

13 Not resolved

5 On-going discussions

30 Resolved

#	Summary of Council Recommendation from EES Submission	Status
Resolved		
1	Expand the requirements for Development Plans to include additional plans, such as Traffic Management Plans, Heritage Management Plans and Construction Management Plans.	✓ Incorporated Document December 2016 includes Appendix 2 – Approval of Plans.
2	Require that “use and development for the project must be carried out generally in accordance with Urban Design Strategy.”	✓
3	Amend the wording in 5.1 Development Plans	✓ Incorporated Document December 2016, clause 4.6.8 addresses this.
4	Directly involve relevant statutory authorities in monitoring compliance with EPRs	✓
5	Further explore the ‘cavern’ construction method against the ‘cut and cover’ method.	✓ Alternative construction options were investigated as required by Ministers statement to the EES
6	Prioritise the monitoring of water discharge during construction	✓ Monitoring of water discharge required by Minister statement to the EES
7	Provide further information about the planned discharge from the water treatment plant	✓ Principles are documented in the Environmental Management Framework
8	Provide information and develop a detailed plan to demonstrate best practice in the reduction of potable water consumption.	✓ Information and plan required by Ministers statement to the EES
9	Clarify engineering requirements around the footings of the South African Soldiers Memorial	✓ This has been addressed in the Heritage Permit.
10	Provide the City of Port Phillip with the authority to give final approval of the storage site for the South African Soldiers Memorial	✓ Agreement reached on the management of the SASWM
11	During the removal and storage of the memorial, , MMRA should design and implement appropriate interpretive material in the precinct	✓ This has been addressed in the Heritage Permit.
12	Develop clear processes, protocols and governance arrangements in consultation with Council to manage construction impacts in the precinct.	✓ There is a structure in place to manage construction impacts including Transport Management Plans, Traffic Management Implementation Plans and Process Deed.
13	Ensure ongoing Council involvement in TDM	✓ Council are involved in TDM meetings, although they have not been very frequent.
14	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,	✓ Council officers regularly attend scheduled meetings to discuss traffic management impacts.
15	Minimise closures of St Kilda Road 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.	✓ Traffic management plan for St Kilda Road closure are assessed by Council. Issues regarding road, pedestrian and bike access are discussed during the Community Reference Group.
16	Commit to delivering complementary bicycle network improvements on parallel routes to St Kilda Rd prior to main construction commencing.	✓ MMRA has committed to Moray Street Bike Link.
17	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.	✓ John Holland and CYP have been working with Council to establish overall construction footprint. Construction work zone has been minimised as a result of Council advocacy.
18	Provide further information relating to the specific targets and strategies for each category under the ISCA and Green Star rating tools.	✓ ERMs have been established that address this issue.
19	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.	✓ At this stage the Windsor Oak will be retained.
20	Return the Cockbill Fountain, Windsor Oak and plaques to the site post construction.	✓ Agreed and requirement of Heritage Permit
21	Treat runoff prior to it entering the stormwater system at strategic locations around the interchange.	✓ CYP is required to treat any run off appropriately to meet environmental requirements.
22	Design streetscape planting to take advantage of passive irrigation technologies including consideration of structural soils combined with kerb inlets.	✓ Requirement under the Living Infrastructure Plan and the Urban Design Strategy.
23	Put in place strategies to ensure effective irrigation and water security to protect trees and minimise wastage.	✓ Required by Ministers statement to the EES.
24	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.	✓ Propagation of the Windsor Oak has been done by MMRA.
25	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	✓ The chiller plant proposed to be located in the centre of St Kilda Road.
26	Pre-application process to advise property owners on the I impacts of the design and development overlay.	✓ Conducted as part of the Planning Scheme Amendment
27	Include the following design guidelines in the Urban Design Strategy: <ul style="list-style-type: none"> 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). 	✓ All specified deign outcomes were incorporated in the Urban Design Strategy, Council is relying on these as part of their submission to the draft Development Plan.
28	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.	✓ MMRA have provided a list of assets to Council.
29	Amend Clause 61.01 “to clarify the physical and legal extent of the Metro Melbourne Project.	✓ Project land has been defined in Planning Scheme Amendment.
30	Ensure TDM projects provide a lasting benefit of mode shift and better travel choices for the community.	✓ Moray Street Bike Link and changes to King ways and Cantaberry Road mode shift will result in better changes for community.

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31	Ensure that the final approved plan and construction schedule retains as many trees as possible. Every effort should be made to retain all trees.	– A number of trees have been retained, but a significant number of English elms will be lost due to the track slew for the works on St Kilda Road. It is noted that a significant reduction in overall tree loss has been achieved to date and Council will continue to advocate to reduce further tree loss.
32	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.	– Ongoing discussion is being held with VicRoads, Government and MMRA in regards to St Kilda Road safety corridor project
33	Resolve location and design of the new Yarra Trams substation in consultation with Councils and other affected parties.	– An agreed location has yet to be found.
34	Provide for legacy transport network outcomes in the construction of Domain Station including: <ul style="list-style-type: none"> • 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 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) • 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) 	– Partially resolved <ul style="list-style-type: none"> • Lower speeds of 40km/h on Park Street, Albert Road and Moray Street. • 2 lane cross section has not been resolved. • Moray Street has a protected bike lane, but not at other locations. • Kerbs and barriers is part of the design. • Conversion of on street parking is partially resolved.
35	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: <ul style="list-style-type: none"> • 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). 	– Partially resolved <ul style="list-style-type: none"> • Park Street tram link will be delivered, but at the end of the project. • The Moray Street bike link will be delivered before construction starts. • A bicycle facility for the station has yet to be resolved. • The public realm works required further development.
Not resolved		
36	Clarify whether a retrospective planning permit is required where an existing approval has not yet been acted on.	/ MMRA verbally confirmed the DDO would not be retrospective. No further advice required.
37	Provide guidance on land uses associated with the station	/ No guidance is provided on the scale / location of retail or that the retail use is ancillary to the station use.
38	Require the inclusion of the Environmental Performance Requirements in an appendix to the Incorporated Document.	/ Not included in Incorporated Document December 2016.
39	Include the principles and objectives from the Urban Design Strategy in an appendix to the Incorporated Document for transparency.	/ Not included in Incorporated Document December 2016.
40	Amend the wording in 5.2 Environmental Management Framework and 5.3 Urban Design	/
41	Commit to regular public reporting on compliance with EPRs and other relevant standards.	/ No reports received.
42	Plan and stage the construction activities to enable the early reinstatement of the memorial	/ Unlikely the memorial will be returned before completion of the project.
43	Deliver the Park Street Tram Link and bicycle network connections prior to main construction commencing at Domain.	/ At this stage the tram link will be delivered towards the completion of the MT project.
44	Maintain the St Kilda Rd cross section through the construction period.	/ Council are currently reviewing the Transport Management Plan for main construction works, concerns have been raised around pedestrian and bicycle crossings. Further discussions to be had.
45	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.	/ Targets committed to by CYP are yet to be sighted.
46	Ensure that the final design and positioning of the South African Soldiers Memorial: <ul style="list-style-type: none"> • 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 	/ These issues are raised as part of Council submission to draft Development Plan.
47	Fully explore opportunities to integrate water harvesting as part of the project	/ No plans for rain water harvesting have been confirmed. Council will continue advocating for this.
48	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.	/ Condition to provide increased bike parking and end of user facilities forms part of Council submission to draft Development Plan.

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