

CITY OF PORT PHILLIP SUBMISSION IN RESPONSE TO THE DRAFT DOMAIN PRECINCT DEVELOPMENT PLAN.

Introduction

The City of Port Phillip (Council) welcomes the opportunity to provide comment on the draft Development Plan for the Melbourne Metro Tunnel Domain Precinct released on 27 November 2017.

The new Anzac Station (referred to as Domain Station in the draft Domain Precinct Development Plan), new Domain Tram Interchange and associated infrastructure will provide access for thousands of passengers commuting into and between the employment and residential areas of St Kilda Road and the CBD.

Significant environmental, open space, economic and community benefits will result from the construction of Metro Tunnel, which will positively impact the City of Port Phillip and its residents and Council welcomes and supports this.

Council has been briefed by Melbourne Metro Rail Authority (MMRA) and Cross Yarra Partnership (CYP) on the draft Development Plans, and has also participated in Community Reference Group meetings and held discussions with other stakeholders to assist in developing a position. The draft Development Plan has been assessed against a list of key design criteria (Attachment 1), developed by Council officers in collaboration with internal and external stakeholders for the purpose of this assessment.

Council reiterates its strong support for the Victorian Government's significant investment in public transport and commends MMRA and CYP for resolving many significant technical issues of the project as part of the proposed design at Domain.

Council is particularly pleased by the amount of public open space created through of the project and the strong commitment to remove as few trees as possible. Council also acknowledges the improved connection between the new station and tram interchange.

As a significant stakeholder in the project, Council welcomes the opportunity to provide ongoing support and guidance to ensure that the legacy of Anzac Station, Domain tram interchange, St Kilda Road and Albert Road Reserve achieves the highest quality outcomes for the local community.

In addition, Council supports:

- commitment to new bike links to and from Anzac Station including the upgraded Moray Street bike link, the proposed contribution to the Park Street bike connections, and Albert Road bike improvements
- commitment to the Park Street tram link to provide additional tram services and accessibility to the station and CBD, particularly for South Melbourne residents
- future improvements to bike infrastructure along St Kilda Road including the potential for a St Kilda Road Central Corridor Bike Path to fully integrate Anzac Station and the Domain Interface.

The following comments, recommendations and proposed conditions are made in regard to what Council has identified as key design elements in the draft Development Plan that require further resolution.

1. The location and prominence of the South African Soldiers Memorial

The heritage listed South African Soldiers Memorial (the Memorial) is a significant asset of the City of Port Phillip with strong cultural and traditional value dating back to the former City of South Melbourne. As such, it pre-dates the Shrine and other heritage structures in the Domain Precinct, as well as most of the surrounding development. The significance of the Memorial within the Albert Road Reserve must be respected and enhanced as a result of construction of Domain Station.

Specifically, the siting of the location of the Memorial should be the most significant element that defines how the civic and landscaped space around the station is resolved. The current location of the Memorial in the draft Development Plan does not respect the significance of the Memorial and is not supported by Council. The new name for the Station as Anzac Station fails to recognise the history of the Memorial and its association with Albert Road Reserve.

Without a successful resolution of the Memorial the surrounding landscaped and open spaces in Albert Road Reserve and connections to and from the tram interchange and station are compromised.

In siting the Memorial, the following principles must be used to guide its placement:

- the Memorial must be located so that it maintains its relationship to St Kilda Road. Ideally this would be achieved by placing it in a prominent position that can be clearly viewed from both the north and southbound approaches. Council notes that encroachment into Albert Road Reserve to facilitate the tram interchange in the middle of St Kilda Road has made the siting of the Memorial problematic. This requires more work on the design and testing to resolve
- the Memorial must continue to be located to remain a focal point of the Albert Road Reserve by retaining space for congregation for remembrance and contemplation around it separate to the function of the station access
- the Memorial should be located in a balanced position that reflects the traditional, more symmetrical or central placement of the Memorial in the reserve. It should not be obscured or dominated by other structures.

The proposed position of the Memorial in the draft Development Plan does not achieve these objectives. Council recommend that the design be amended to:

- site the memorial to Council's and Heritage Victoria's satisfaction, such that it retains some connection to St Kilda Road, consistent with the intent of its original siting in which it was a visually a prominent part of the boulevard's features
- consolidate and/or minimise the station structures so they do not overshadow or diminish the Memorial or impede access to it and its surrounds.

2. Albert Road Reserve design

A significant feature of the draft Development Plan is the creation of improved and larger landscaped open space by repurposing roadway and parking on Albert Road and in Albert Road Reserve. Council is supportive of this in principle as it will provide significant benefit to existing and future residents of the St Kilda Road North Precinct, and a highly valuable environmental and habitat link between the Royal Botanic Gardens and Albert Park Lake.

However, the design as proposed lacks continuity and cohesiveness between the spaces particularly around the station entrances and the Memorial. The location and composition of services, lift shafts and associated infrastructure, particularly adjacent to St Kilda Road, creates undesirable pinch points and impedes natural pedestrian flow as well as resulting in the unnecessary loss of significant trees.

Located on Crown Land, the *porte cochere* private drop off facility from St Kilda Road for the residential building at one Albert Road, The Domain, has a significant impact on the flow of the space and the potential ease of pedestrian movement within the civic plaza and station entrance areas. .

The proposed construction of a one metre retaining wall in the draft Development Plan to retain this private benefit impedes pedestrian movement in and around the new station and will be a barrier to fully accessible movement around the key civic public space created in Albert Reserve.

In evaluating the option to retain the *porte cochere* private drop off facility with respect to community and public benefit, officers have concluded that there is a greater pedestrian accessibility and safety benefit created by removing the private vehicle drop off to create an expanded and connected public space and removing pedestrian traffic conflicts. Council do believe the building's existing awning and DDA compliant ramp should be retained. Separate to the *porte cochere*, access to the basement building carpark and loading at the rear are both retained so that residents continue to have unimpeded car access to their building.

Removal of the *porte cochere* also supports Council's other recommendation to consolidate infrastructure and remove visual and physical barriers to create a legible space.

As an alternative to retaining a private drop off space, and if a traffic assessment is supportive, it is suggested that a number of short term (5 minute) drop off car parking spaces be allocated on St Kilda Road adjacent to the building. These could be used by the community, including building residents.

In other parts of the reserve, the treatment of the slope and fall is also unresolved, resulting in the need for steps, retaining walls and further potential pedestrian conflict points. Modifications to the design to respond to the natural slope of the land should be modified to ensure accessibility for people of all abilities.

Council recommends the following amendments to the draft Development Plan:

Civic space and landscape

- redesign the civic space to respond to Council's design objectives in regard to the placement of the South Africa Solders Memorial
- remove the *porte cochere* private drop-off facility for 1 Albert Road, located on Crown Land. Should a central corridor bike path be adopted, a replacement drop-off area could easily be provided on St Kilda Road close to the current location of the *porte cochere*, to provide a drop-off area benefitting all of the community. It is noted that the existing awning and DDA compliant ramp at 1 Albert Road will be retained
- close left out access onto St Kilda Road from Albert Rd south based on pedestrian safety concerns due to the station entrances and new open space
- retain the proposed vehicle access on the eastern side of Albert Road Reserve to ensure residential access to 1 Domain Road and access to the Albert Road clinic and DDA control

parking spaces, but reduce the extent of hard surface to ensure that public space is maximised and to reduce the possibility that the road invites additional traffic

- amend the position, design and size of the station entrances and lift shafts to ensure a more open civic space, and consolidate infrastructure and structures to sit in-line with St Kilda Road where necessary
- relocate proposed infrastructure to minimise the loss of significant trees and vegetation within Albert Reserve
- remove any other structures, such as retaining walls, to deliver a safe, accessible and continuous shared space at the junction of St Kilda Road and Albert Road South, benefiting pedestrian flow along St Kilda Road and enhancing views to the Memorial
- redesign the St Kilda Road and Albert Road North intersection to increase pedestrian space, reduce road space for vehicles and reduce conflict between bicycle riders and pedestrians
- redesign the treatment of levels and land fall across the precinct so that they respond to existing levels. The design should minimise or remove unnecessary steps and obstructions. It is recommended that the design maintain the fall of the existing ground levels by incorporating it into the landscape, for example by using a continuous and gentle slope

Materials and design palette

- the design language and materials palette across the precinct should be consistent with those of the predominant Anzac Station and tram interchange design. This should be developed in consultation with City of Port Phillip and City of Melbourne, particularly for assets that will be returned to Council's control
- the finishes within the Domain Precinct must be of a high quality that reflect the city-shaping nature of the infrastructure and the high pedestrian and cycle volumes it will attract. Council expects finishes will be a significant improvement on existing conditions and that materials are attractive, durable, sustainable and easy to maintain

Future events and activity/use

- design open spaces to allow for events to be held. This should include appropriate amenities, lighting, power, other conduits and materials
- review and justify the position of the different activity zones, meeting space, memorial space, park and BBQ areas. Consideration should be given to each zone's purpose, function and contribution to the overall open space design. Ensure each zone's design and intended use creates desirable spaces for the community to use

Wayfinding/accessibility

- locate all pedestrian crossing points to reflect the natural pedestrian desire lines across Albert Road and to adjacent lanes (generally being the most direct routes). It is recommended that the currently proposed pedestrian crossing on Albert Road is repositioned to pick up the flow from Palmerston Crescent, through the future laneway link at 28-32 Albert Road
- integrate station and wayfinding signage into the design so that signage does not impede views to station entrances, crossing points, the Memorial, the Shrine and key open spaces. All signage and the number of signs must be carefully considered to be intuitive and not create additional visual clutter

- identify a proposed process for developing signage outside the station platform zone within five to ten minutes walking area

Universal design

- ensure at least one side of the South African War Memorial is DDA compliant (at a minimum) and does not impede key pedestrian paths
- relocate lifts to be in line with the station entrance and St Kilda Road to allow safe and separate access routes for all
- design hard-paved spaces to absorb level differences into landscaped areas and avoid using stairs and ramps where possible

Development of a Cultural Charter & Co-Design opportunities

- MMRA and CYP to engage with residents, businesses, local Indigenous community, Heritage Victoria, Office of the Victorian Government Architects and Council to develop a Cultural Charter, ideally through a series of co-design workshops, which will include design drivers to influence and shape the use, purpose and provision of facilities and amenities of the landscaped open space. The Cultural Charter can also influence the overarching design philosophy of the Albert Road Reserve, identify active and passive spaces and guide the selection of materials and planting location and type. The Cultural Charter must be able to demonstrate specific relevance to the local and environmental significance of the site

Public Art

- strengthen the commitment to public art within both Anzac Station and the new civic spaces in Albert Road Reserve. Public art should be international best practice, acknowledging and responding to the local context and history of the Domain Precinct, to be designed in collaboration with the local community including the City of Port Phillip. Public art must be integrated in the early stages of planning and design and may include a combination of freestanding art as well as art that is integrated and embedded into the urban fabric – both civic transport infrastructure and public spaces.

3. Other heritage components of the design

In addition to the memorial, there are other heritage elements in Albert Reserve that should be considered as part of its design.

In particular, improvements to the treatment and location of individual heritage items such as the Windsor Oak, Cockbill Fountain, plaques and trees along St Kilda Road should be reconsidered.

Council recommends the following amendments to the draft Development Plan:

- reinstate the Cockbill water fountain on the opposite side of the pedestrian path and to the City of Port Phillips satisfaction to better reflect the fountains previous relationship to the reserve It should be located in a position of prominence and be operational
- reinstate the plaque for the Windsor Oak and Firewheel tree and locate on plans

- ensure the consistency of the spacing and planting of trees along St Kilda Road in line with the existing boulevard character (refer to section 6. St Kilda Road boulevard legacy condition).

4. Car parking

The proposed public realm improvements in the draft Development Plan significantly reduces the number of publicly available on-street parking spaces. The conversion of roads and car parking spaces into public space improves the public realm, community space, active transport and public transport options.

Council encourages a shift towards sustainable transport modes and acknowledges that there are still viable parking alternatives in nearby streets. As such Council supports a balanced approach in the conversion of on-street parking to higher value community use, consistent with its Sustainable Transport Strategy and the draft principles developed in the Integrated Transport Strategy, which is currently out for public consultation.

Council acknowledges there may be significant concern from local businesses and residents in the immediate vicinity with such a large removal of what is considered premium parking.

It is also noted that the loss of car parking within the Albert Road Reserve and St Kilda Road Precinct may result in the loss of income and revenue to the City of Port Phillip. Council will seek further discussions with MMRA for replacement of lost revenue resulting from lost car parking.

Council recommends the following amendments to the draft Development Plan:

- further clarification and justification to communicate how the proposed provisions for on-street parking (including DDA compliant parking) and loading facilities meet the anticipated demand for local buildings in the immediate area (required upon completion of the Domain Station)
- the remaining parking spaces on Albert Road should be allocated for public use and not be specific station-use parking (for example bus parking). Alternative locations for required station parking should be sought in less prominent and premium locations, for example adjacent to the Botanic Gardens along St Kilda and Domain Road
- undertake an analysis of the impact and change across all transport modes on the local community due to the MT Project. Undertake consultation to encourage the community to consider changing their modes of travel to more sustainable forms. This is a key part of the MMRA Travel Demand Management framework.
- a minimum of 3 DDA car parking spaces be provided within immediate proximity to the Albert Road Clinic.

5. Bicycle parking and facilities

The new Domain Station and tram interchange will be a sustainable transport facility that will bring together Melbourne's busiest bike paths, tram lines and future rail services.

It is critically important that the new Anzac Station is designed for our future mobility, and not for the city of today. With the City of Port Phillip forecast to grow 23% by 2027 and to align with our Integrated Transport Plan, the Metro Tunnel Project, as a city shaping legacy, must demonstrate a commitment to

future urban mobility travel choices in a rapidly growing city, aligned with the principles of Mobility-as-a-Service (MaaS), and with a focus on public transport, bicycles and walking. The draft Development Plan provides a significant opportunity to future proof the Station design with a state-of-the-art underground bicycle parking facility, providing seamless mobility interchange bike-train-bike and bike-tram-bike.

The provision of suitable bike parking facilities to support and promote riders of all abilities to access trains and tram will be essential to operation of the station.

A study into bike parking demand has recently been commissioned by the MMRA. Council will be providing input and will seek a combination of traditional and secure undercover bike parking facilities that are sited to avoid cluttering public spaces. A preference for parking within the station underground concourse should be actively considered, as well as end of trip facilities including showers and change spaces. Bike hoop parking should not impede on public space, accessibility and movement within the Station precinct.

Council recommends the following amendments to the draft Development Plan:

- provide an initial allocation of approximately 200 bicycle parking spaces (half secure and sheltered, half short term hoops) and design bicycle parking so it can be expanded in future as demand grows
- the number, type and location of secure bike parking facilities outlined in the Domain Bike Parking Study commissioned by MMRA to be reviewed and agreed with the City of Port Phillip and other agreed stakeholders. This should include consideration of the location of bike parking, depending upon the final design for separated St Kilda Road bike lanes
- the majority of bike parking facilities be provided within the station concourse (underground), with end of user facilities (showers and change rooms) included
- a variety of bike parking facilities to support different users, which may include hoop parking for easy access to open space and secure bike parking close to end of trip facilities for commuters.
- Spatial allocation underground, accessed from the central station concourse, to provide for an underground bicycle parking facility for up to 2,000 bicycles, recognising that delivery of the facility could be staged.

6. St Kilda Road boulevard legacy condition

St Kilda Road Boulevard is recognised as one of Melbourne's most iconic boulevards. Ensuring that the historical context of the boulevard is enhanced in its final legacy form will be key to the success criteria of the Domain Precinct.

Key elements that will impact the integrity of the boulevard, resulting from the Project, are:

- provision of future bike infrastructure, including the construction of safe, dedicated bike lanes
- legacy treatment of the road space including the number of car lanes and on street car parking, to be returned after completion of the construction
- replanting of the boulevard on completion of the works, including tree species, age of planting, selection and rhythm of planting

- size of built form within the corridor compared to new infrastructure, ensuring heights of buildings, service facilities, and structures do not dominate or impact upon the view lines and tree-line character of the boulevard.

On 6 December 2017, Council endorsed in-principle support for a fully separated bike path to be built within the Central Corridor of St Kilda Boulevard. It is acknowledged that a Central Corridor bike path would result in significant benefits to the complete integration of three sustainable transport modes by bringing together Melbourne's busiest bike paths and tram corridor with the future Anzac Station.

Conditional to the full support of the Central Corridor bike path option, as it relates to the Domain Precinct, is that all connections to the surrounding bike network are safe, direct and convenient.

Council recommends the following amendments to the draft Development Plan:

St Kilda Road future bike infrastructure

- include safe, wide and fully separated bike lanes on St Kilda Road, with a minimum width of two metres that is not in conflict with pedestrian passage. This will be critical to the successful operation and accessibility of the Domain Station. It is noted that Council has provided in principle support for a Central Corridor Bike lane and that this would be an advantage to the complete integration of three sustainable transport modes along St Kilda Boulevard.
- cyclists are provided with a safe and direct route into the underground station and to tram services, to support bike riders of all abilities accessing the station
- safe lanes, crossings and traffic signals that make movement between the surrounding bike network efficient and safe

Built Form and urban structures within St Kilda Road Boulevard

- the impact of service equipment, including ventilation shafts and chiller plants, are to be appropriately sited within the medium of St Kilda Road to avoid dominating views along the boulevard and the visual effect created by the tree avenue planting
- the chiller plant should be reduced in height and treated appropriately in consultation with residents in the immediate area

Boulevard Planting along St Kilda Road

- replanting of boulevard trees within St Kilda Road is undertaken to enhance and protect the rhythm, spacing and visual aesthetics of the existing boulevard character
- species, location and age of trees to be replanted along the boulevard will be integral to maintaining and enhancing St Kilda Road as one of Melbourne's premium boulevards and should be consistent with recommendations detailed in section 7. Tree Removal and Tree Replanting Program

St Kilda Road legacy design to be two lanes rather than three lanes.

- only two vehicular lanes be returned to St Kilda Road on completion of the project between Kings Way and Dorcas Street. This is recommended because:

- a. the vehicular load on St Kilda Road during construction will significantly reduce during construction and will create an opportunity for commuters to establish different travel patterns that can continue once construction is completed
- b. within the Domain Precinct itself, the improved public transport connections including upgraded bike infrastructure, new and improved tram services and enhanced streets for walking, will mean that visitors, residents and employees will be less reliant on private vehicle use for access to the CBD, wider Melbourne areas and beyond
- c. established mature trees that contribute to the boulevard character of St Kilda Road would be retained
- d. there would be an increase in the area available for public space within the station precinct and close to Albert Road Reserve.

Furthermore, it is understood that the Victorian Government's St Kilda Road Safety Corridor Improvement Project is currently under review and may include a preference for a fully separated bike lane within the central lane of St Kilda Road. Should a central corridor bike lane be included in the future, the connections for cyclists between the centre of St Kilda Road and surround streets and bicycle pathways must be carefully designed to enhance the safety and functionality of existing conditions.

Council would welcome the opportunity to engage with the Victorian Government on future plans for the design of safe bicycle riding facilities on St Kilda Road boulevard.

7. Tree removal and tree replanting program

Throughout the reference design and early works development, Council has worked with the MMRA to reduce the number of trees to be removed as a consequence of the project. In particular, benefits have included:

- retention of the Windsor Oak and development of a tree projection zone
- reduction in the overall number of trees to be removed to 170 in the draft Development Plan, as compared to 224, originally identified in the MMRA Environment Effects Study.

It is acknowledged that removal of trees within the Domain Precinct is necessary for the type of construction methodology selected. To minimise the loss of and impact of the removal of trees, the following is recommended:

- MMRA and CYP continue to work with Council to ensure that each individual tree marked for removal is thoroughly investigated for retention prior to removal
- where trees are identified as transplantable or the removal of trees are considered to be absolutely necessary, tree transplanting or removal must be conducted in accordance with the MMRA Living Infrastructure Plan
- tree replacement within the project area be provided at 2:1 tree replacement, with the location and type of tree that is being replaced outside of "Project Land" be subject to approval from Council
- species for replacement trees along St Kilda Road be confirmed as Elms, and should be minimum of 200 litre when planted (approximately three to four metres in height). Further details to be approved by Council in regard to irrigation, including passive and active irrigation as appropriate and ongoing maintenance to ensure the health and survival of the trees

- tree planting should be consistent with the relative heritage context of each part of the reserve, that is St Kilda Road exotic species with more native species towards Kings Way
- tree canopy growth should also be assessed to ensure there is ample shade and comfort in all areas.

8. Other issues

In addition to the above comments Council also requires:

- Albert Road North footpath be resurfaced with a material that is consistent with the rest of the Precinct
- Water Sensitive Urban Design be a key theme for the planting areas with the provision of side entry pits for water storage and connection of the garden areas to encourage water flow.
- Council is aware of the requirement of a new PTV substation to be built within the precinct, however similar to other ancillary features such as the chiller plant, Council strongly recommends the substation be integrated and resolved into the planning and design of the project as not to have a detrimental effect to the public realm.
- although not forming part of the Development Plan review, Council wishes to note that the recent renaming of the Domain Station to Anzac Station, fails to properly respect the heritage of the area, particularly the significance of the South African Soldiers Memorial and it's relationship to Albert Road Reserve.

9. Conclusion

Council asks MMRA and CYP to review the draft Domain Precinct Development Plan design to ensure that it meets its obligations and achieve the optimum legacy outcome for our community.

Council welcomes the opportunity to continue to work in partnership to resolve the seven (7) design elements identified.

SUMMARY OF RECOMMENDED CONDITIONS

Council provides in principle support for the Domain Precinct Development Plan (Draft for public display dated 27 November 2017), subject to the following conditions being addressed with amended designs prior to its approval:

1. Redesign Albert Road Reserve to locate the South African Soldiers Memorial in a position of prominence with a suitable open space for congregation specific to the Memorial and to the satisfaction of Council addressing the concerns in item one and two.
2. Consolidate the station entrances and address all design issues identified in item two with the provision of renders to support the design. Specifically:
 - a. consolidate station structures with a design that is consistent with the main station and tram interchange
 - b. removal of obstructions and changes in levels that impede open pedestrian connections and flows.
3. MMRA and CYP must engage with local residents and key stakeholders, consistent with recommendations in item two, to develop a Cultural Charter to guide the overarching design theme for the detailed design of any urban art installation and the landscaped open space areas, with relevance to local historical and environmental significance of the site. The Cultural Charter will enable the community and industry with opportunities for activation and economic development.
4. Ensure other heritage items are considered as part of the overall design and reinstated in accordance with recommendations listed in item three.
5. Undertake a traffic and parking impact assessment in accordance with recommendations in item four to ensure that the impact on the local streets and intersections is understood. The assessment should acknowledge the anticipated shift towards sustainable transport modes as a result of the Metro Tunnel Project.
6. All remaining parking spaces on Albert Road to be allocated for public use in accordance with recommendations listed in item four.
7. Review bicycle parking location and numbers and increase the number of bicycle parks in line with future sustainable transport demand and in accordance with recommendations listed in Item five.
8. Change the St Kilda Road legacy design to two lanes between Kings Way and Dorcas Street. Replanting of trees, rhythm, age, species and planting methodology should be undertaken in consultation with Council and subject to the recommendation listed in item six.
9. Legacy treatment of St Kilda Road boulevard to include fully separated bike infrastructure, noting that Council has endorsed in principle a central bike corridor option, which is not in conflict with pedestrian movements and in accordance with recommendations listed in item six.
10. All efforts to minimise the loss of trees during the constriction is tree removal and replanting program is undertaken in accordance with recommendations listed in item seven.
11. Reposition the pedestrian crossing on Albert Road to pick up the flow from Palmerston Crescent through the future laneway link at 28-32 Albert Road.
12. Albert Road North footpath be resurfaced with a material that is consistent across the Precinct.
13. Engage Council in a collaborative manner on the detailed design of the public realm, materials, finishes, landscaping elements and tree selection.

ATTACHMENT 1 – DESIGN CRITERIA

The key Design Criteria used by Council officers to evaluate designs are:

1. **Safety** - Does this design create a safe environment for all users and modes?
2. **Movement and access** - Does this design provide connections, links and intuitive wayfinding for pedestrians, cyclists and road users?
3. **Universal design** - Does this design properly accommodate for a wide range of individuals and people of all abilities?
4. **Views** - Does this design maintain and/or enhance important sightlines to significant landmarks, public spaces and the (St Kilda Road) boulevard? Are new sightlines and views created?
5. **Trees and green space** – Does this design retain as many trees as possible and provide enhanced open space with a variety of elements that encourage both passive and active use, such as comfort (e.g. shade) and amenities (e.g. pavilions and BBQs)? Does it contribute to the character of St Kilda Road?
6. **Heritage** - Does this design appropriately respond to all the heritage of the reserve and the requirements of various existing elements, such as the South African Soldiers Memorial, plaques, Cockbill Fountain, Windsor Oak and St Kilda Road heritage tree planting?
7. **Materials and finishes** - Does this design show that street furniture, lighting, pavement and other materials will be of high quality, durable? Does it have a consistent look and feel?
8. **Traffic and parking** - Does this design support Council's Road User Hierarchy and provide a safe and functioning solution to the management of traffic and all road users?
9. **Civic space** - Does this design provide opportunities for activation, with a variety of uses that accommodate a range of events and gatherings – including passive contemplation and connection, and present as a civic centre of the precinct?
10. **Sustainability** – Does the design demonstrate best practice in sustainability, for example by incorporating water sensitive urban design (WUSD) and preventative measures for urban heat island?
11. **Economic development** – Does the design provide opportunities for economic development, allowing for site activation and, potentially, commercial elements that support community interactions e.g. events and gatherings?