider network legacy benefits and welcomes the commitment to deliver localised and wider network improvements such as the Park Street tram link, public realm and bicycle network improvements. Further work is needed to future proof bicycle parking and public realm outcomes at Domain Station.

2.9 Significant ongoing work is progressing with MMRA to plan for the legacy stage outcomes and Council welcomes the open and collaborative engagement to date. Council regards the significant disruption to Domain Precinct over a number of years as a key opportunity to lock in a legacy outcome that prioritises pedestrians, cyclists and public transport over cars within the Precinct.
3. **The City of Port Phillip supports the Melbourne Metro Rail Project**

3.1 The City of Port Phillip welcomes the commitment of full funding to deliver the Melbourne Metro Rail Project, a city-shaping infrastructure project that will deliver urgently needed capacity to the network in its own right, and importantly will unlock a wide range of future upgrades to the metropolitan rail network such as the expansion of rail to the Fishermans Bend Urban Renewal Area.

3.2 The overall case for the project is comprehensively outlined in the Melbourne Metro Business Case released on 23 February 2016. Council welcomes the genuine collaboration that has occurred in shaping key aspects of the project, both in terms of managing the construction impacts as well as planning for the legacy stage outcomes.

3.3 The Environmental Effects Statement (EES) is a key landmark in the evolution of the project, and Council acknowledges that significant work has been undertaken (and is ongoing) to resolve issues with the reference design as assessed under the provisions of the EES. In this regard, Council looks forward to continuing to work constructively with MMRA throughout the life of the project to ensure the best possible outcomes for the Port Phillip community.

3.4 The MMRP will directly benefit the City of Port Phillip in a number of ways, including:

- Delivery of a new railway station at Domain (discussed further below), providing direct access to the metropolitan rail network to residents, businesses and students in the St Kilda Road and South Melbourne area. This will boost access and reduce travel times for access to key education and employment precincts such as the CBD, Parkville and Monash.

- Delivery of the Park Street tram link, which will provide additional resilience to the tram network and connect the St Kilda Road corridor with South Melbourne and the western part of the CBD via a direct, high frequency tram service. This is needed to boost access to the employment growth areas in the western CBD, Docklands and South Melbourne.

- Improved frequency of services on the Sandringham Line, which will run as a through service from Sandringham to Werribee. This will provide better access for Port Phillip residents in St Kilda, Elwood and Ripponlea areas to the CBD.

- Delivery of legacy bicycle and pedestrian network improvements around Domain Station, which will be compatible with the future St Kilda Road Safety Corridor Project cross section, including protected bicycle lanes and pedestrian safety improvements.

- Delivery of improved public open space around Domain Station and Albert Road Reserve, reincorporating the South African Soldiers Memorial (noting some on-street car parking will be converted to other uses in the Precinct).

4. **Domain Station**

4.1 The City of Port Phillip supports the inclusion of a new station at Domain. The Domain precinct is of strategic importance to the planning and urban development of Port Phillip. St Kilda Road is currently undergoing a transition from predominantly commercial land uses towards higher density residential uses, including significant redevelopment and intensification in the wider catchment including South Melbourne.
4.2 Domain Station will provide access for thousands of passengers destined for the employment
and residential precinct along St Kilda Road every day, and it will also help to address the
continuing growth and redevelopment of the Kings Way precinct of South Melbourne, with a
mix of high and low density office space and high-density residential projects.

4.3 The Domain Precinct generates a significant volume of road, public transport, walking and
cycling trips. Connecting this precinct to the rail network for the first time provides
connectivity benefits for thousands of people seeking to access the St Kilda Road employment
precinct and key civic and recreational facilities as well as connecting Port Phillip residents to
the north of the city.

4.4 It is also considered that the provision of direct rail access to the CBD, Parkville and Monash is
a key opportunity for significant agglomeration and uplift benefits that will transform the role
and function of the wider area over time.

4.5 St Kilda Road is the busiest tram corridor in the world, with eight tram routes currently
operating through the Domain tram interchange onto the St Kilda Road – Swanston Street
corridor, which is experiencing significant congestion issues. Both the tracks and the trams
themselves are often overcrowded, particularly in peak periods, and there is no capacity for
the further uplift necessary to cater for population growth and increasing demand. The
introduction of longer trams to support increased patronage is challenged as there is currently
no space to run them reliably. Without Domain station, St Kilda Road will no longer cope with
the increasing tram patronage and the extra tram services needed to meet demand.

4.6 It is projected that 33,000 jobs and 17,000 residents will be located within 800 metres of
Domain station and it will be used by almost 40,000 people per day in 2031, with an additional
800,000 people located within 30 minutes’ travel time of the precinct by public transport
(Source: Appendix 5, Melbourne Metro Business Case).

4.7 In summary, a station at Domain will:

- Provide direct access for Port Phillip residents and businesses to Victoria’s highest
  value knowledge, employment and education precincts for Port Phillip residents and
  businesses
- Provide significant relief to tram routes and other traffic by providing additional
  transport capacity and connectivity for the precinct
- Provide an important interchange with tram services for the area’s residential and
  business catchment
- Allow for a range of safety and connectivity improvements for pedestrians and cyclists
  in the area.
- Provide a new and enhanced public realm and open space.

5 Project Approvals

5.1 The project will be implemented through changes to the Port Phillip Planning Scheme (as well
as the Melbourne and Stonnington planning schemes).

5.2 The amendment would make a site-specific change to the Port Phillip Planning Scheme by
including an Incorporated Document titled ‘Melbourne Metro Rail Project Incorporated
Document April 2016’, in the:

- Schedule to Clause 52.03 – ‘Specific Sites and Exclusions’; and
- Schedule to Clause 81.01 – ‘Table of Documents Incorporated in this Scheme’
5.3 The amendment also makes the Minister for Planning the Responsible Authority for the project through changes to Clause 61.01 - Responsible Authority for administering and enforcing the Scheme.

5.4 The amendment will also implement a Design and Development Overlay which will apply to buildings and structures located over and in proximity to the project’s tunnels, stations and associated infrastructure, to prevent damage to the tunnels caused by building works.

5.5 Proposed Design and Development Overlay (DDO30)

- Council considers a Design and Development Overlay is the appropriate planning tool to manage the impacts of sub-surface development on the tunnel infrastructure.
- The referral of applications to the Department of Economic Development, Jobs, Transport and Resources for further assessment and for the Department to place conditions on the development is also supported.
- However Council also notes the need for a clear pre-application process as the Design and Development Overlay (DDO) triggers a referral and does not include the actual parameters for sub-surface development. It is recommended the Department establish a clear pre-application process to advise property owners on the potential impacts of the DDO on their property or development.
- For example, before a property is purchased or developed, Melbourne Water offers the opportunity to submit plans for pre-development advice about development requirements. This enables property owners to be clear about the development potential / impacts on their site.
- Council also supports the inclusion of a 'pre-referral written approval' which encourages early consultation with the authority (noting this only addresses a limited number of minor matters).
- It is also unclear if existing approvals which have not yet been acted on will need to apply for a retrospective planning permit if their proposal includes sub-surface works that would affect the Melbourne Metro project.

Recommendation 1: Establish a clear pre-application process to advise property owners on the potential impacts of the Design and Development Overlay on their property or development.

Recommendation 2: Clarify whether a retrospective planning permit is required where an existing approval has not yet been acted on and the proposal includes sub-surface works that would affect the Melbourne Metro.

5.6 Clause 61.01 – Responsible Authority for administering and enforcing the Scheme

- Council notes that changes are proposed to Clause 61.01 to make the Minister for Planning the Responsible Authority (RA) for the use and development of land for the project. This is supported.
- However Council has concerns about the clarity of the clause which authorises the Minister as the RA for ‘any other provision of the scheme as it applied to the use or development of land authorised by the Victorian Government for the Melbourne Metro Rail Project.’
- It is unclear how it is authorised and the extent of this authorisation.
Recommendation 3: Amend Clause 61.01 “Responsible Authority for administering and enforcing the Scheme” to clarify the physical and legal extent of the Metro Melbourne Rail Project.

5.7 Incorporated Document

- The use of Clause 52.03 – Specific sites and exclusions to facilitate planning approval for the Melbourne Metro Rail Project in accordance with the specific control in the ‘Melbourne Metro Rail Project Incorporated Document April 2016’, is supported. (Noting the Schedule to Clause 81.01 would be amended to insert the proposed incorporated document.)
- Council notes the Incorporated Document:
  - Exempts the need for individual planning permits. Development needs to be undertaken in accordance with conditions in the Incorporated Document without the need for further approvals.
  - Facilitates buildings and works which are required to use and develop land for the project.
  - Requires Development Plans to be submitted for above ground and underground components from the station entrances to the ticket gate. Development Plans must provide for a site layout plan, architectural, landscape and public realm plans and elevations as well as a response to the Urban Design Strategy.
  - Makes provision for early and preparatory works.
  - Requires that the project is consistent with the Urban Design Strategy.
  - Requires preparation of an Environmental Management Framework (EMF), which includes environmental performance requirements (EPRs). These have been developed as part of the EES process.

5.8 Clarify gaps in land use and development in the Incorporated Document

- Section 4.0 - Control of the Incorporated Document does not provide guidance about land uses e.g. cafes and other retail uses within the station area. These uses, while complementary to a station, must be carefully considered in each location.
- It is also considered that the Incorporated Document should explicitly prohibit major promotion signs – particularly where they are visible from the public realm / dwellings.

Recommendation 4: Provide clear guidance on land uses associated with the station e.g. cafes, newspaper stands and any other retail uses.

5.9 Clarify the requirement for Development Plans in the Incorporated Document

- Section 5.1 - Development plans of the Incorporated Document requires Development Plans for above ground and underground components from the station entrances to the ticket gate. Development Plans must provide for a site layout plan, architectural, landscape and public realm plans and elevations as well as a response to the Urban Design Strategy.
• However it is unclear how the Development Plan responds to other issues such as traffic, heritage etc. The requirements should be expanded to include additional plans, e.g. a Traffic Management Plan, Heritage Management Plan and Construction Management Plan.

Recommendation 5: Expand the requirements for Development Plans to include additional plans, such as Traffic Management Plans, Heritage Management Plans and Construction Management Plans.

5.10 Inclusion of assessment criteria in the Incorporated Document

• It is acknowledged that the project may evolve over its lifespan. However, there is a critical need to provide criteria in the Incorporated Document against which any changes can be assessed.

• The Incorporated Document outlines that the project needs to be assessed against:
  - Environmental Performance Requirements (in 5.2 - Environmental Management Framework)
  - Urban Design Strategy (in 5.3 - Urban Design Strategy).

• The Incorporated Document includes a list of the titles of the EPRs but not the requirements themselves. Council considers that maintaining a current version of the EPRs on the Metro Melbourne website does not provide an adequate level of certainty for the community. The performance requirements should be included in the Incorporated Document for transparency.

• The EPRs should be included as an appendix to the Incorporated Document to elevate their status and embed them as requirements (noting this approach was used in the East West Link Incorporated Document.)

• Council supports the inclusion of the reference to the Urban Design Strategy and its equal prominence with the Environmental Management Framework. The Incorporated Document includes a condition that the project must be consistent with the Urban Design Strategy. However, it does not specify whether this is with the objectives, principles or guidelines. All three should be referenced.

• It is understood that by including the EPRs and objectives and principles from the Urban Design Strategy, a planning scheme amendment would be required to amend the incorporated document should any changes be made to the EPRs or UDS. However this is not considered unreasonable especially if other changes to the project are being considered.

Recommendation 6: Require the inclusion of the Environmental Performance Requirements in an appendix to the Incorporated Document.

Recommendation 7: Require that “Use and development for the project must be carried out generally in accordance with the Principles, Objectives and Guidelines of the endorsed Urban Design Strategy.”

Recommendation 8: Include the principles and objectives from the Urban Design Strategy in an appendix to the Incorporated Document for transparency.
5.11 Process for managing change

- Further consideration needs to be given to the ongoing processes to manage changes to the project over its lifespan. It is acknowledged that the project will change over time, however it is essential to provide criteria in the Incorporated Document to enable a thorough assessment of any changes.

- The Incorporated Document requires consultation with Council and other agencies on the preparation of Development Plans and the EMF. However as currently drafted, the Minister for Planning could approve amendments that could have potential environmental / urban design impacts without consultation with Council or any authority or agency.

- Under Section 5.2 - Environmental Management Framework, the Incorporated Document should include a clause that requires the preparation and amendments to an EMF in consultation with Councils.

- The EMF should include a mechanism to report back / monitor compliance with the requirements (Council notes that the Incorporated Document facilitating the East West Link included such a mechanism). (See also Recommendations 11 and 12.)

- The same issue exists with development plans in Section 5.1 - Development Plans. An amendment of a development plan should go through the same consultation process as its preparation as the impact could be significant.

- Similarly a clause on changes to the Urban Design Strategy should be required.

- Council should continue to be consulted and actively engaged in the detailed design phase which is an ongoing and very involved process.

- Council also suggests that an independent panel or forum could also be set up to assess major changes to the project.

Recommendation 9: Amend the wording in 5.1 - Development Plans to read: *An approved Development Plan may be prepared and approved in stages and may be amended from time to time to the satisfaction of the Minister for Planning (or delegate) following consultation with the Office of the Victorian Government Architect, relevant Council/s and where relevant, the Roads Corporation, Melbourne Water and Heritage Victoria.*

Recommendation 10: Amend the wording in 5.2 - Environmental Management Framework and 5.3 - Urban Design Strategy in line with Recommendation 9 to require consultation on major / significant amendments.

5.12 Monitoring and compliance of EPRs

- The EES documentation includes numerous technical appendices which are being considered by agencies such as Melbourne Water and the EPA who are expected to provide comprehensive submissions to the EES. This provides confidence that key issues outside Council’s direct remit will be subject to an appropriate level of independent technical advice and assessment.

- Council acknowledges that the project will include a range of internal and external auditing to ensure compliance with EPRs. In order to ensure maximum public
confidence in the process, Council recommends that relevant statutory authorities (such as the EPA, Heritage Victoria, Melbourne Water etc.) are also directly involved in monitoring construction related impacts and compliance, and that MMRA commit to regular updates (e.g. monthly) to the community to communicate how the various construction impacts are tracking against relevant EPRs / standards.

**Recommendation 11:** Directly involve relevant statutory authorities in monitoring compliance with EPRs and other relevant standards and guidelines during construction.

**Recommendation 12:** Commit to regular public reporting on compliance with EPRs and other relevant standards.

6 Mitigating the impacts of construction on the Port Phillip community and business

6.1 This section deals with construction related impacts, including planning, approvals and the Environmental Management Framework for the project. In some cases, there is overlap between the construction impacts and the legacy state or operational issues.

6.2 The EES examines a possible TBM launch site at Fawkner Park. It is understood that this option is no longer being considered by MMRA. In this regard, this submission does not provide further comment on the issue.

6.3 In general, Council is satisfied that the construction methodology and impact mitigation proposed by MMRA complies with relevant standards and will help minimise the extent of disruption experienced by the community and local business. However, regardless of the extent of mitigation, the construction will represent a significant and ongoing imposition on the local community.

6.4 Construction methodology

- The reference design is based on ‘cut and cover’ construction of Domain Station. This allows for a relatively shallow station location, located under St Kilda Road. While this provides convenient access to the platforms, it also requires the extensive disruptions to St Kilda Road over a long period of time.

- Subsequent to the Reference Design, it is understood that MMRA has recently conducted investigations into using a ‘cavern’ construction technique at Domain, in order to examine whether it is possible to reduce the surface impact of the works.

- It is acknowledged that the construction of the tram interchange in the middle of St Kilda Road means there will be disruption to the roadway regardless of the construction technique. However, it is requested that further work is undertaken to understand the costs and benefits of cavern construction compared to cut and cover, in order to enable a transparent and informed decision on which method to adopt.

**Recommendation 13:** Further explore the ‘cavern’ construction method so that the relative benefits and costs / impacts can be assessed against the ‘cut and cover’ method.
6.5 Managing water during construction

• Council supports the intention to discharge groundwater through the sewer system rather than the storm water system but notes that due to the scale of construction, and the water intensive construction methods, there is a risk that water will be discharged to stormwater and ultimately Albert Park Lake (which receives all storm water runoff from the Domain Precinct). The lake is a prominent and valued landmark that will have high visibility throughout the construction period. Salinity levels in Albert Park Lake are currently consistently higher than typical stormwater (at what could be considered an upper threshold limit for freshwater systems). Preventing discharge through the stormwater system, such as high salinity groundwater, is especially important to the ecological functioning of Albert Park Lake and also of significance to the planned Albert Park Lake Stormwater Harvesting Scheme.

• It is unclear how water derived from construction processes will be managed (both diaphragm walls and transport of tunnel material). Clear documentation regarding discharge from the water treatment facility is also required to ensure that this also goes through the sewer system. This includes ensuring dewatering of spoil. Assuming a water intensive process is to be employed, ensuring maximum recycling to reduce potable consumption should also be a priority.

• The need to manage site runoff for above ground construction is also very important and clear soil and water management plans need to be in place.

Recommendation 14: Prioritise the monitoring of water discharge during construction and devise strategies to prevent ground water from being discharged into the stormwater system.

Recommendation 15: Provide further information about the planned discharge from the water treatment plant and proposed standards for recycling water during construction.

Recommendation 16: Provide information regarding the expected daily use of water and the source (potable/recycled) during construction. Develop a detailed plan to demonstrate best practice in the reduction of potable water consumption.

6.6 Preserving the integrity of the area’s cultural heritage and landmarks

• The City of Port Phillip supports the recommendation for a project wide protocol to ensure appropriate actions are undertaken (consistent with the Heritage Act 1995) regarding archaeological and cultural heritage material.

• The City of Port Phillip is pleased that the EES acknowledges the significance of the South African Soldiers Memorial and is putting in place strategies to reduce the risk of damage.

• The proposed treatment and management of the South African Soldiers Memorial, the Cockbill fountain and the plaques are in line with the Australia ICOMOS Burra Charter 2013. However, the City of Port Phillip requires further information regarding the storage and maintenance of these key cultural assets to ensure that they are re-installed in a condition that meets the expectations of our local community. Council...
expects that plans for all removal works will be submitted to it for review and approval and that all costs associated with this work will be borne by MMRA.

- The Windsor Oak on the site has cultural and historical significance that would be best maintained if the tree could be retained on site. If it does need to be removed, then conserving it off site during construction would be the best option. See Section 7.6 and Recommendation 41.

**Recommendation 17:** Clarify the responsibility for engineering requirements around the footings of the South African Soldiers Memorial and any maintenance subsequent to the reinstallation that may be required as a result of the relocation.

**Recommendation 18:** Provide the City of Port Phillip with the authority to give final approval of the removal methodology and storage arrangements for the South African Soldiers Memorial and provide access as needed, for conservation treatment or inspections of the memorial and fountain. Put in place contingency measures in case there is damage to the memorial/ fountain while in storage or reconstruction.

**Recommendation 19:** During the removal and storage of the memorial, which may be for several years, MMRA should design and implement appropriate interpretive material in the precinct, and in particular on the site of the memorial, during construction to communicate the significance of the precinct and the memorial. This may include interpretive material on construction hoardings, interpretive panels and could even include a printed image of the memorial on a scaffold over its current location so that a continuity of presence is maintained (this practice is common in Europe).

**Recommendation 20:** Make every effort to plan and stage the construction activities to enable the early reinstatement of the memorial so long as this does not put the memorial at risk of damage. Any early reinstatement should allow for access to the memorial and should be accompanied with the return of some of the proposed open space.

### 6.7 Social and business impacts

- There are a range of significant, temporary adverse social and business impacts expected from the construction of the project around the Domain precinct, extending into South Melbourne. These impacts include:
  - Loss of the use of Albert Road Reserve for passive recreational use for nearby residents and workers, as well as the loss of the Edmund Herring Oval and a portion of the Shrine of Remembrance Reserve located within the City of Melbourne
  - Construction activities and the closure of Domain Road acting as a barrier to existing community access patterns, disrupting or displacing established social, recreational and community activities and networks
  - Disruption to businesses as a result of changed traffic conditions, reduction in passing foot traffic and constrained access for customers, deliveries and staff
  - Reduced air quality from dust generating construction activities
  - Noise and vibration from above and below ground construction activities, some of which will be for 24 hours a day, seven days a week
Traffic congestion in the immediate and surrounding areas from reduced lane capacity on St Kilda Road and the volume of truck movements needed to transport spoil and construction materials to and from the site

- Difficulty renting commercial properties due to reduced amenity and access constraints
- Loss of trees and reduced visual amenity from above and at ground level

Council recognises that MMRA, in developing its reference design, has focused on reducing the temporary social and business impacts of the project by taking into account a wide range of complex considerations. It is not possible to address one item in isolation without understanding the many other associated issues, therefore the focus has been on reducing amenity impacts for the precinct and project overall.

Council also recognises the considerable efforts undertaken by MMRA in engaging with the local community and businesses throughout this process and commends its commitment to continue exploring ways to further reduce impacts as the project progresses.

Council supports the proposed EPRs proposed for social and business disruption and notes that proactive communications and engagement pre and during construction with the local community and business will be critical to helping mitigate some of the expected impacts. People will need a sound understanding of how they can access and move through the precinct to maintain connectivity with social networks, shops, services and schools, and what alternative arrangements are available for recreational activities.

The EES notes that the project expects air quality impacts from above ground construction activities which generate significant dust, with the greatest temporary impacts likely to be in areas where the largest volume of material will be excavated and transport. This includes the construction site at Domain.

Council notes the successful contractor will be required to develop and implement a dust management and monitoring plan, in consultation with EPA Victoria, to minimise and monitor the impact of construction dust. The mitigation measures indicated by MMRA that the plan would need to contain to minimise dust are considered acceptable.

Council expects comprehensive dust monitoring to be undertaken around the Domain precinct to allow reactive management measures to be undertaken as required and to ensure overall compliance with the air quality criteria set for the project.

Council notes that no structural damage to buildings and structures is anticipated in the Domain precinct due to vibration arising from construction of Melbourne Metro. However, it supports MMRA undertaking property condition assessments and undertaking ongoing vibration monitoring as the basis for managing potential structural damage.

Protecting residents from unreasonable noise (ground and airborne) and vibration is a priority of Council. Careful management of the cumulative impacts of construction noise and vibration in the Domain precinct over extended periods are critical to the health and wellbeing of our community. People’s sensitivity to noise and vibration can vary considerably and MMRA’s relocation management framework should include the flexibility to recognise and respond to an individual’s particular circumstances.
Council recognises that there will be periods of ‘unavoidable works’ (including TBM preparation and launch) that will be done outside of normal working hours to which Guideline Noise Levels do not apply and notes the need to still mitigate the noise impacts of these works at the nearest receivers.

MMRA and the successful contractor should make every effort to minimise the extent of ‘unavoidable works’. To give residents some respite, the use of extended working hours to 10pm should be explored in consultation with the community as an alternative to overnight /24 hour works where possible. However, it is recognised that shorter periods of high impact works may still be preferable to extending the overall construction duration.

The types of mitigation measures outlined by MMRA in the EES that would satisfy the EPRs are noted but as the design and construction methodology are further progressed Council would like to review the specific measures proposed to be used in the Domain precinct as part of the noise and vibration management plan.

Successfully managing the expected impacts depends upon strict adherence to the EPRs in the EES. Council is particularly interested in contributing to and reviewing the following items:

- the relocation management framework for the voluntary (temporary) relocation of households
- the community and business involvement plan
- business disruption plan
- noise and vibration management plan.

Clear protocols and governance arrangements need to be established across the project to inform all aspects of construction planning and management, including review and sign off of detailed management plans by Council and other relevant stakeholders.

**Recommendation 21: Develop clear processes, protocols and governance arrangements in consultation with Council to prepare for and manage construction impacts in the Precinct.**

### 6.8 Travel Demand Management during construction

- It is acknowledged that the project will have a significant impact on through traffic and local access in the Domain precinct, due to the proposal to reduce the cross section to provide one lane each for cars, trams and bicycles for an extended period (approximately 18 months).

- Council understands that this ‘one lane’ layout has significant program benefits for the project, and on this basis accepts that reducing the overall construction period in the precinct is a better community outcome than having a significantly longer construction timeframe, albeit with a lower impact on through traffic.

- It is also understood that there are likely to be several short term (i.e. days or at most weeks) closures of St Kilda Rd to undertake transitions between construction phases. These closures need to be carefully planned and managed as part of the overarching Transport Demand Management process (TDM). Council expects MMRA to work with it in advance of specific closures.
Council supports the preparation of a TDM strategy for the whole project, which should also take into account impacts from other concurrent projects (such as the Western Distributor). Based on the modelling and analysis provided in the Transport Impact Assessment for the project, Council accepts that the impact of construction at Domain Station can be adequately managed across the network by the TDM strategy.

Council seeks a commitment from MMRA to ensure the TDM strategy is appropriately resourced through the life of the project, and that any adverse impacts to Port Phillip’s transport network (e.g. rat running) are addressed through appropriate measures, including new infrastructure, signage, traffic signal phases or other measures as needed.

Council supports the early delivery of transport network improvements such as the Park Street Tram Link and new bicycle connections, in order to improve travel choices and support the TDM Strategy for the project. Early delivery of these projects is consistent with the overall principles of the TDM Strategy, and should be prioritised over improving traffic capacity on alternate routes (e.g. Kings Way). The delivery of these will also enhance the legacy outcomes for the project, as behaviour change experienced during construction will be more likely to persist once construction is complete.

Key locations such as St Kilda Junction and Canterbury Rd are likely to experience higher levels of congestion as people seek to avoid the St Kilda Rd corridor. Further work by MMRA is required to understand and plan for this prior to construction commencing in order to avoid reactive measures as far as is possible.

Council welcomes the ongoing engagement with MMRA on bicycle network improvements on parallel routes to St Kilda Road, in order to assist in improving travel choices and managing the overall displacement of trips throughout the network. These network improvements have the potential to provide better travel choices during construction, and will contribute to the outstanding legacy of the project.

Recommendation 22: Deliver the Park Street Tram Link and bicycle network connections prior to main construction commencing at Domain, in order to improve travel choices and support the Transport Demand Management (TDM) Strategy for the project.

Recommendation 23: Resource the TDM strategy appropriately to ensure construction impacts on the transport network are well managed, and that TDM projects provide a lasting benefit of mode shift and better travel choices for the community.

Recommendation 24: Ensure ongoing Council involvement in TDM strategy planning, monitoring and implementation throughout the construction period.

Recommendation 25: Work with Council to proactively plan for and manage impacts to the transport network at key locations such as St Kilda Junction and Canterbury Road.
Recommendation 26: Maintain the St Kilda Rd cross section through the construction site with a bicycle lane of minimum width 1.5m plus buffer, one traffic lane and one tram lane in each direction. Maintain pedestrian access throughout the precinct at all times.

Recommendation 27: Minimise closures of St Kilda Rd and access restrictions for pedestrians during construction. When closures or restrictions are unavoidable, ensure they are communicated well in advance to the widest possible audience as part of the Transport Demand Management Strategy.

Recommendation 28: Commit to delivering complementary bicycle network improvements on parallel routes to St Kilda Rd prior to main construction commencing, including Moray Street and improved connections through Southbank to the CBD.

6.9 Car parking impacts

- The project will impact on existing car parking in the Domain precinct. While it is not possible to establish the exact impact until a contractor has been appointed and detailed construction management plans have been developed, Council has undertaken a preliminary estimate of lost revenue as a result of the project. This may be in the order of $1-2 million over the construction period, based on Council’s current understanding of the construction staging and works areas around Domain Station.
- The construction activity will reduce the availability of public on-street parking in the precinct, which will cause inconvenience and displacement of parking for the range of users who currently park in the precinct. It is important that parking impacts are minimised and communicated well in advance, and where possible alternative parking is identified (such as nearby multi deck car parks, and parking in the wider precinct).
- Council will be pursuing an appropriate level of compensation for the foregone revenue caused by removal of paid parking spaces during construction.

Recommendation 29: Require that the successful contractor work with Council to resolve and minimise the overall construction footprint, in order to clarify and minimise car parking impacts in the precinct.

6.10 Environmental Performance and Greenhouse Gas Emissions

- Council supports the use of the Infrastructure Sustainability Council of Australia (ISCA) and GreenStar rating systems for the project, and requests further details on the specific targets and strategies being used to achieve the stated rating levels. This should include targets and strategies within each category and how these contribute to the overall targets. It is important that the potential for a high score in each category is maximised to prevent a contractor seeking ‘easy wins’ by compromising on certain areas.
- The City of Port Phillip is committed to achieving zero emissions by 2020 and as such advocates for a more ambitious goal in relation to managing greenhouse gases. A zero net greenhouse gas emissions target and achieving Passivhaus certification for
each station would meet best practice and position the Melbourne Metro as a world leader.

- Rather than utilise the range of small high-cost energy saving initiatives outlined in the EES, a public tender process for renewable energy facilities would be an easier and cheaper way to significantly reduce energy emissions and could also be considered for the entire metropolitan rail network (for example the ACT reverse wind auction and Melbourne Renewable Energy project).
- If a zero emissions target is not pursued then Council requests that the 20 per cent target be substantially increased and that specific targets be proscribed for each potential source of emissions. Some effective strategies could include:
  - An increased percentage target for accredited Greenpower greater than 20 per cent
  - Maximum use of onsite renewables
  - Avoid natural gas for station heating
  - Substitute a percentage of liquid transport fuels with biofuel alternative fuels
  - The utilisation of lighting that meets a minimum performance standard and appropriate temperature range e.g. 100-150 lumens/watt (including control gear)
  - Designing ground source heat pumps to meet to the cooling and heating demands of each station
  - Maximise solar PV systems size at each station
  - Specify construction materials with low-embodied energy and low-embodied GHG emissions
  - Along with clinker substitution (substitute Portland cement with flyash), include recycled demolition and construction waste, flyash, limestone etc.
  - Use smart, connected lighting technologies – motion sensors, dimming, etc.
  - Use electricity as a single fuel source in stations rather than dual fuel (electricity and gas as described in Appendix V).
  - Use heating, ventilation and air conditioning equipment with a ‘natural’ refrigerant with very low global warming potential.
  - Exceed Minimum Energy Performance Standard (MEPS) for energy performance standards based on electricity use
  - Consider a life-cycle assessment during design, equipment and materials selection rather than capital cost.

Recommendation 30: Provide further information relating to the specific targets and strategies for each category under the ISCA and Green Star rating tools.

Recommendation 31: Aim for a zero net emissions target through a public tender process for renewable energy, along with proscribed targets for each potential source of emissions.

6.11 Impact to trees

- The construction of Domain Station will have a significant impact on the existing trees within the precinct. This impact includes the removal of a substantial number of trees
Port Phillip City Council Submission to the Melbourne Metro EES

(approximately 100), although the exact number will not be known until the successful contractor is appointed and the final design is approved.

- There are no benefits associated from an arboriculture perspective, and the duration of impact has been estimated to be in the vicinity of 20-30 years. It is noted that the number of trees impacted is based on a conservative assessment, and the actual impact is expected to be lower. The contractor will be incentivised to retain as many trees as possible through the Environmental Management Framework. However, it is expected that the impact will still be significant.

- **Amenity Value.** Trees in the CoPP have an amenity value, which is a method to place a monetary value on trees. This description combines the characteristics of the tree with the extent to which can be viewed by the public, covering both the tree and its setting.

- The trees within Domain Precinct have an amenity value of approximately $10 million which has been calculated from the 103 trees which range from ‘semi-mature’ to ‘over mature’ with an average Diameter at Breast Height (DBH) of 100cm for each tree. The amenity calculation is an agreed method used by the City of Melbourne (CoM) and the City of Stonington (CoS). (Refer page 52 of Greening Port Phillip, An Urban Forest Approach 2010).

- **Protection of Trees.** Due to the absence of a final approved plan and construction schedule, a review of the project’s effort to protect trees cannot be finalised. In the interim, it is expected that a focus of the construction planning is to retain as many trees as possible.

- Trees will be accepted for retention if the works will not adversely affect the health and lifespan of the tree in question. These trees will have a Tree Protection Zone enforced (TPZ).

- Measures will be put in place in the Environmental Management Framework which will outline the procedures for protecting trees and assessment practices if major encroachments within the TPZ are suspected or foreseen.

- **Trees to Retain.** While all trees have value and will be retained if possible, there are trees which have a higher retention value. These trees are the English Elms - *Ulmus procera* located on the Northern edge of the South African Soldiers Memorial, along Albert Street. (PH057 – PH068).

- In addition the Windsor Oak has a cultural significance that increases its value beyond the aesthetic.

**Recommendation 32:** Ensure the final approved plan and construction schedule retains as many trees as possible. Every effort should be made to retain all trees, but in particular the English Elms located on the Northern edge of the South African Soldiers Memorial, along Albert Street (PH057-PH068) are of great significance.

**Recommendation 33:** Make every effort to retain the Windsor Oak or conserve it off site during construction. In the event that this is not possible, propagate replacement plantings.
7 Ensuring the Melbourne Metro provides a high quality city-shaping legacy

7.1 Reinstating the integral cultural features within the precinct

- The City of Port Phillip acknowledges that the South African Soldiers Memorial will need to be moved as a result of the construction of Domain Station. Even if the design is changed so that the entry does not coincide with the memorial location, it will be necessary to remove the memorial during construction to protect it from construction impacts such as vibration.

- The City of Port Phillip has been the custodian of the South African Soldiers Memorial since the monument was erected in 1924. The memorial is included on the Victorian Heritage Register as a site of historical, social and aesthetic importance to Victoria. It is the only memorial built in Victoria to commemorate all Australians who took part in the war.

- This significant cultural asset was valued at $1.6 million in 2013 as part of the triennial Port Phillip City Collection valuation.

- A Conservation Management Plan (CMP) has been commissioned by Council which will provide recommendations for the reinstatement of the memorial. As part of their research, the CMP authors have consulted with residents, heritage experts, Council’s Cultural Heritage Reference Committee, National Boer War Memorial Association and military heritage organisations, Melbourne Metro Rail Authority and its heritage advisors Lovell Chen, and the National Trust.

- There is much interest in the Memorial reflecting not just its aesthetic value but its commemorative significance for those with a connection to the Boer War. The key stakeholders consulted for the CMP have differing views regarding the most appropriate location for the memorial following the construction of Domain Station.

- The CMP considers that the location of the memorial within Albert Road Reserve is a significant part of its heritage value. As such, Council supports the reinstatement of the memorial within the Albert Road Reserve following construction.

- The CMP also highlights the significance of the Cockbill Fountain and the Windsor Oak. Recommendations from the draft report include the removal and conservation of both the fountain and the oak so that they can be returned to the site following completion of the project.

- Current plans for the memorial to be returned to the Albert Road Reserve require a reconsideration of the west entrance for the Domain Station to preserve the integrity of the area’s cultural heritage.

- The City of Port Phillip believes that the memorial should not be surpassed, as the focus of the site, by the station entrance. The EES notes that “The low scale built form of the proposed station entrances [on the east side] would be sensitive to the heritage significance of the area” (Technical Appendix E xiv) and it is recommended that this approach also be applied to design of the station entry on the west side. A ‘low key’ design approach will minimise the physical impact and visual presence of the station. This mitigation will provide a better outcome for the heritage significance of the site.

- There should be minimal diminishment of the aesthetic qualities of the site and the visual significance of the South African Soldiers Memorial. The two plaques and trees
should be replanted in proximity to the memorial. The Cockbill fountain should be re-plumbed and reinstated on the corner if possible.

- The City of Port Phillip supports the report’s recommendation for a heritage interpretation strategy to be developed for the project as a whole. There are opportunities for interpreting the significance of the site, the memorial and its relationship to Victoria.
- Council acknowledges that the new landscaping opportunities and proposed enlargement of the site have the potential to provide an improved setting for the memorial and those for whom it is significant.
- Council agrees that the current design is less than ideal and is looking forward to working with MMRA, the National Boer War Memorial Association and other key stakeholders to find a design solution that befits the importance of the memorial.

Recommendation 34: Ensure that the final design and positioning of the South African Soldiers Memorial:
- retains the formal and visual prominence of the Memorial to St Kilda Road
- is visually prominent from Kings Way and Albert Road looking towards the Shrine
- provides ease of access from Albert Road and St Kilda Road
- provides a congregation area surrounding the Memorial that is DDA compliant
- is well integrated into the design of Domain Station.

Recommendation 35: Return the Cockbill Fountain, Windsor Oak and plaques to the site post construction. In the event that the Windsor Oak is unable to be conserved, plant a new tree propagated from the original in its place.

7.2 Creating a legacy of high quality public spaces

- Chapter 16 of the EES addresses the landscape and visual impacts of the proposal. This chapter is also supported by an Urban Design Strategy (UDS).
- The UDS was prepared for MMRA to support the delivery of a consistent, high quality approach to architectural, landscape and visual design across the project.
- The strategy:
  - identifies the strategic design direction for precincts and places
  - provides high level principles to guide urban design outcomes associated with the project
  - articulates the design outcomes and quality expected for the project
  - sets precinct-specific criteria that need to be met to achieve the urban design vision.
- The UDS is referenced in the planning approval process. The Incorporated Document facilitating the project requires that any buildings and works must be consistent with the UDS.
- The UDS provides detailed objectives and design guidelines for the Domain Precinct to guide the post-construction design of St Kilda Road and the wider public realm.
7.3 Protecting and enhancing St Kilda Road boulevard

- The EES and UDS recognise St Kilda Road as one of Melbourne’s iconic boulevards. Protecting and enhancing the formal boulevard character and creating an integrated multi-modal transport interchange are the two key objectives of the UDS for St Kilda Road.
- Council supports the strong recognition of the boulevard character, noting this aligns strongly with Council’s St Kilda Road North Precinct Plan. It also strongly supports the creation of a multi-modal transport hub.
- Council notes that the functional layout of St Kilda Road post construction is still being worked through. However a key driver for Council will be the reinstatement of boulevard planting and other priorities such as the St Kilda Rd Safety Corridor Project.
- Council notes that MMRA is working with the City of Port Phillip and other stakeholders including PTV, Yarra Trams, VicRoads and Heritage Victoria in the design of the boulevard.
- Council notes that the UDS proposes to reinstate the boulevard form around the location of the Domain Interchange due to the relocation of the level access tram stop. This change if accompanied by changes in the road configuration would allow for the establishment of widened sections of median that would cater for the reestablishment of a double row of large canopy trees.
- Council also notes that ventilation shafts, a chiller plant and Yarra Trams substation will be visible in the streetscape. The chiller plant and sub-station are not referenced in the UDS guidelines. This issue is discussed at Section 7.8 and 7.9.
- Council supports the careful design of the station entrances in the precinct. It considers that the station entrances in the tram interchange of St Kilda Road and in the Albert Road Reserve should be designed to be small scale, minimalist insertions that respect the heritage character of the parklands and the importance of St Kilda Road and its viewlines.
- Council also supports the need to carefully design the relocated Domain level access tram stop and any structures associated with it. The UDS Guidelines acknowledge that the new stop must complement the formal boulevard setting.
- The station will provide a connection under St Kilda Road linking both sides of the road. The UDS also identifies the need to improve the safety and amenity of street level crossings. Enhancement of this link is strongly supported.
- However a gap in the UDS and reference design is the enhancement of links to the new Park Street tram link. The UDS references views between Park Street and the Shrine but does not highlight the need to enhance pedestrian links from St Kilda Road to the Park Street tram and enhancements to its stops. It is anticipated that the Park Street link will include a new level access stop just west of Wells Street, which will be coupled with the signalisation of Wells Street.

7.4 Enhancing Albert Road Reserve and Albert Road

- The station also presents a number of opportunities to enhance the Albert Park Reserve and Albert Road by:
  - providing an opportunity for an improved pedestrian link between the Shrine of Remembrance Reserve and Albert Park
improving the streetscape and amenity of Albert Road by contributing to the creation of a green link between the Shrine Reserve and Albert Park
- creating high quality open spaces and facilities to support passive and social recreational activities for local residents and office workers
- maintaining the South African Soldiers Memorial’s formal links with St Kilda Road and Shrine of Remembrance, including increasing the area available for services at the memorial (See Section 7.1).

- The Albert Road Reserve would be redesigned to include a station entrance and open space for the community and office workers, with the memorial relocated and oriented towards St Kilda Road.
- MMRA is working with the City of Port Phillip to determine the future location of the memorial and the layout of this public open space.
- The proposed guidelines in the UDS guiding the redesign of the Reserve and Albert Road are supported. However a gap in the Guidelines is a reference to design of the station entrance itself within the Albert Road Reserve. An additional guideline is recommended.

Recommendation 36: Include the following design guidelines in the Urban Design Strategy:
- Enhance the pedestrian links from St Kilda Road to the Park Street tram route.
- Design the Park Street tram stop (at Wells Street) as a high quality public space that complements its setting and preserves views to the Shrine.
- Within Albert Road Reserve, minimise the size and visual prominence of the station entrance so it does not detract from the South African War Memorial.
- Ensure the design of the station entrance provides an appropriate setting for and minimises impacts on the South African War Memorial.
- In Guideline 6, which currently focusses on the design and location of ventilation shafts, include a reference to the need for the careful design and location of the chiller plant and the Yarra Trams sub-station (see also Recommendations 44 and 45).

7.5 Integrated water management
- There is a key opportunity for the project to contribute to the Albert Park Lake Stormwater Harvesting project as part of mitigating the negative impacts of the MMRP. The types of positive benefits back to MMRA include the opportunity to provide a sustainable water source for the reestablishment of vegetation in affected areas around the Domain Interchange and improved water treatment in Albert Park Lake to compensate for any impacts to the lake as a result of the MMRP. The modification of the Domain Interchange provides an opportunity to integrate the principles of water sensitive urban design into the new streetscape.

Recommendation 37: Fully explore opportunities to integrate water harvesting as part of the project. Incorporate best practice water management and reuse into the project by contributing to the Albert Park Lake scheme that is currently being planned by Port Phillip and Melbourne councils, and Parks Victoria.
Recommendation 38: Treat runoff prior to it entering the stormwater system at strategic locations around the interchange.

Recommendation 39: Design streetscape planting to take advantage of passive irrigation technologies including consideration of structural soils combined with kerb inlets. This will provide real benefits to trees with compromised soil volumes as a result of the station box and provide for positive legacy design outcomes.

7.6 Coordinating the design, selection and planting of trees

- The City of Port Phillip should be involved in the procurement process of new tree stock, planting and the continued maintenance of replacement trees within council boundaries. Council acknowledges that the cost of all replacement trees will be borne by MMRA by way of compensation for the loss of each tree.
- Tree specification and procurement should be developed in a way that is consistent with City of Melbourne (CoM) and the City of Stonington (CoS) to ensure the advance and super advance tree stock is returned to the landscape. Further details are required of tree stock quality, soil preparation, soil volume and ongoing maintenance for a minimum two years.
- Further consideration is required to secure a water supply/irrigation for all landscape areas to ensure successful tree establishment. Water Sensitive Urban Designs, passive irrigation or storm water harvesting are opportunities to explore. Albert Park Lake water harvesting scheme is currently in feasibility stage and may be an opportunity for water security for St Kilda Road and the South African Soldiers Memorial.
- Measures will be put in place in the Environmental Management Framework which will outline the replacement of trees and preparation required for new tree locations. This will be at the cost to MMRA. This will include but not be limited to new topsoil agreed by Melbourne, Stonnington and Port Phillip councils at adequate volumes to ensure healthy tree establishment and growth and irrigation for a minimum of two years.
- As outlined in Sections 6.11 and 7.1, the Windsor Oak has a significant cultural value and should be returned to the site if possible. If the condition of the tree results in conservation being unviable, then propagation from the existing tree would provide a historical link to the original.

Recommendation 40: Put in place strategies to ensure effective irrigation and water security to protect trees and minimise wastage.

Recommendation 41: Undertake the propagation of the Windsor Oak as a matter of priority to maintain the option of an appropriate replacement in the event that the original tree is unable to be saved.

7.7 Bicycle network opportunities

The completion of Domain Station will provide a key focus for bicycle trips from the south and west in particular. Completion of key strategic routes such as St Kilda Road, Kerferd Road / Albert Road and Dorcas Street will provide important links to the new Domain Station.
• The reference design includes 25 bicycle hoops in various locations around the station (i.e. capacity for 50 bicycles), with no secure bicycle parking provided.

• A comparison of inner city stations such as Richmond, South Yarra, Footscray and others indicates that approximately 1-2% of passengers typically arrive by bicycle (PTV station patronage data, 2015). Applying a 1% figure to Domain Station, which is projected to have approximately 40,000 weekday entries in 2031, would result in around 400 people accessing Domain Station by bicycle. It is considered that Domain would be a relatively attractive point of access to the rail network for workers and students, given the direct access to the CBD, Parkville and Monash employment and education clusters. It is expected that demand will grow even further following improvements to St Kilda Rd bicycle infrastructure and other projects.

• There is also a wider policy question regarding the role of bicycles to access stations. Council is advocating for a clear policy position from the new Active Transport Victoria (ATV) to inform how much and what type of bicycle parking should be provided at stations.

Recommendation 42: Continue to investigate a number of strategic bicycle routes (including the St Kilda Road Safety Corridor Project), in partnership with the City of Port Phillip and VicRoads, to ensure that these integrate with the new station in terms of timing and physical infrastructure.

Recommendation 43: Provide an initial allocation of approximately 200 bicycle parking spaces (half secure and sheltered, half short term hoops). Design bicycle parking so it can be expanded in future as demand grows.

7.8 Mechanical Plant

• Domain Station will require a large mechanical ‘chiller’ plant to be installed in proximity to the station. There is a requirement that this be housed in a large building in the order of 300 square metres, and current plans show it being located in the median of Albert Road, between the existing Albert Road Reserve and Kings Way.

• The proposed location and treatment of the chiller plant is not considered acceptable, and Council requests MMRA find an alternative location and / or treatment, such as integrated with a building, underground, or at another site where it would have less impact on amenity.

Recommendation 44: Resolve an alternative location and / or treatment for the mechanical chiller plant such as co-location with an existing building or new development, or underground

7.9 Yarra Trams Sub-station

• As well as the chiller plant, there is a separate need to install a new transformer for the tram network. While this is outside the scope of the MMRP, it makes sense to integrate this into the precinct design. Council’s expectation is that the resolution of this matter is undertaken in consultation with Council as part of the overall precinct design, and that the transformer is located underground.
Recommendation 45: Resolve location and design of the new Yarra Trams substation in consultation with Councils and other affected parties.

7.10 Legacy transport network

- The construction of Domain Station provides a unique opportunity to lock in beneficial changes to the public realm and transport network, and remove some of the undesirable aspects of how the precinct currently functions.
- In particular, the precinct currently functions with a high focus on a ‘link’ function i.e. prioritising through movements, particularly for cars. In future, given the need for focus on ‘place’ functions, and prioritising pedestrian movements and interchange with the rail network, Council supports a different treatment and allocation of space. It is acknowledged that this needs ongoing work with involvement of all key stakeholders, but based on the reference design and work done to date Council has recommendations regarding legacy outcomes.
- Council looks forward to continuing to work with MMRA and other stakeholders to plan for an outstanding legacy in the precinct.

Recommendation 46: Provide for legacy transport network outcomes in the construction of Domain Station including:

- Introduction of safer speeds: 40km/h through the precinct is suitable given the high numbers of pedestrians (including school children), as well as bike riders
- Support for the ‘two lane’ cross section for St Kilda Rd. This cross section will allow for greater pedestrian amenity, safety and priority, with reduced crossing distances and more generous footpaths. Given that people will adapt to having one lane through the precinct during construction, returning two lanes as legacy is appropriate.
- Protected bicycle lanes consistent with the St Kilda Road Safety Corridor Project should be included (noting some flexibility is required as this project progresses, but a minimum 2.5m protected lane should be allowed for)
- Minimising kerbs and other barriers to pedestrian movement throughout the precinct to create a seamless public realm where pedestrians and bike riders have priority
- Converting on-street parking in the precinct to other uses, commensurate with its new role as a major public transport interchange (noting that some car parking will need to be retained to support local businesses).

7.11 Asset ownership and management

- Land tenure and asset management and ownership in and around Domain Station will need to be renegotiated as part of the construction of the Station. This is particularly relevant for Albert Road Reserve. However, the City of Port Phillip along with the City of Melbourne, also manages assets along St Kilda Road.
- Given the potential overlap of station exits, the tram interchange, above ground infrastructure such as chiller plants, vents and emergency exits, heritage items such as
the South African Soldiers Memorial and the surrounding public space, a clear
delineation between jurisdictions will need to be mapped and appropriate tenure
arrangements put in place.

- The City of Port Phillip and the City of Melbourne need to continue to be engaged
about the levels of finish and appropriate furniture for the public realm in areas being
delivered by the consortium, especially where they are likely to re-assume control of
those areas.
- Consistency of finishes, materials, furniture and signage throughout the precinct is
preferred. However maintenance roles and responsibilities will also have to be clearly
defined and assigned between MMRA/PTV, Yarra Trams, City of Melbourne and City
of Port Phillip.

Recommendation 47: Clearly outline the ownership and management of above ground
assets. Assign to relevant parties to allow for appropriate access, operation, maintenance
and renewal upon the completion of Domain Station construction.

8 Commitment to Legacy Projects

8.1 As previously noted in this submission, the creation of a new station at Domain will have a
significant long term impact on the form, function and role of the wider Domain Precinct.
Providing 30 minute public transport access into the precinct for 800,000 additional people,
and connecting the precinct directly with the CBD, Monash and Parkville education and
employment clusters has the potential to transform St Kilda Rd and South Melbourne over the
longer term. In this regard, it is critical that the delivery of the new station is not undertaken
in isolation, and that an appropriate package of complementary transport, accessibility and
public realm works are also delivered to ensure an outstanding legacy outcome.

Recommendation 48: Commitment to the following outcomes as part of the MMRP to
ensure that the overall legacy outcome for the project supports the precinct and wider
community in the best way:

- Early delivery of the Park Street tram link, including provision for level access tram
  stops and signalisation of the Wells Street / Park Street intersection
- An upgrade to the new Domain – Spencer Street tram route (including Clarendon
  Street) to provide tram priority and level access tram stops, given the much higher
  frequency and capacity tram connection that will be provided from Domain to the
  western part of the CBD
- Delivery of supporting bicycle network projects to improve access to the precinct
  such as the St Kilda Road Safety Corridor Project, Albert Road / Kerferd Road and
  Dorcas Street
- Delivery of a high standard, sheltered, secure bicycle facility as part of the station,
  with room to expand in future as demand grows
- Delivery of improved public realm in the wider area, to take account of the full
  extents of the project (including Albert Road between St Kilda Road and Kings Way,
  Bowen Crescent, Kings Way and St Kilda Road).
9 Summary of Recommendations

9.1 The following table provides a consolidated summary of the recommendations throughout the report, and links to the relevant section(s) of the EES.
<table>
<thead>
<tr>
<th>#</th>
<th>Recommendation</th>
<th>Submission Reference</th>
<th>EES Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Establish a clear pre-application process to advise property owners on the potential impacts of the Design and Development Overlay on their property or development.</td>
<td>5.1</td>
<td>Technical Appendix A – Design and Development Overlay</td>
</tr>
<tr>
<td>2</td>
<td>Clarify whether a retrospective planning permit is required where an existing approval has not yet been acted on and the proposal includes sub-surface works that would affect the Melbourne Metro.</td>
<td>5.1</td>
<td>Technical Appendix A – Design and Development Overlay</td>
</tr>
<tr>
<td>3</td>
<td>Amend Clause 61.01 “Responsible Authority for administering and enforcing the Scheme” to clarify the physical and legal extent of the Metro Melbourne Project.</td>
<td>5.2</td>
<td>Technical Appendix A - Schedule to Clause 61.01</td>
</tr>
<tr>
<td>4</td>
<td>Provide guidance on land uses associated with the station eg cafes, newspaper stands and any other retail uses.</td>
<td>5.4</td>
<td>Technical Appendix A - Incorporated Document</td>
</tr>
<tr>
<td>5</td>
<td>Expand the requirements for Development Plans to include additional plans, such as Traffic Management Plans, Heritage Management Plans and Construction Management Plans.</td>
<td>5.5</td>
<td>Technical Appendix A - Incorporated Document</td>
</tr>
<tr>
<td>6</td>
<td>Require the inclusion of the Environmental Performance Requirements in an appendix to the Incorporated Document.</td>
<td>5.6</td>
<td>Technical Appendix A - Incorporated Document</td>
</tr>
<tr>
<td>7</td>
<td>Require that “Use and development for the project must be carried out generally in accordance with the Objectives and Principles of the endorsed Urban Design Strategy.”</td>
<td>5.6</td>
<td>Technical Appendix A - Incorporated Document</td>
</tr>
<tr>
<td>8</td>
<td>Include the principles and objectives from the Urban Design Strategy in an appendix to the Incorporated Document for transparency.</td>
<td>5.6</td>
<td>Technical Appendix A - Incorporated Document</td>
</tr>
<tr>
<td>9</td>
<td>Amend the wording in 5.1 Development Plans to read: An approved Development Plan may be prepared and approved in stages and may be amended from time to time to the satisfaction of the Minister for Planning (or delegate) following consultation with the Office of the Victorian Government Architect, relevant Council/s and where relevant, the Roads Corporation, Melbourne Water and Heritage Victoria.</td>
<td>5.7</td>
<td>Technical Appendix A - Incorporated Document</td>
</tr>
<tr>
<td>10</td>
<td>Amend the wording in 5.2 Environmental Management Framework and 5.3 Urban Design Strategy in line with Recommendation 9 to require consultation on major / significant amendments.</td>
<td>5.7</td>
<td>Technical Appendix A - Incorporated Document</td>
</tr>
<tr>
<td>11</td>
<td>Directly involve relevant statutory authorities in monitoring compliance with EPRs and other relevant standards and guidelines during construction.</td>
<td>5.8</td>
<td>EES Section 23.8</td>
</tr>
<tr>
<td>12</td>
<td>Commit to regular public reporting on compliance with EPRs and other relevant standards.</td>
<td>5.8</td>
<td>EES Section 23.8</td>
</tr>
</tbody>
</table>
# Recommendation | Submission Reference | EES Reference

<table>
<thead>
<tr>
<th>#</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mitigating the impacts of construction on the Port Phillip community and business</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Further explore the ‘cavern’ construction method so that the relative benefits and costs / impacts can be assessed against the ‘cut and cover’ method.</td>
<td>6.3</td>
</tr>
<tr>
<td>14</td>
<td>Prioritise the monitoring of water discharge during construction and devise strategies to prevent ground water from being discharged into the stormwater system.</td>
<td>6.4</td>
</tr>
<tr>
<td>15</td>
<td>Provide further information about the planned discharge from the water treatment plant and proposed standards for recycling water during construction.</td>
<td>6.4</td>
</tr>
<tr>
<td>16</td>
<td>Provide information regarding the expected daily use of water and the source (potable/reycled) during construction. Develop a detailed plan to demonstrate best practice in the reduction of potable water consumption.</td>
<td>6.4</td>
</tr>
<tr>
<td>17</td>
<td>Clarify the responsibility for engineering requirements around the footings of the South African Soldiers Memorial and any maintenance subsequent to the reinstallation that may be required as a result of the relocation.</td>
<td>6.5</td>
</tr>
<tr>
<td>18</td>
<td>Provide the City of Port Phillip with the authority to give final approval of the storage site for the South African Soldiers Memorial and provide access as needed, for conservation treatment or inspections of the memorial and fountain. Put in place contingency measures in case there is damage to the memorial/fountain while in storage or reconstruction.</td>
<td>6.5</td>
</tr>
<tr>
<td>19</td>
<td>During the removal and storage of the memorial, which may be for several years, MMRA should design and implement appropriate interpretive material in the precinct, and in particular on the site of the memorial, during construction to communicate the significance of the precinct and the memorial. This may include interpretive material on construction hoardings, interpretive panels and could even include a printed image of the memorial on a scaffold over its current location so that a continuity of presence is maintained. (this practice is common in Europe)</td>
<td>6.5</td>
</tr>
<tr>
<td>20</td>
<td>Make every effort to plan and stage the construction activities to enable the early reinstatement of the memorial so long as this does not put the memorial at risk of damage. Any early reinstatement should allow for access to the memorial and should be accompanied with the return of some of the proposed open space.</td>
<td>6.5</td>
</tr>
<tr>
<td>21</td>
<td>Develop clear processes, protocols and governance arrangements in consultation with Council</td>
<td>6.6</td>
</tr>
<tr>
<td>#</td>
<td>Recommendation</td>
<td>Submission Reference</td>
</tr>
<tr>
<td>----</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>22</td>
<td>Deliver the Park Street Tram Link and bicycle network connections prior to main construction commencing at Domain, in order to improve travel choices and support the TDM Strategy for the project.</td>
<td>6.7</td>
</tr>
<tr>
<td>23</td>
<td>Resource the Transport Demand Management (TDM) strategy appropriately to ensure construction impacts on the transport network are well managed, and that TDM projects provide a lasting benefit of mode shift and better travel choices for the community.</td>
<td>6.7</td>
</tr>
<tr>
<td>24</td>
<td>Ensure ongoing Council involvement in TDM strategy planning, monitoring and implementation throughout the construction period.</td>
<td>6.7</td>
</tr>
<tr>
<td>25</td>
<td>Work with Council to proactively plan for and manage impacts to the transport network at key locations such as St Kilda Junction and Canterbury Road</td>
<td>6.7</td>
</tr>
<tr>
<td>26</td>
<td>Maintain the St Kilda Rd cross section through the construction site with a bicycle lane of minimum width 1.5m plus buffer, one traffic lane and one tram lane in each direction. Maintain pedestrian access throughout the precinct at all times.</td>
<td>6.7</td>
</tr>
<tr>
<td>27</td>
<td>Minimise closures of St Kilda Rd and access restrictions for pedestrians during construction. When closures or restrictions are unavoidable, ensure they are communicated well in advance to the widest possible audience as part of the Transport Demand Management strategy.</td>
<td>6.7</td>
</tr>
<tr>
<td>28</td>
<td>Commit to delivering complementary bicycle network improvements on parallel routes to St Kilda Rd prior to main construction commencing (including Moray Street and improved connections through Southbank to the CBD).</td>
<td>6.7</td>
</tr>
<tr>
<td>29</td>
<td>Require that the successful contractor work with Council to resolve and minimise the overall construction footprint, in order to clarify and minimise car parking impacts in the precinct.</td>
<td>6.8</td>
</tr>
<tr>
<td>30</td>
<td>Provide further information relating to the specific targets and strategies for each category under the ISCA and Green Star rating tools.</td>
<td>6.9</td>
</tr>
<tr>
<td>31</td>
<td>Aim for a zero net emissions target through a public tender process for renewable energy, along with proscribed targets for each potential source of emissions.</td>
<td>6.9</td>
</tr>
<tr>
<td>32</td>
<td>Ensure that the final approved plan and construction schedule retains as many trees as possible. Every effort should be made to retain all trees, but in particular the English Elms located on the Northern edge of the South African Soldiers Memorial, along Albert Street</td>
<td>6.10</td>
</tr>
<tr>
<td>#</td>
<td>Recommendation</td>
<td>Submission Reference</td>
</tr>
<tr>
<td>----</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td></td>
<td>(PH057-PH068) are of great significance.</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Make every effort to retain the Windsor Oak or conserve it off site during construction. In the event that this is not possible, propagate replacement plantings.</td>
<td>6.10</td>
</tr>
<tr>
<td></td>
<td>Ensuring the Melbourne Metro provides a high quality city-shaping legacy</td>
<td></td>
</tr>
</tbody>
</table>
| 34 | Ensure that the final design and positioning of the South African Soldiers Memorial:  
    • Retains the formal and visual prominence of the Memorial to St Kilda Road  
    • Is visually prominent from Kings Way and Albert Road looking towards the Shrine  
    • Provides ease of access from Albert Road and St Kilda Road  
    • Provides a congregation area surrounding the Memorial that is DDA compliant  
    • Is well integrated into the design of Domain Station | 7.1                  | EES Section 14.14              |
| 35 | Return the Cockbill Fountain, Windsor Oak and plaques to the site post construction. In the event that the Windsor Oak is unable to be conserved, plant a new tree propagated from the original in its place.                                     | 7.1                  | EES Section 14.14              |
| 36 | Include the following design guidelines in the Urban Design Strategy:  
    • Enhance the pedestrian links from St Kilda Road to the Park Street Tram route.  
    • Design the Park Street tram stop (at Wells Street) as a high quality public space that complements its setting and preserves views to the Shrine.  
    • Within Albert Road Reserve, minimise the size and visual prominence of the station entrance so it does not detract from the South African War Memorial.  
    • Ensure the design of the station entrance provides an appropriate setting for and minimises impacts on the South African War Memorial.  
    • In Guideline 6, which currently focusses on the design and location of ventilation shafts, include a reference to the need for the careful design and location of the chiller plant and the Yarra Trams sub-station (see also Recommendations 42 and 43). | 7.4                  | EES Technical Appendix M       |
<p>| 37 | Fully explore opportunities to integrate water harvesting as part of the project. Incorporate best practice water management and reuse into the project by contributing to the Albert Park Lake Scheme that is currently being planned by Port Phillip and Melbourne Councils, and Parks Victoria. | 7.5                  | EES Section 17.13 and Technical Appendix W |</p>
<table>
<thead>
<tr>
<th>#</th>
<th>Recommendation</th>
<th>Submission Reference</th>
<th>EES Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>38</td>
<td>Treat runoff prior to it entering the stormwater system at strategic locations around the interchange.</td>
<td>7.5</td>
<td>EES Section 17.13 and Technical Appendix M</td>
</tr>
<tr>
<td>39</td>
<td>Design streetscape planting to take advantage of passive irrigation technologies including consideration of structural soils combined with kerb inlets. This will provide real benefits to trees with compromised soil volumes as a result of the station box and provide for positive legacy design outcomes.</td>
<td>7.5</td>
<td>EES Section 17.13 and Technical Appendix M</td>
</tr>
<tr>
<td>40</td>
<td>Put in place strategies to ensure effective irrigation and water security to protect trees and minimise wastage.</td>
<td>7.6</td>
<td>EES Section 17.13 and Technical Appendix M</td>
</tr>
<tr>
<td>41</td>
<td>Undertake the propagation of the Windsor Oak as a matter of priority to maintain the option of an appropriate replacement in the event that the original tree is unable to be saved.</td>
<td>7.6</td>
<td>EES Section 16.14</td>
</tr>
<tr>
<td>42</td>
<td>Continue to investigate a number of strategic bicycle routes (including the St Kilda Rd Safety Corridor Project), in partnership with the City of Port Phillip and VicRoads, to ensure that these integrate with the new station in terms of timing and physical infrastructure.</td>
<td>7.7</td>
<td>EES Section 8.14</td>
</tr>
<tr>
<td>43</td>
<td>Provide an initial allocation of approximately 200 bicycle parking spaces (half secure and sheltered, half short term hoops). Design bicycle parking so it can be expanded in future as demand grows.</td>
<td>7.7</td>
<td>EES Section 8.14</td>
</tr>
<tr>
<td>44</td>
<td>Resolve an alternative location and / or treatment for the mechanical chiller plant such as co-location with an existing building or new development, or underground</td>
<td>7.8</td>
<td>Reference Design and Technical Appendix M</td>
</tr>
<tr>
<td>45</td>
<td>Resolve location and design of the new Yarra Trams substation in consultation with Councils and other affected parties.</td>
<td>7.9</td>
<td>Reference Design and Technical Appendix M</td>
</tr>
<tr>
<td>46</td>
<td>Provide for legacy transport network outcomes in the construction of Domain Station including:</td>
<td>7.10</td>
<td>EES Section 8.14, Reference Design and Technical Appendix M</td>
</tr>
<tr>
<td></td>
<td>• Introduction of safer speeds: 40km/h through the precinct is suitable given the high numbers of pedestrians (including school children), as well as bike riders</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Support for the ‘two lane’ cross section for St Kilda Rd. This cross section will allow for greater pedestrian amenity, safety and priority, with reduced crossing distances and more generous footpaths. Given that people will adapt to having one lane through the precinct during construction, returning two lanes as legacy is appropriate.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Protected bicycle lanes consistent with the St Kilda Rd Safety Corridor Project should be included (noting some flexibility is required as this project progresses, but a minimum 2.5m protected lane should be allowed for)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### #47
- Minimising kerbs and other barriers to pedestrian movement throughout the precinct to create a seamless public realm where pedestrians and bike riders have priority
- Converting on-street parking in the Precinct to other uses, commensurate with its new role as a major transport interchange (noting that some car parking will need to be retained to support local businesses)

### #48
- Clearly outline the ownership and management of above ground assets. Assign to relevant parties to allow for appropriate access, operation, maintenance and renewal upon the completion of Domain Station construction.

<table>
<thead>
<tr>
<th>#</th>
<th>Recommendation</th>
<th>Submission Reference</th>
<th>EES Reference</th>
</tr>
</thead>
</table>
| 47  | Minimising kerbs and other barriers to pedestrian movement throughout the precinct to create a seamless public realm where pedestrians and bike riders have priority  
  Converting on-street parking in the Precinct to other uses, commensurate with its new role as a major transport interchange (noting that some car parking will need to be retained to support local businesses) |                      | 7.11  EES Technical Appendix M |
|     | Clearly outline the ownership and management of above ground assets. Assign to relevant parties to allow for appropriate access, operation, maintenance and renewal upon the completion of Domain Station construction. |                      |                        |

### Commitment to Legacy Projects

| #   | Commitment to the following outcomes as part of the MMRP to ensure that the overall legacy outcome for the project supports the precinct and wider community in the best way:  
  Early delivery of the Park Street Tram Link, including provision for level access tram stops and signalisation of the Wells St / Park St intersection  
  An upgrade to the new Domain – Spencer St tram route (including Clarendon St) to provide tram priority and level access tram stops, given the much higher frequency and capacity tram connection that will be provided from Domain to the western part of the CBD  
  Delivery of supporting bicycle network projects to improve access to the precinct such as the St Kilda Rd Safety Corridor Project, Albert Road / Kerferd Road and Dorcas Street  
  Delivery of a high standard, sheltered, secure bicycle facility as part of the station, with room to expand in future as demand grows  
  Delivery of improved public realm in the wider area, to take account of the full extents of the project (including Albert Road between St Kilda Road and Kings Way, Bowen Crescent, Kings Way and St Kilda Road). |                      | 8.1  EES Section 8 |
| 48  |                                                                                                    |                      |                        |