



# **Melbourne Metro Rail Project**

## **Inquiry and Advisory Committee**

Expert Evidence Submission  
Urban Design

Rob Moore, Project Executive

Melbourne Metro Rail

City of Melbourne

11 August 2016

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## List of Abbreviations

MMRA – Melbourne Metro Rail Authority

MMRP – Melbourne Metro Rail Project

EES – Environmental Effects Statement

PSA – Planning Scheme Amendment

CoM – City of Melbourne

MPA – Metropolitan Planning Authority

EMF – Environmental Management Framework

EPR – Environmental Performance Requirement

MMRA UDS - MMRA Urban Design Strategy

OVGA - Office of Victorian Government Architect

OoM - University of Melbourne

QVM – Queen Victoria Market

IAC – Inquiry and Advisory Committee

# 1. Details of Qualifications

## 1.1 Name of Expert

**Rob Moore**

City of Melbourne, Level 6, CH2, 240 Lt Collins Street, Melbourne

## 1.2 Qualifications

- B.Arch (Hons) University of Liverpool, UK
- B.A (Hons) University of Liverpool, UK
- Member of Planning Institute of Australia

## 1.3 Area of expertise

- Architecture and Urban Design
- CV Attachment in Appendix

## 1.4 Assistance in preparing evidence statement

**No assistance was used in preparing this statement.**

## 1.5 Instructions

**Instructions received from Hunt & Hunt Lawyers.  
Hunt & Hunt letter dated 28 July 2016 is attached in Appendix.**

## 1.6 Details of any external expertise

No external expertise was used in preparing this statement.

## 1.7 Facts, matters and assumptions

**I have had reference to the CoM Submission on the EES and PSA.**

## 1.8 Other reference documents

This evidence statement is informed by CoM policy documents and strategies. These include:

- Transport Strategy 2012
- Open Space Strategy 2012
- Walking Plan 2014–17
- Bicycle Plan (draft) 2016–2020
- Urban Forest Strategy 2012
- City of Melbourne Submission to Plan Melbourne Refresh – Discussion Paper October 2015
- Council Plan 2013–17
- Arden Macaulay Structure Plan 2012
- Arts Strategy

- Municipal Strategic Statement within the Melbourne Planning Scheme
- Beyond the Safe City Strategy
- Retail and Hospitality Strategy
- Climate Change Adaptation Strategy
- Places for People 2004 and Places for People 2015
- Public Art Framework
- City North Structure Plan
- Fawkner Park Master Plan
- JJ Holland Master Plan
- Domain Parklands Master Plan (under review)
- Tourism Action Plan 2016–19
- Design and Construction Standards for Public Infrastructure Works in the City of Melbourne – Melbourne Metro, July 2016
- CoM Planning Scheme, Hobsons Road Precinct Incorporated Plan, March 2008.

## 2. Executive Summary

### 2.1 Introduction

This expert evidence statement is based on the following:

- For 15 months I have had an Executive role at CoM dedicated to MMRP and worked closely with MMRA
- I have had 14 years senior management experience at CoM in urban design
- A broad understanding of a range of likely impacts that will result from the project
- I have a broad understanding of some of the significant opportunities that arise as a result of the project
- The evidence I will present will range from broad to specific but generally through an urban design perspective
- Other subject matter experts will present for CoM covering matters for which I am not an expert.

### 2.2 Key points

#### **Project Coordination**

- MMRP is a significant infrastructure project that will disrupt central Melbourne for a number of years during construction.
- Coordinating MMRP with other major projects will be critical to the successful minimisation of construction impacts.
- Project coordination across multiple public and private sector projects should also produce long term benefits in legacy (post construction).

#### **Design Quality**

Design quality is achieved through three key components of a design and delivery process:

- Design Principles
- Design Skills
- Design Review

#### **Fawkner Park & Domain Parklands**

- TBM launch and retrieval site in Fawkner Park not supported
- Emergency Access Shaft sites require further investigation prior to finalisation of location
- Tunnels to be located below CityLink to avoid detrimental effects in Tom's Block.

#### **Western Portal**

- Alternative Plan is supported

#### **Arden**

- Urban renewal opportunities to be optimised through an integrated approach to design

#### **Parkville**

- Construction disruption
- University Square opportunities to be realised by coordinated approach to detailed design at the interface between MMRP and CoM master plan.
- Master plans required for Royal Parade and Haymarket
- Precinct wide urban design opportunities arise from disruption

#### **CBD North**

- Franklin Street - reconfigure as a pedestrian focused street that allows for vehicle movements.



- Southern portion of CBD North will require urban design interventions that improve space for people but also address vehicle access requirements
- Over station development opportunities

### CBD South

- Construction disruption
- City Square – urban design considerations
- Cocker Alley Precinct – urban design opportunities
- Over station development opportunities
- Federation Square

### EPR Consideration Summary Tables

LV1	Supported	Tunnels – add <u>Tom’s Block</u>  CBD North Station – add <u>State Library Forecourt</u> in addition to State Library  Domain Station – add <u>The Shrine of Remembrance Reserve</u> in addition to the Shrine of Remembrance
LU4	Supported	Add Advertising should generally be limited to appropriate locations and to an appropriate scale as determined following review by the Urban Design Reference Group and determination by the Design Review Panel chaired by OVGA
LU3	Supported	The word ‘consider’ is not strong enough. Wording should be amended to read: Design and construction of Arden Station must ensure a fully integrated approach to the urban design and planning of the station and must be consistent with an adopted Framework Plan for Arden Central.

### EMF

EMF Table 23-1 is supported but an additional dot point should be added to read “ Review recommendations from (a) Urban Design Reference Group and (b) Design Review and Advise and ensure the PPP contractor has adequately and appropriately responded to recommendations of these two groups.”

Design Review Panel managed by the OVGA is supported.

Urban Design Reference Group is supported.

CoM should be represented on both the Panel and the Reference Group

## 3. General Overview

### 3.1 Introduction

Since May 2015 I have had an Executive role at CoM that is dedicated to MMRP. CoM is working in partnership with MMRA and the State Government to ensure the best possible outcomes for the project and, importantly, ensure that the project integrates seamlessly into the urban fabric of Melbourne. In this executive role, I have been given access to a great deal of background information that has been developed by MMRA. A reference design for the project has informed the preparation of the EES and PSA. The reference design has been presented publically in the form illustrative representations and 3D images of what the project could be in its final legacy. However, it should be stressed that these representations can only be indicative at this pre-tender stage. The PPP process of procurement will determine the final design for the project based on a comprehensive set of requirements set by MMRA on behalf of the State Government.

The evidence I am presenting to the IAC is based on the material included in the EES. I have quite intentionally excluded commentary on matters of detail that I am aware of through involvement with MMRA in technical and reference design work.

Evidence presented within this submission should be viewed with a clear understanding that I offer broad support for this project and commend the MMRA and State Government for the commitment to deliver a high quality public transport infrastructure project for Melbourne. The project is, in fact, so much more than simply a public transport project. It will re-shape many parts of our city and will change the way we think of our city. It will most certainly change the way we move around our city. The importance of ensuring that this project is successful cannot be underestimated. Not only is it a huge financial commitment. It also represents the first stage of several rail interventions such as Metro2 (Clifton Hill to Newport via Parkville, Southern Cross, Fishermans Bend) and a rail link to Tullamarine / Melbourne International Airport.

To ensure my evidence is reasonably concise, I have generally not provided commentary on matters where I concur with matters raised within the EES. I have provided evidence based on details provided for each precinct and focused on preferred options (where applicable), issues that the EES raises and any deficiencies with respect to broad matters of an urban design nature.

### 3.2 Project Coordination

MMRP is the largest, most significant infrastructure project proposed for Melbourne over the next decade. However, it should be noted that there are a number of other significant projects that are either already underway or planned for Melbourne. A key aspect of my role on this project, working with MMRA and other agencies within State Government has been, and will continue to be one of project integration with an understanding of how different projects will interface, how they will be sequenced and how benefits can flow from such integration. Specifically I have been tasked with sharing of knowledge and understanding regarding successful urban design outcomes both during construction and in legacy. By way of example, at Parkville precinct, I will draw IAC's attention to the importance of integration between Parkville Station urban design outcomes and the intent of CoM's joint project with University of Melbourne to design and deliver a new and upgraded master plan for University Square. The list below is a brief summary of some of the key projects in central Melbourne that interface with MMRP. This list excludes significant private sector projects:

- Queen Victoria Market Precinct Renewal Program (CoM)
- Arden Central (State Government)

- Arden Macaulay Structure Plan (CoM)
- University Square Master plan (CoM + UoM)
- Flinders Street Station Master plan (State Government)
- City Road Master plan (CoM)
- Southbank Boulevard (CoM)
- Fishermans Bend (State Government)
- VicRoads projects including CityLink Widening, Swan St Bridge, Hoddle Street, St Kilda Road Safety Improvement Project (State Government)
- Western Distributor (subject to EES) (State Government)
- PTV Tram network and infrastructure upgrades (State Government)

### 3.3 Design Quality

Melbourne is renowned as a city that demonstrated high standards of urban design. I would argue that the quality of our public realm and public infrastructure contributes significantly to our status as one of the world's most liveable cities. Maintaining and enhancing these qualities will be critical to the on-going liveability and resilience of our city.

Design quality is achieved through the interaction of three key components of a design and delivery process.

**1. Design Principles** – these can be a performance based and outcomes focussed approach to policy. This is broadly the approach adopted by MMRA for the design and delivery of this project. In this respect I fully support the comprehensive MMRA UDS (Ref: Technical Appendix M) as included in EES documentation. I also acknowledge that in many respects there will be important links between the MMRA UDS and the principles included in the Sustainability Principles and Approach (Ref: Technical Appendix W)

**2. Design Skills** – to deliver on these Design Principles it will be essential that the consultant team assembled by the PPP construction consortium includes design consultants (urban designers, architects, landscape architects and others) of sufficient skill and experience who are able to interpret the design principles as required and, importantly, can do this in the Melbourne context. Design skills alone are not enough. Within the context of a major project of this scale and complexity, dominated as it will inevitably be by technical experts driving a predominately civil engineering project, it will be essential that design expertise sits high within the decision making hierarchy. A fully integrated approach needs to be adopted between meeting technical and design objectives.

**3. Design Review** – the third key component for a successful outcome will be a robust design evaluation and review process. MMRA UDS (Ref Technical Appendix M: Section 5: Implementation – page 91) includes the requirement for an Urban Design Reference Group and for Design Review and Advice. I support and applaud this initiative and believe that provided the outcomes of such review and advice are taken on seriously by the ultimate State Government decision makers, these processes and procedures should significantly benefit the project and the outcomes for the city.

I also note that the EMF (Ref Main Report, Vol 3, Table 23-1, pages 23-7 and 23-8) states that MMRA must engage an Independent Reviewer. Table 23-1 sets out the responsibility of the Independent Reviewer (5 dot points) including, ensuring compliance with EPR's. I recommend that dot point 6 be added to read "*Review recommendations from (a) Urban Design Reference Group and (b) Design Review and Advice and ensure the PPP contractor has adequately and appropriately responded to recommendations of these two groups.*"

I note that the Design Review and Advice is to be constituted in the form of a Design Review Panel managed by the OVGA. The OVGA has been successfully managing Design Review Panels for a number of years and have a solid track record in providing 'frank and fearless' professional design advice to both government and private sector major projects. On this basis I fully support the proposed review process. I would strongly advocate for an urban design representative from CoM to

be included on both the Urban Design Reference Group and the Design Review Panel. This would be essential for the review of any public realm design works where the works are to be returned to CoM as asset owners or for areas where CoM are Committee of Management.

### 3.4 Public Realm design details

*MMRA UDS (Ref: 1.5 Relationship to other documents)* makes reference to design guidance provided by CoM (and other relevant Council authorities). CoM have over many years of experience, developed a comprehensive and robust suite of design standards. These have now been fully updated and provided to MMRA for incorporation into tender documentation for the PPP contract. This will ensure that all public realm works are designed and constructed to a standard that is appropriate for Melbourne and can be maintained by CoM.

Ref: Design and Construction Standards for Public Infrastructure Works in the City of Melbourne – Melbourne Metro, July 2016

### 3.5 Places for People

Melbourne has successfully delivered a program of public realm improvements over a 30 year period. The success of this program has been underpinned by research that has informed urban design decisions. This research is undertaken every 10 years and was commenced in 1994, repeated in 2004 and the most recent results published as CoM Places for People 2015. I commend this research to the IAC, to MMRA and to PPP tenderers.

Ref: <http://participate.melbourne.vic.gov.au/placesforpeople>

### 3.6 Melbourne Metro Rail Urban Design Strategy

**Ref: EES Technical Appendix M**

This key strategy prepared as part of documentation is to be commended. The document is comprehensive and clear in its scope and intent. Section 4 of this document sets out precinct-specific design issues. For each precinct (and in some cases sub-precincts) the MMRA UDS describes relevant Melbourne Metro scope, context, aims, objectives, design guidance and reference documents. In preparing detailed precinct based expert advice, I have attempted to avoid duplication of this commendable analysis. My expert advice has, however, in some cases, expanded on background and context and provided emphasis to matters raised within the MMRA UDS. I further draw IAC's attention to *UDS section 3.5, Design to help manage construction impacts*. Again this section of the MMRA UDS clearly sets out aims, objectives and a range of design guidelines with respect to addressing construction impacts. Important considerations are included in this section of the MMRA UDS. Taking into account the significant duration of construction and disruption over several years, PPP contractors should be required to respond to this section of the MMRA UDS as part of their construction management plans.

### 3.7 Over station development

Opportunities to develop above stations at CBD North, CBD South and Arden will require consideration in terms of urban design, architectural design, uses, built form, heights etc. *MMRA UDS 3.4 Support integrated site development*, addresses aims, objectives and design considerations. These are supported. However, this document does not address procurement issues. I question, for instance, the mechanisms MMRA will put in place to ensure design quality for over station development. What, for instance, will be put in place to deal with a situation where the most

favourable civil engineering PPP bid includes an unacceptable over station development? Based on the above scenario, I recommend the Government retains a right to withdraw over station development from a PPP bid if it fails to meet standards that can be supported by the OVGA Design Review Panel.

### 3.8 Land Use and Planning

Reference is made to EPR LU4 that reads as follows:

*“Prior to the development of the detailed design of all permanent structures, prepare and implement strategies in accordance with the Melbourne Metro Urban Design Strategy and relevant planning schemes that cover:*

- *Public Art and cultural strategy*
- *Wayfinding and signage and advertising*

*The strategies must be developed in consultation with relevant local councils and land managers”*

I offer general support for EPR LU4 but note the following:

- The integration of any proposed public art will be critical. Integration starts by ensuring public artists are embedded in the design process at the earliest stage of the project. The tendency to only work with public artists after all the design decisions have been made often leads to the worst examples of ‘plonk’ art. By ‘plock’ art I refer to irrelevant and unrelated pieces of art that could be anywhere.
- I fully support MMRA’s acknowledgment of the requirement for a public art and cultural strategy
- Advertising will need to be sensitively integrated into the design of stations. The siting of advertising material is inherently problematic. Advertisers always wish to maximise exposure. Best practice urban design will generally seek to limit exposure to the appropriate scale of advertising in appropriate locations. I believe advertising can be integrated into the public realm and station infrastructure but clear limits will need to be set. For instance, I would generally not support advertising on ventilation structures in the public realm. Such structures should, as much as possible, be simple, robust, elegant insertions into the streetscape that avoid drawing undue attention. EPR LU4 requires further development to address this matter. In this regard, I recommend the following dot point be added to LU4: *“An advertising strategy should be presented for consideration by the Urban Design Reference Group and the Design Review Panel”*

**EPR LU4** is generally supported but I recommend the following wording should be added:

*Advertising should generally be limited to appropriate locations and to an appropriate scale as determined following review by the Urban Design Reference Group and determination by the Design Review Panel chaired by OVGA*

The above wording would consistent with and support *MMRA UDS 3.2 Make great public places* Design Guidelines 13 (p.24) that well articulates this matter of sensitively integrated advertising.

### 3.9 Other expert witness statements

I have generally not made reference to matters where I am aware that CoM will be calling other subject matter expert witnesses. (eg trees, open space etc)

## 4. Fawkner Park

### 4.1 Key Issues

- Tunnel Boring Machine (TBM) Launch Site
- Emergency Access Shaft

### 4.2 Options

- Emergency Access Shaft
- Tennis Court Site
- Site adjacent to existing public toilet

### 4.3 Issues

I do not support the proposal for a TBM launch site at Fawkner Park as per *EES Map Book 12 Construction*. Adverse impacts would include:

- Loss of approximately 19000 sq.m. of open space for several years
- Loss of trees
- Significant and unacceptable impacts on community facilities (childcare centre and senior citizens centre)
- Loss of recreational facility (tennis courts) for several years
- Impact on multi-purpose sports pitch (soccer, baseball and cricket)

I support the option for TBM's to launch at Domain. The EES clearly states that TBM's for the tunnels between Domain and CBD South must be launched from Domain. It is proposed that Sir Edmund Herring Oval be used as a site to process the outputs from the TBM. Based on the fact that the Domain Precinct will be disrupted due to these TBM's it would seem most logical and practical to launch TBM's for the eastern portion of the project (Domain to Eastern Portal) from the same Domain Precinct.

MMRA Technical Note 016 issued 26/07/2016 states that Fawkner Park is no longer required as a TBM launch and retrieval site. This is consistent with comments above and I therefore acknowledge and fully support MMRA's decision on this matter. Based on this decision I query whether the tunnel alignment under Fawkner Park will now be modified so that the twin tunnels run on the same alignment spacing as elsewhere in the project rather than widening under Fawkner Park. If the tunnels were brought closer together the project area (blue lines) affecting Fawkner Park could be reduced.

The EES states a requirement for an Emergency Access Shaft at an approximate mid-point between Domain and Western Portal. I would support any option that could be pursued that does not require such a structure to impact on public space and most particularly parkland. If it is found that there is no option other than use of parkland, it will be important that the siting of such a structure minimises visual intrusion, views into the park and if possible, be integrated with other necessary structures such as public toilets. The scale of the access shaft should be minimised in height and bulk. Opportunities should be explored to incorporate green walls, stone gabion walls or cladding materials sympathetic to a park environment. It is likely that emergency vehicle access will be required to any Access Shaft and hence proximity to Toorak Road or other existing hard standing areas would be preferable. The construction of a relatively deep shaft to the tunnel below is likely to necessitate a substantial

excavation. An EPR should clearly specify that all opportunities to innovate the design and construction of the Access Shaft should be promoted to minimise impacts during construction and that any existing trees should be taken into consideration in the siting of the Access Shaft.

#### 4.4 Conclusions

- TBM should not be launched or retrieved in Fawkner Park
- Emergency Access Shaft should not be located on Tennis Court site in Fawkner Park
- Emergency Access Shaft should ideally be located outside the park
- Emergency Access Shaft adjacent to public toilet in Fawkner Park (east) may be acceptable subject to detail design and minimising impacts.

## 5. Tunnel alignment options below Domain Parklands and Emergency Access Shafts

### 5.1 Key Issues

- Tunnel alignment over Citylink Tunnel and impacts on Tom's Block
- Emergency Access Shaft impacts

### 5.2 Options

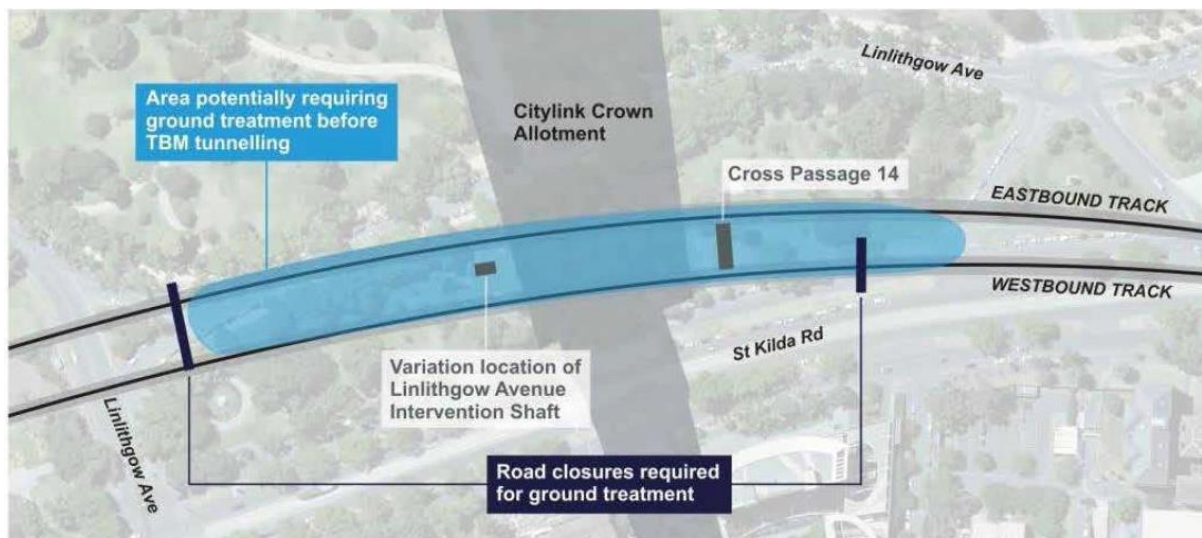
- Metro Tunnel alignment over CityLink
- Metro Tunnel alignment under CityLink
- Emergency Access Shaft location in Queen Victoria Gardens
- Emergency Access Shaft in Tom's Block
- Other alternative Emergency Access Shaft options

### 5.3 Issues

#### Tunnel alignment

I do not support the proposal for the vertical alignment of the tunnel below Domain Parkland to be above CityLink tunnel. In this option the Metro Rail tunnel would be located close to the natural ground levels within Tom's Block portion of Domain Parklands. *EES Chapter 16 Landscapes and Visual pages 22-23 states 'A total of 55 trees (including up to 30 mature trees) could potentially require removal due to ground stabilisation works at the shallow funnelled section above CityLink Tunnel'.*

Figure 1: *EES Appendix P – Ground Movement and Land Stability – Fig 9-2 (page 89)*



*EES Chapter 19 Ground Movement and Land Stability Table 19-7 sub heading Parklands and Waterways (page 28)* indicates that the site could only be remediated not reinstated, if this option is adopted. The assessment is silent on the matter of the effect of the option for Metro Tunnels to be



located below CityLink Tunnel. It would be reasonable to assume that no ground stabilisation would be required for the below CityLink option. This assumption is based on the fact that generally the EES is not calling for ground stabilisation in other parkland areas but only for the area of Tom's Block related to the shallow tunnel (ie over CityLink) option. My concerns regarding the shallow tunnel option not only relate to the tree removals and ground stabilisation but also relate to concerns regarding the legacy ground conditions for newly planted trees to be able to thrive in an area of parkland where ground stabilisation construction works have been undertaken. On this basis, the long term risk in legacy would be that this large area of Tom's Block would, at worst, remain without trees, or possibly, have trees that struggle to reach full potential as they mature. I refer here to *MMRA UDS 4.1.1a para 2 (page 42)* that states “..but soil reinforcement works could limit new tree planting”.

I question the veracity of the Statement made in *EES Chapter 16 Landscape and Visual Section 16.8.2 (p16-23)* in relation to Tom's Block that concludes, ‘At operation, Melbourne Metro would have a low residual landscape and visual impact, as replanted trees, paths, grass and recreational assets would be returned to pre-construction condition.’ This would appear to contradict the above statement from MMRA UDS.

For the above reasons I do not support tunnels above CityLink. Tunnels should be located below CityLink.

### **Emergency Access Shaft**

EES Map Book Map 9 shows a Concept Design for an above ground Access Structure located in Queen Victoria Gardens within Domain Parklands. *EES Chapter 16 Landscapes and Visual section 16.8.2 (p16-21)* states that ‘the visible above ground component of the emergency access shafts would be a structure with a square footprint of approximately 12m x 12m and a height of approximately 4.6metres’. This is a fairly significant structure. By way of contrast, a standard stainless steel clad public toilet as per the existing toilet at this location is approximately 3m x 5m x 3m high. Put simply, the access shaft is 10 times the floor area of a public toilet or 14 times the volume. It is the scale of a small building (say, a small two bedroom house). I have concerns whether such infrastructure could be reasonably integrated into the landscape in the proposed Concept Design location so close to the Floral Clock and the Edward VII Monument (and associated rotunda structure). In the absence of a design for the Emergency Access Shaft, it is difficult to be definitive with respect to these impacts. I recommend the Alternative Design Option in Tom's Block as per EES Map book, Map 9, should be retained as an option for further investigation at the design stage of the project. I also recommend that a further option should be explored on the south side of Linlithgow Avenue (opposite the Concept Design site) where Linlithgow Avenue forks on three sides of a small triangular piece of parkland. There may be opportunities to close the north/western portion of Linlithgow at this triangular site and create space for the proposed Access Shaft. There may be opportunities to creatively landscape around either of these optional sites in a manner that is less intrusive than an Access Shaft on the Concept Design site.

Both of the above alternatives are referenced in the *MMRA UDS 4.1.1 Design Guidelines (p 44)* and I concur with statements and references included in this section of the MMRA UDS.

### **EPR LV1**

I recommend *Tom's Block* should be added to “Tunnels” as a “sensitive receptor”

## 5.4 Conclusions

- Tunnel alignment should be below CityLink to avoid impacts in Tom's Block
- Three options for Emergency Access Shaft should be interrogated at design stage including at Concept Design site, Linlithgow Avenue south side and Tom's Block
- Amend EPR LV1 to include Tom's Block

## 6. Western Portal (Kensington)

### 6.1 Key Issues

- Impacts on residents and businesses
- Impacts on JJ Holland Park
- Future proofing options for South Kensington Station in relation to future growth/change
- Electrical Substation location

### 6.2 Options

- Western Portal Concept Plan
- Western Portal Alternative Plan

### 6.3 Issues

#### **Impacts on residents and businesses**

The EES sets out the relative impacts on residents and businesses of both the Concept Plan and the Alternative Plan. The Alternative Plan has significantly less impact on both residents and businesses. It involves less compulsory acquisition of properties and hence, less disruption and greater certainty to the community as to the legacy of this project post construction. For these reasons, I support the Alternative Plan over the Concept Plan.

#### **Impacts on JJ Holland Park**

The EES is clear that JJ Holland Park is not to be affected by the project either during construction or in legacy. This park is highly valued by the local community and has received significant infrastructure upgrades over the past 10 years. I fully support MMRA's intent to avoid directly impacting the park.

Works required for the project on the south side of Childers Street will necessitate the removal of a shared path for cyclists and pedestrians both during construction and legacy. The EES (p:20 of Summary Report) states that the existing path within the park will be upgraded to a shared path. This may not be the most appropriate long term (legacy) arrangement for provision of cyclists in Childers Street. The existing gravel path in the park serves a good purpose for walking, jogging and on-leash dog walking and would likely be compromised by converting this to a shared path (pedestrians and cyclists) particularly noting that this is a popular commuter cycle route and would likely include cyclists moving at speed. I am confident that a safe on road option could be designed within the Childers Street road reserve that would be more appropriate for cyclists.

#### **Future proofing options for South Kensington Station**

I note that this project does not include works to South Kensington Station. However, it will be important for this project to at least acknowledge that upgrades will likely be required in the future and not preclude this. Long term precinct planning will likely see the Dynon area immediately to the south of the rail reserve developed as mixed use urban renewal. Planning is already advanced for a 'West Melbourne Waterfront' development on the significant site to the south-west of the rail bridge over Kensington Road. This area has Maribyrnong River frontage. The area north-west of the rail bridge (former Marathon Foods site) has approved plans for medium density mixed use development (Ref: CoM Planning Scheme, Hobsons Road Precinct Incorporated Plan, March 2008). Relocating South Melbourne Station to the west of its current location would place the station in a more strategic

position for this emerging catchment together with the existing catchment within the western portion of Kensington Banks, currently poorly served by access to trains. It will be important that any infrastructure works associated with MMRP does not rule out long term options for station relocation above or proximate to Kensington Road.

### **Electrical Substation Location**

EES Map Book, Map 2 includes a Concept Design option for a substation at 50 Lloyd Street, directly opposite a residential area. I recommend that unless there is an absolutely compelling reason for it to be located to 50 Lloyd Street, there are other more appropriate sites within the Arden Precinct. Substations inevitably create blank service walls facing onto streets that are detrimental to good urban design outcomes within the streetscape. This is a particularly large substation and once its location is fixed, is very unlikely to be relocated in the future.

## **6.4 Conclusions**

- Alternative Plan is supported in strong preference to the Concept Plan
- Shared path in JJ Holland Park not supported
- Rail infrastructure design should not inhibit or preclude future options for relocation of South Kensington Station in the event that this proves to be a viable option in the future
- Substation should not be located at 50 Lloyd Street

## 7. Arden Station Precinct

### 7.1 Key Issues

#### Construction

- Major construction site impacts

#### Legacy

- Urban renewal – opportunities and integration
- Substation location – flooding

### 7.2 Options

- Substation options

### 7.3 Issues

#### Construction

Arden Siding is State Government owned land managed by Victrack. It is the nominated major construction site for MMRP. There will be many impacts on the site and this precinct as a result of this proposition. The site is somewhat constrained with respect to options for access to and from CityLink but it will be important to minimise impacts of truck movements through residential areas during the extended construction period of a number of years. I particularly highlight EES Chapter 8 Transport that shows truck routes using local roads through residential areas. I recommend this matter should be examined more thoroughly through the IAC process and understand that this is addressed by CoM experts in Traffic and Transport matters.

#### Legacy

#### Opportunities and Integration

The large Arden Siding site provides a unique opportunity for major urban renewal associated with MMRP. The proposal to locate the new Arden Station strategically on the north east portion of this site with good access to Arden Street together with future access to the centre of the Arden Siding site will stimulate and facilitate this urban renewal. However, I am concerned that the State Government have not as yet articulated a vision or framework for urban renewal on the Arden Siding site. Whilst I understand that State Government's Metropolitan Planning Authority (MPA) have been working to deliver such a vision and framework, the timing of the delivery of this framework is not ideal. It is difficult to assess the proposals for Arden Station as outlined in the EES in the absence of a broader vision and framework plan.

Over the past 20 years, Melbourne has gained a good deal of knowledge and experience in inner city brownfield urban renewal. Southbank and Docklands are examples of two major renewal precincts. Melbourne should learn from the successful and less successful aspects of these renewal projects. Arden is a site that has the potential to deliver a world-class sustainable 21<sup>st</sup> century example of urban renewal and urban development with both employment and residential opportunities. It could be a development that challenges Melbourne's assumptions within the development industry that generally delivers a limited range of building typologies within the frame of 'mixed use/medium density'. The vision needs to commit to the provision of high quality public space, open space and

community infrastructure (education, health etc) for a new community at Arden. A plan for Arden Central must be fully integrated with the established areas of Arden Macaulay. Opportunities to link new open spaces with existing networks within the Moonee Ponds Creek corridor need to be explored.

Arden Station will be the catalyst for this renewal. The station site itself has opportunities in the form of over station development that will need to be planned and designed to integrate with the broader plans for the Arden Sidings site.

EPR LU3 requires strengthening. The word 'consider' is not strong enough. Wording should be amended to read:

*Design and construction of Arden Station must ensure a fully integrated approach to the urban design and planning of the station and must be consistent with an adopted Framework Plan for Arden Central.*

A Framework Plan for Arden Central would need to be completed by MPA, taken out to the community for consultation and presented formally to CoM and other relevant agencies for endorsement prior to adoption.

## **Flooding**

The Arden Sidings site is subject to both flooding and contamination. I will leave details of these matters to other experts but wish to make a general point with respect to urban design matters that relate to flooding.

I understand that the MMRA propose to deal with potential flooding of the station by raising the entrance to a level well clear of any future likely flooding. This is clearly a prudent and risk free approach that can be supported. However, this will mean that station users will need to travel up escalators, stairs, ramps, lifts to reach a raised concourse, prior to dropping down to platform levels. (Reversing this movement on arrival at Arden). The design of this element of the station will be critical to the success of the facility. It will also be essential that the station integrates with the surrounding urban renewal area. In the absence of any information about how Arden Siding site will address potential flooding, I am unable to comment further on this matter. It will be important to fully appreciate how both Arden Station and the broader Arden Sidings Urban Renewal Precinct interfaces with levels in existing streets within the established areas of Arden Macaulay. An example of unacceptable integration would, for instance, be where the station raises itself up above the flood plain (in the form of a raised concourse) and presents a blank wall to the existing streets (Laurens Street and Barwise Street). This would be an undesirable urban design outcome.

## **Substation Location**

Three sites are indicated for possible substation locations within Arden Precinct. Ref EES Map book 3 of 15. The Concept Design site north of Arden Street is the least preferred site based on the configuration that results in a long blank wall fronting Langford Street and existing properties on the east side of Langford Street. Either of the alternative sites would be preferable to the Concept Design site. The first alternative location would be to integrate a new substation with an existing substation adjacent on Victrack land close to Moonee Ponds Creek and the tunnel alignment. The second alternative location at the Southern end of the Arden sidings site has a short frontage onto Laurens Street and could be sensitively integrated into the design of new built form in this portion of the urban renewal site.

## 7.4 Conclusions

- Amend EPR LU3
- Arden Station location supported
- Vision and Framework for Arden Central (Arden Sidings site) to ensure world-class best practice urban renewal.
- Integration between Arden Station and Urban Renewal Precinct to be fully considered
- Integration between Arden Station and existing urban fabric to be fully considered
- Flooding issues to be addressed with due regard taken to good urban design outcomes.
- Alternative substation locations preferred over Concept Design location
- Truck movements during construction to minimise impacts on residential areas.

## 8. Parkville Station Precinct

### 8.1 Key Issues

#### Construction

- Impacts on University Square (north)
- Impacts on traffic movements

#### Legacy

- Opportunities for broader precinct
- Above ground infrastructure impacts

### 8.2 Issues

#### Construction

##### Impacts on University Square (north)

This precinct has significant constraints regarding available space during construction. It will be essential to maintain all modes of transport to move through the key routes of Flemington Road, Royal Parade, Elizabeth Street and Peel Street, all focusing in on the hub at Haymarket Roundabout. The proposal to build a 'cut and cover' station in Grattan Street between Royal Parade and Leicester Street overlays additional challenges. I support the proposal to use Barry Street and part of the northern portion of University Square as essential construction site/lay down space. However, I strongly advocate for MMRA and the PPP construction team to work towards not using the north east portion of University Square for construction/laydowns. There is a key requirement for a clear and legible link between UoM campuses to the north and south of Grattan Street during the extended period of construction disruption. By retaining the north east portion of University Square as open space during the construction period, this north south movement will be improved. (Ref Fig 4 below)

##### Impacts on traffic movements

Closing Grattan Street between Royal Parade and Leicester Street during construction will inevitably result in greater traffic movements in other local streets, particularly for vehicles making east- west movements through the precinct. Some east- west streets may need to be reconfigured to cope with such changed circumstances. These effects will be experienced for a number of years. It will be important that any such changes are carefully considered in terms of urban design impacts and potential benefits that can be gained from such interventions.

#### Legacy

##### Opportunities for broader precinct

A new transport interchange is envisaged by this project at the junction of Grattan Street and Royal Parade. As a separate project to MMRP, PTV is planning to introduce a raised platform stop on Royal Parade at Grattan Street. This intervention is supported and is consistent with the State Governments aspirations to provide high quality inter-modal transport modes around all stations. The introduction of the first new raised platform tram stops in Royal Parade triggers a need to advance a master plan for the entire length of Royal Parade. Existing traffic lanes will need to be modified to accommodate platform tram stops. Provision of safe space for cyclists needs to be considered. The master plan should not only address all modes of transport but also acknowledge the context of this



heritage listed boulevard as a major structural element in Melbourne's urban form. The boulevard is also a significant public space and a key component of the city's urban forest.

Haymarket Roundabout has long been a 'black spot' in terms of safety and amenity. Recent VicRoads works have gone some way to improve this but it should be acknowledged that MMRP will put greater pressure on Haymarket during construction. The State Government proposed Western Distributor project is likely to deliver further traffic to this precinct and to Haymarket (assuming Western Distributor goes ahead as per current design). This presents an opportunity to investigate alternative design solutions for Haymarket. Options for Haymarket have been included in CoM's City North Structure Plan. These options should be investigated further.

I generally concur with the MMRA UDS 4.4.2 Grattan Street Design Guidelines (P.57)

### **Above ground infrastructure impacts**

EES Map Book – Parkville Station Precinct Map 5 indicates a range of ventilation structures. These are shown as a number of green dots and dashes along Grattan Street and two significant lines of infrastructure in Barry Street. CoM has developed a Master plan for University Square. (Ref. Fig 3 and Fig 4 below). Ventilation structures on Grattan Street will need to be sensitively integrated with existing infrastructure together with the overall vision and urban design proposals for the future of Grattan Street post construction. CoM's future vision of Barry Street would be significantly compromised by above ground infrastructure of the scale indicated on Map 5. Barry Street is intended to be closed to traffic and become a landscaped pedestrian spine linking UoM's campuses north and south of Grattan Street. MMRA should continue to work closely with CoM and UoM to resolve these matters of detail design. MMRA and the PPP contractor will need to work closely with CoM to ensure all aspects of the design and delivery of University Square are well planned and coordinated.

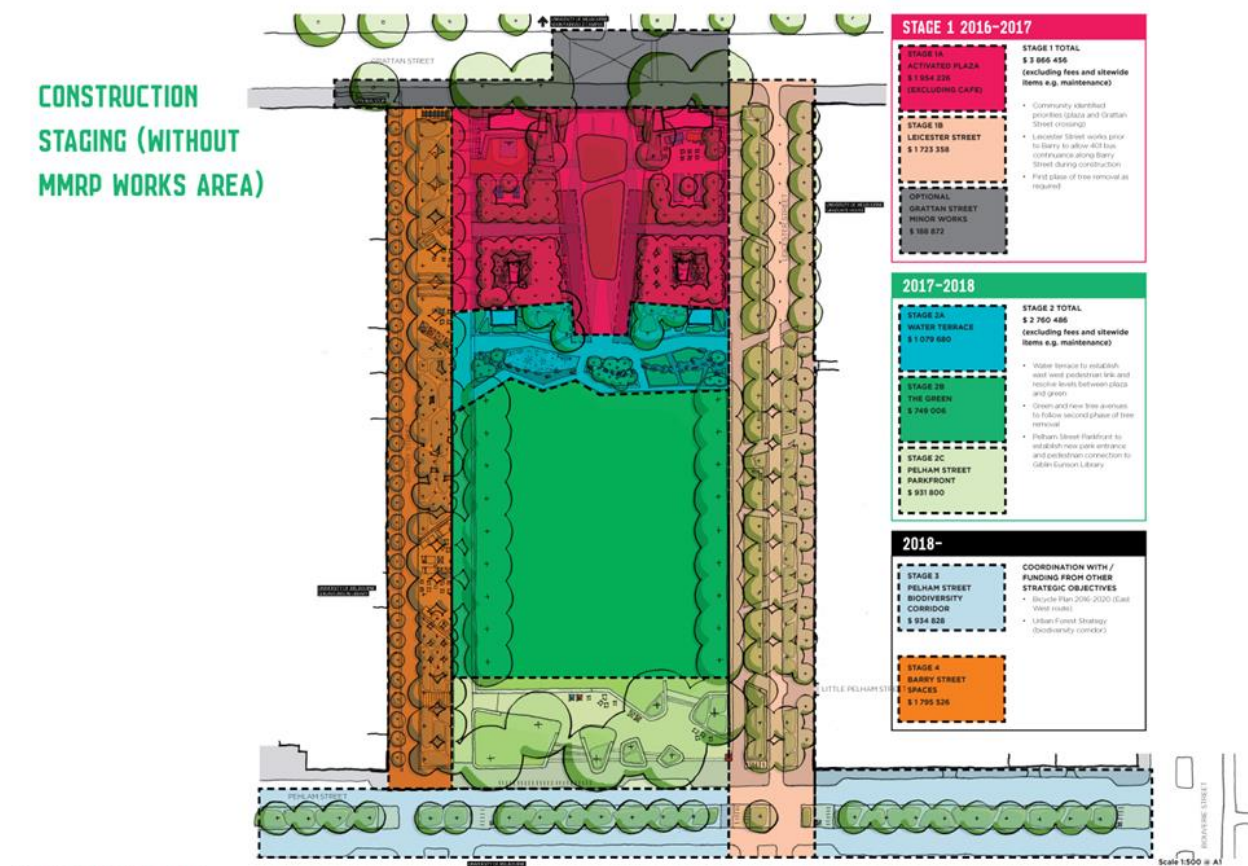
The design of the station below ground should allow for a future station entry to be constructed in Barry Street if/when demand grows over time such that a business case can support such an initiative.

The above recommendations would all appear to be generally consistent with MMRA UDS 4.4.4, Scope, Aims, Objectives and Design Guidelines.

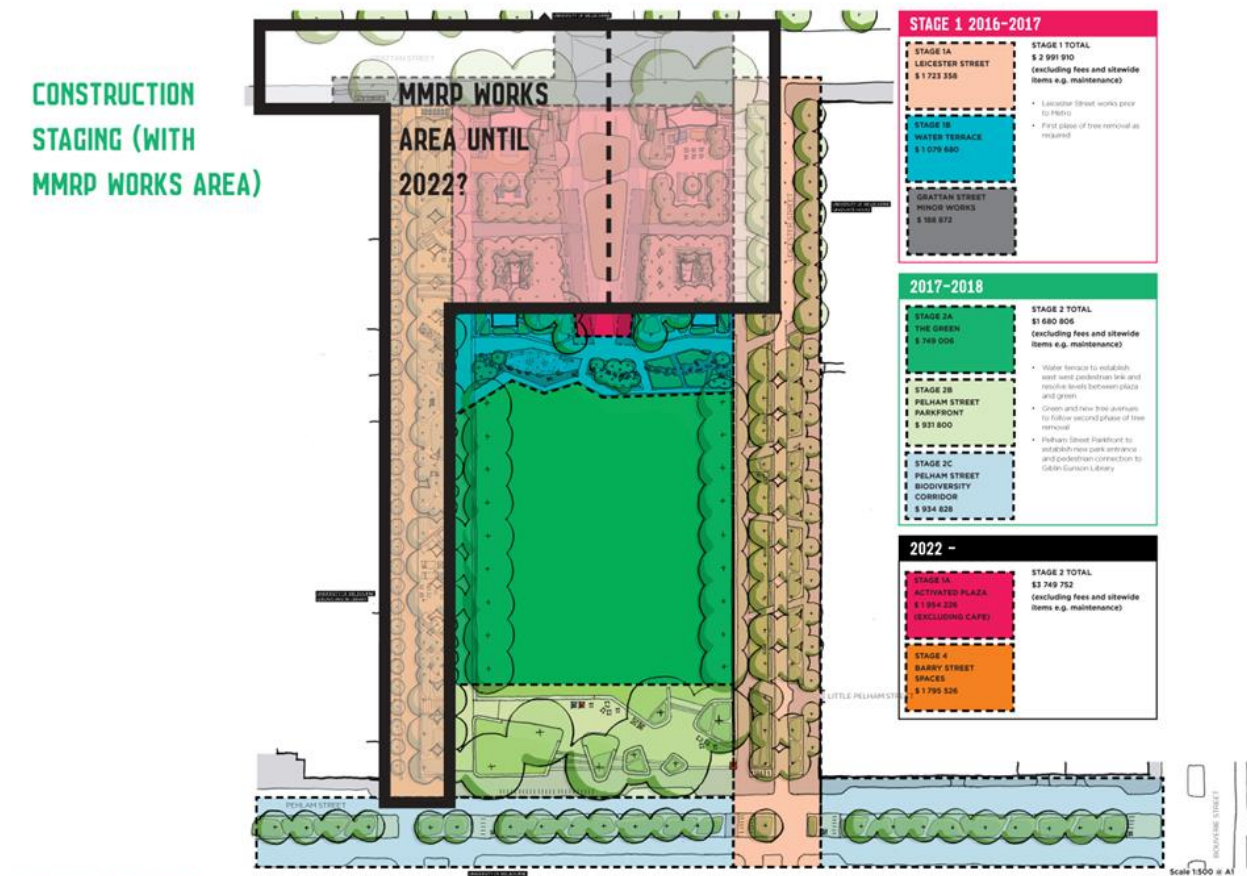
Figure 2: University Square – aerial view of CoM master plan proposals viewed from SE



Figure 3: University Square – construction staging without MMRP



**Figure 4: University Square – construction staging with MMRP – showing MMRP proposed works area in northern portion of square and Barry Street**



### 8.3 Conclusion

Construction:

- Impacts on University Square (north) to be reviewed to minimise impacts on north-south movements between UoM campuses north and south of Grattan Street.
- Impacts of changes required within the broader City North precinct to be more fully understood in terms of increased traffic movements and urban design opportunities arising from reconfigured existing streets. These opportunities should be further explored and put to the community.

Legacy

- Broader precinct opportunities to be developed by State Government (MMRA/PTV/VicRoads) and City of Melbourne together with other key stakeholders and the community
- Above ground infrastructure impacts to be more clearly understood and design alternatives should be explored with MMRA/PPP construction team/ CoM/UoM and other key stakeholders and the community
- Future proof additional station entry on Barry Street.

## 9. CBD North Station Precinct

### 9.1 Key Issues

#### Construction

- Franklin Street

#### Legacy

- Franklin Street closure
- A'Beckett St and Swanston St
- Lanes

### 9.2 Issues

#### Construction

I fully support the proposal for a deep tunnel alignment that enables the station to be constructed below Swanston Street, allowing trams, bike lanes and pedestrian movements to continue to operate as existing during construction. This construction methodology involves a significant construction shaft as an intervention in Franklin Street. The proposal to contain this site within a fully enclosed, acoustically treated construction shed is supported. Taking into consideration that this 'shed' will be in place for a number of years, its design and appearance in the streetscape will be important. Practical matters will be need to be considered such as its proximity to adjacent buildings (City Baths/RMIT) and those building requirements for access to daylight and ventilation.

MMRA Technical Note 010 dated 26/07/2016 relates to Franklin Street and shows an additional construction area in the area between the proposed 'shed' and Victoria Street. The blue shaded area should be modified to specifically exclude the area of the Tunnerminnerwait and Maulboyheenner monument that is currently under construction by CoM. I understand MMRA have provided assurance to CoM that they do not require this area but Technical Note 010 does not reference this matter.

#### Legacy

##### Franklin Street

I do not support the closure of Franklin Street between Victoria Street and Swanston Street as per the EES. I note that this is inconsistent with CoM requirements to maintain one lane of traffic and a bike lane in each direction along the length of Franklin Street from Victoria Street to Queen Street. MMRA's Technical Note 012 issued 26/07/16 states that MMRA supports this position and will amend plans to enable the reopening to traffic post-construction. I support this amendment and recommend the design be implemented generally in accordance with CoM schematic layout for Franklin Street in legacy. This layout includes opportunities to reconfigure Franklin Street from its current arrangement dominated by space allocated to car traffic and parking. In legacy, CoM schematic layout shows more generous provision of space for people. Pedestrians will be able to walk comfortably under double row of trees on the south side of Franklin Street that will link the CBD North Station with the renewed QVM precinct. Provision will still be made for some on-street parking but the clear emphasis will shift from a dominance of a street for cars to a street for people. Taking into consideration the greatly increased numbers of pedestrians and increased numbers of residents and visitors in this northern part of the city, it is entirely appropriate to initiate such a reconfiguration of Franklin Street to

coincide with the legacies of both the MMRP and QVM. The proposal will also benefit RMIT, the major land owner and stakeholder in this precinct. Franklin Street will not only be a street for people movement, but also one for passive, and possibly even active, recreation. Public seating and outdoor café seating could all be incorporated into this reconfigured street.

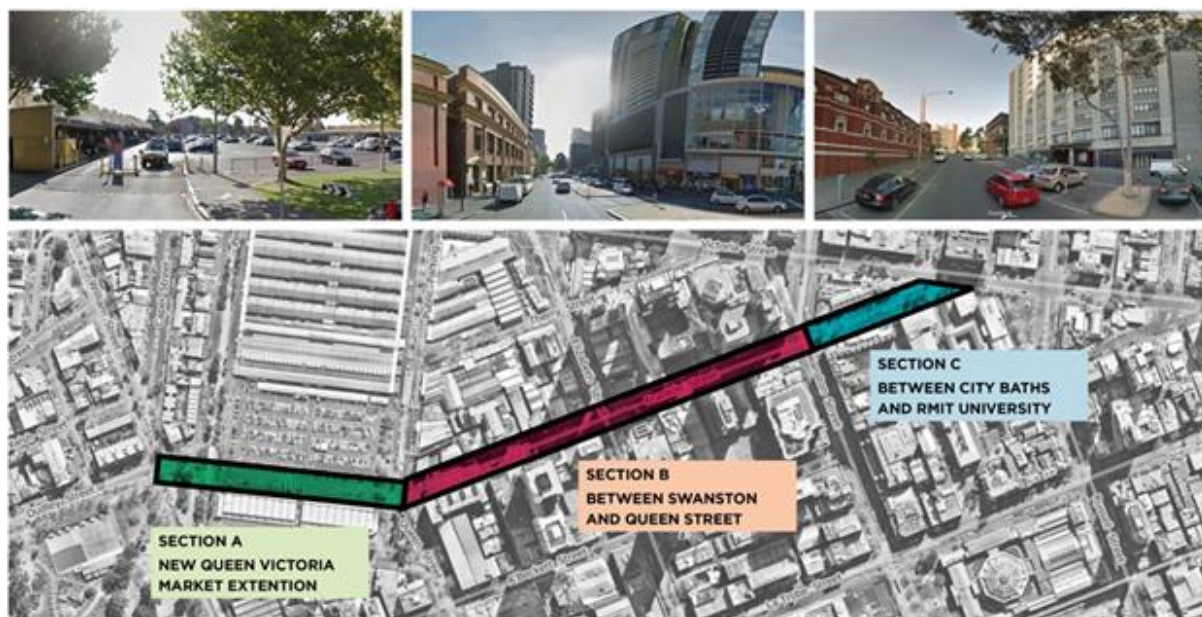
The station entry on Franklin Street will need to be sensitively integrated into the overall vision for the street. Equally, above ground infrastructure in the form of escape stairs and ventilation shafts will need to be integrated into the design of the street.

The design of the station below ground should allow for a future station entry to be located in Franklin Street west of Swanston Street if/when demand grows over time such that a business case can support such an initiative.

**Figure 5: Franklin Street –showing link between QVM and CBD North Station including other related City of Melbourne projects and initiatives**



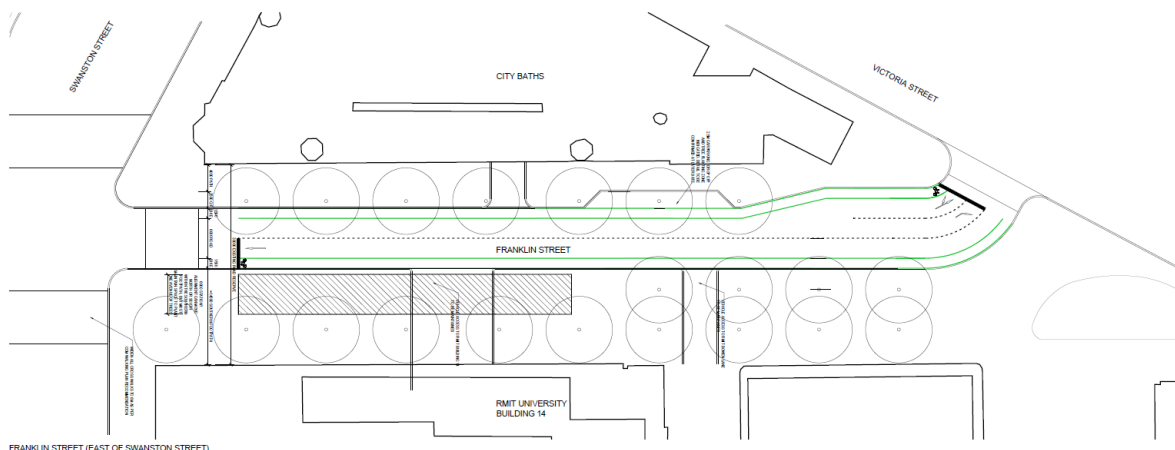
**Figure 6: Franklin Street – showing as existing photos and three proposed sections of Franklin Street linking Dudley Street to Victoria Street**



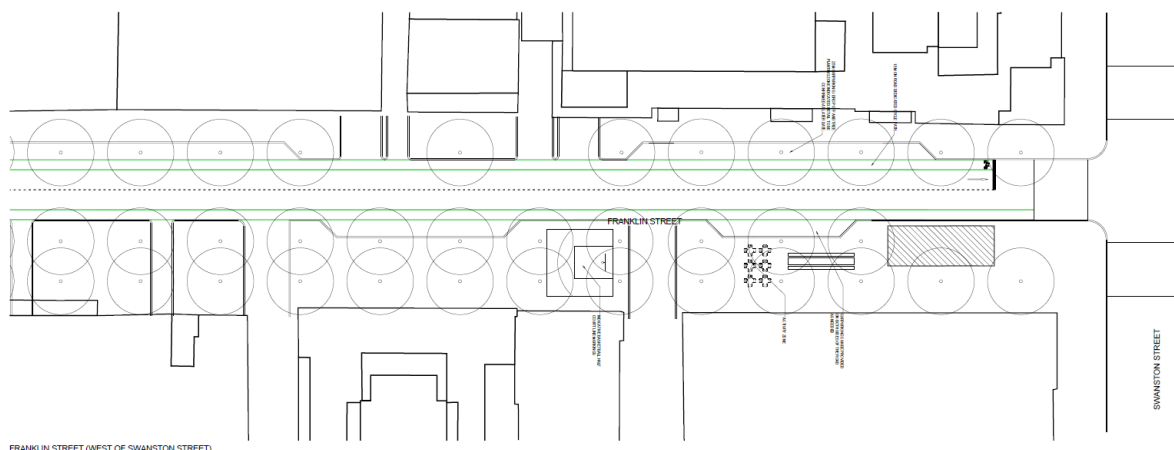
**Figure 7: Franklin Street as existing in location of proposed new CBD North station entry**



**Figure 8: Franklin Street (between Victoria/Swanston) – plan of future street layout as proposed in City of Melbourne’s EES submission including location of new CBD North station entry.**



**Figure 9: Franklin Street (west of Swanston) – plan of future street layout as proposed in City of Melbourne’s EES submission including location of new CBD North Station infrastructure and widened footprint.**



### **A’Beckett Street and Swanston Street**

EES Map Book – Concept Design City North Station Map 7 of 15 Concept Design –Operation shows above ground infrastructure (fire escape stairs and ventilation structures) in A’Beckett Street. The EES envisages the full closure of A’Beckett Street at the eastern end of the street between Swanston Street and Stewart St. Any proposed above-ground infrastructure in this important space in the heart of RMIT’s campus should be minimised. I understand various options are being investigated to configure access arrangements for service vehicles in this southern portion of CBD North. I would support a design that removes all vehicle movements in Swanston Street between Latrobe Street and Little Latrobe Street. This area is already congested for pedestrians and CBD North metro station will further add to pedestrian numbers. I recommend that until all service vehicles options and access arrangements to existing car parks have been fully investigated, the matter of how, where and when streets may or may not be closed in this area but put on hold. For instance, I would suggest that the IAC may not, as yet, be able to make a definitive ruling on whether closure of the eastern end of A’Beckett Street to all traffic is the most appropriate solution to dealing with local access issues together with needs to provide safe and effective space for pedestrians as they enter and exit the new station at the southern end of CBD North.

### **Lanes**

EES Map Book, Map 7 Concept Plan indicates the closure of an east-west Council Lane CL0112 with a continuous blue line shown along the south-western entry to CBD North station. This lane connects directly at each end with other lanes in the precinct. I do not support the full closure of this lane but acknowledge that MMRA on behalf of the State Government will not wish to unduly encumber opportunities for above station development. I recommend that this lane be retained for 24 hour public access in the form of an arcade that could allow for development over the lane at a height of say 2 storeys (say 6-8 metres). I note that this is a relatively short and some would argue, insignificant, east –west lane. It is clearly not a primary lane of the significance of many north-south lanes in the city’s retail core. However, in legacy, this small lane will, I believe, contribute to ease of movement and dispersal of large numbers of people from this major station entry and exit and will continue to contribute to the fine grain of the urban structure of the area, even if it is built over at upper levels.

Successful lanes rely on active frontages at the interface between private land/buildings and public space. I am concerned that EES Map Book Map 7 Operation indicates an emergency access structure (blue line) along the entire length of the interface between CBD South Station and the north-south lane that forms part of the redevelopment of 224-252 Latrobe St. If this 'structure' is a blank wall to the lane, this would represent a poor and, in my opinion, unacceptable outcome for the public realm.

#### **EPR LV1**

I recommend *State Library Forecourt* should be added to "CBD North" as a "sensitive receptor" in addition to the State Library that is referenced and could be perceived as only referring to the library building.

### **9.3 Conclusion**

- EPR LV1 add State Library Forecourt
- Support for amended proposal to retain Franklin Street for one lane of traffic and one bike lane in each direction in legacy.
- Support for the reconfiguration of Franklin Street as a 'people' focussed street linking CBD North and QVM
- Future proof additional station entries
- Support for the reconfiguration of the southern portion of CBD North precinct to provide greater provision of space for pedestrians together with adequate access for service vehicles and access to properties.
- Integration of all above ground station infrastructure (station entries, ventilation structures etc) with overall streetscape design.
- Retention (in modified form) of existing Council Lane CL0112
- Minimise non-active/non-inhabited service space fronting onto the public realm in streets and lanes.



## 10. CBD South Station Precinct

### 10.1 Key Issues

#### Construction

- City Square
- Construction Traffic

#### Legacy

- **City Square**
- **South-west station entry (Cocker Alley Precinct)**
- **Federation Square / St Pauls**

### 10.2 Issues

#### Construction

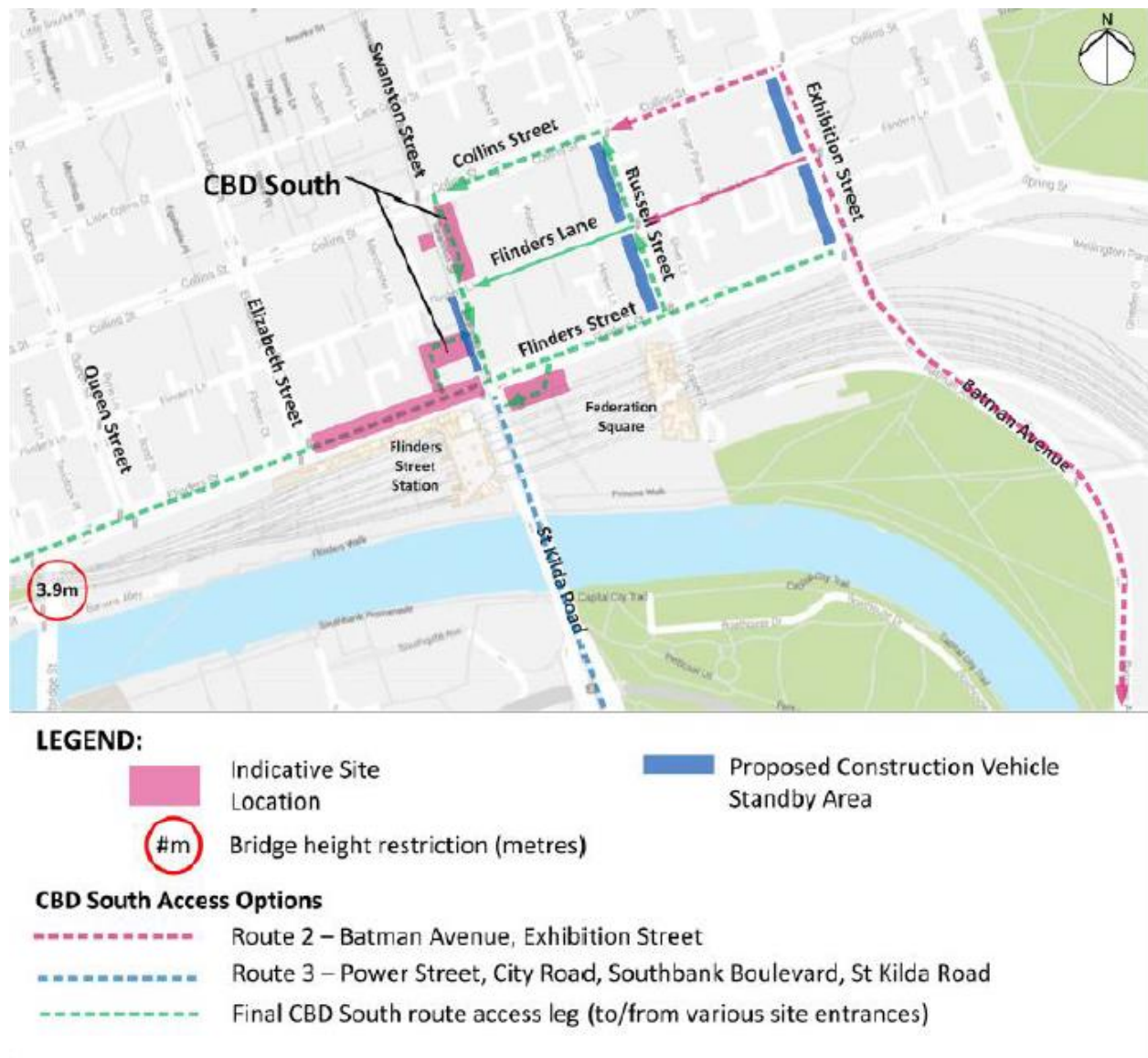
City Square will be acquired for construction purposes. It will effectively be demolished and later rebuilt. MMRA have indicated that an acoustic 'shed' will be constructed over the site of the current square during construction. I support this proposal in principle but note that the detail design of this 'shed' will be critical to its success or otherwise in this key area in the civic heart of Melbourne. The shed will have three exposed vertical faces, onto Collins Street, Swanston Street and Flinders Lane. It will have another exposed 'face' in the form of a roof that will be visible from surrounding buildings. The shed will be in place for a number of years. The opportunities for this shed to be an asset rather than an inconvenience are enormous. MMRA and the PPP contractor must be tasked with putting forward options as to how this shed could present back to the city. Green walls, digital information displays, would all be possible. Part of the roof could potentially be accessible to the public. Such space could be used for passive recreation, sitting up at an upper level, looking down on the street below.

The loss of City Square for public use during construction should be mitigated by temporary open space as identified in EPR SC4.

#### Construction Traffic

Other CoM expert witnesses will cover construction traffic matters at a detailed technical level but I raise here one area of particular concern that relates to the proposal for construction vehicle standby areas to be located in Russell Street and Exhibition Street between Flinders St/Collins St. These areas marked blue on the relevant Transport map. Large numbers of trucks parked on 'standby' in these streets over extended periods of time is not, in my opinion, an acceptable outcome for the city. MMRA and their PPP contractors should put forward construction management plans that indicate alternative arrangements for 'standby' space for trucks that minimise impact within key CBD streets such as Russell and Exhibition Streets.

**Figure 10: CBD South Access Options as per MMRA's EES showing proposed construction vehicle standby areas in Russell Street and Exhibition Street**



## Legacy

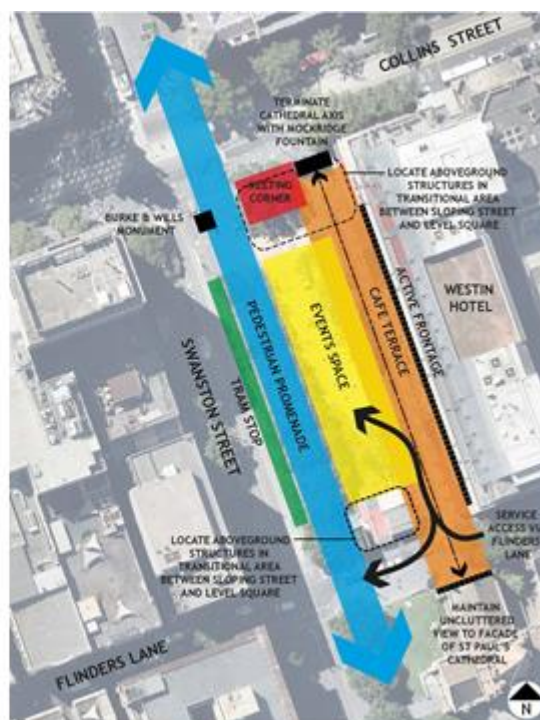
### City Square

In legacy, City Square should be returned back to Melbourne to enable it to function much in the manner it does in its current configuration. It is a highly valued and well used public space that serves a range of functions from simple passive recreation (a place of respite) to an active event space for the city (such as Christmas Square and Melbourne Spring Fashion Week). The Concept Design presented in the EES Map Book, Map 8 Operation is not detailed. It diagrammatically indicated a station entrance structure in the northern portion of the square. Several green dots indicate ventilation structures. With this level of detail it is not possible to provide more than general comment.

Fig. 11 below, together with the list of dot points below represents my summary of key matters for consideration in the design of City Square:

**Figure 11: CBD South – City Square Diagram illustrating function layout post MMRP**

**City Square - functional layout post Metro Rail/CBD South station completion**



- Station entry in northern end of square to be set back from Collins Street frontage to allow useable public space similar to that provided currently around the mature Elm tree. Station entry to be off Swanston Street.
- Smaller entry (if required) at southern end of square to be integrated with space for café or other form of ‘active’ space holding south-west corner of the square
- Space between infrastructure at northern and southern ends of square to be generally uncluttered and free for a range of activities and events (similar to existing)
- Ventilation shafts, emergency access stairs, lift shafts etc. to be incorporated into built structures to avoid further ‘stand-alone’ infrastructure impacting use of public space, and views into and out of the public space
- Additional infrastructure on Swanston Street footpath is not supported
- Double row of trees to be re-established as existing on Swanston Street (east) footpath
- Allowance to be made for additional trees within the square subject to practicalities related to tree pits above station facilities and subject to providing sufficient flexible open /unencumbered space for events
- Incorporation and integration of public art including opportunities to re-interpret or re-use existing artworks (Refer EPR LV2)
- Allowance for access by service vehicles for ‘bump in / bump out’ for events (from Flinders Lane only)

The above considerations would appear to be generally consistent with MMRA’s Urban Design Strategy (Ref 4.6.3 City Square)

The mezzanine (below ground level) station concourse should be designed to allow for future station entries from the north-east intersection of Swanston/Collins (adjacent to Town Hall) and on either the north-west or south-west intersection of Swanston/Collins. It is acknowledged that there may not be a current business case to support such additional infrastructure. It is also acknowledged that current road space allocation would make such infrastructure difficult to accommodate. However, it would be a mistake not to at least design the lower concourse to facilitate such an intervention in the future by placing plant or equipment space such that these future links could be accommodated.

## South – West Station entry

### **Note: this area is referred to in MMRA UDS as Cocker Alley Precinct**

The proposed main station entry located in the L-shaped block that wraps around two sides of the heritage listed Young & Jackson building will require skilful planning to allow for a permeable ground plane that can disburse high volumes of people in multiple directions. Opportunities arise to create new links through this block, to extend current 'dead end' lanes such as Cocker Alley. Other opportunities include improvements to the broader public realm at the intersection of Flinders Street/Swanston Street with a view to providing adequate space for pedestrians on footpaths without relying on unsightly fencing and railing to protect the pedestrians. Some of this broader precinct based public realm improvement work will need to be done in conjunction with other government agencies including PTV and VicRoads. MMRA UDS Ref 4.6.1 Cocker Alley Sub-Precinct (p68-71) provides an excellent commentary with design guidelines for this important sub-precinct. In particular, I draw the IAC's attention to Objective 5 (p70) that recommends '*complementary civic and community purposes*'. With the loss of space for the current highly successful Melbourne Visitors Centre below Federation Square as a result of the proposed new station entry in this location, I would support a proposal for civic and community (including cultural) uses to be accommodated in the above station development on this important site in the heart of the city and at this key hub around Flinders Street Station/Federation Square/St Pauls Cathedral precinct. This could potentially accommodate a new Melbourne Visitors Centre and a City Library.

### **Federation Square**

EES Map Book, Map 8 Operation, indicates a station entry located mid-way between the existing eastern and western shards in Federation Square. I do not support this location for a station entry as it will most likely create a significant visual block to views/vistas from St Paul's from the main public gathering space to the west of the western shard. Equally, it will be likely block views from the steps and main entrance area for St Pauls looking south across Flinders Street and into Federation Square. I recommend MMRA and the PPP contractor focus on accommodating a new Federation Square station entry within a remodelled western shard.

The recommendation above would appear to be entirely consistent with MMRA UDS (Ref 4.6.2) but not consistent with the diagram in EES Map Book, Map 8 Operation.

## 10.3 Conclusions

### **Construction**

- City Square acoustic 'shed' – opportunities to incorporate quality urban design interventions including possible public use of part of the space
- Loss of public space – alternative space to be provided by MMRA as mitigations
- Construction traffic management plan to address construction vehicle standby areas

### **Legacy**

- Design for City Square legacy to be consistent with CoM requirements
- Future proof additional station entries
- Improved public realm through and around the new station entry in Cocker Alley precinct
- Support civic/community/cultural uses in over station development in Cocker Alley precinct
- Federation Square station entry to be incorporated into redesigned / remodelled Western Shard.

# 11. Domain Precinct

## 11.1 Key Issues

### Construction

- St Kilda Road
- Sir Edmund Herring Oval and the Shrine Reserve

### Legacy

- St Kilda Road
- Shrine Reserve Station Entry

## 11.2 Issues

### Construction

#### St Kilda Road

Major temporary diversions and disruptions will have significant impacts on this precinct that straddles two municipal areas of CoM and City of Port Phillip (CoPP). Program related to road closures, reduction of road space, access to properties, significant tree removals, relocation of services etc will be covered by other CoM expert witnesses.

#### Sir Edmund Herring Oval and the Shrine Reserve

Sir Edmund Herring Oval and a portion of the Shrine Reserve will be acquired by the MMRA for construction purposes. Great care will need to be exercised to limit or minimise impacts on significant existing trees in this area. Other expert witnesses for CoM will address tree, heritage and recreation losses in relation to the Edmund Herring Oval and Shrine Reserve.

### Legacy

#### St Kilda Road

St Kilda Road in its entirety is one of Melbourne's most important boulevards. The introduction of a metro station into the centre of this boulevard together with its multi-modal interchange, focusing on tram and train interchange is supported in principle. However, the consequences of this intervention should not be underestimated. The current boulevard profile in terms of settings for trees, medians and landscaping will radically change as a result of this intervention. This is an ideal opportunity for all relevant state and local government agencies (DTPLI, DEDTJR, PTV, VicRoads, CoM and CoPP) together with key stakeholders and the community to develop a vision, framework and master plan for the entire length of St Kilda Road. By this means, Domain Station and the proposed public realm works envisaged by MMRA could be fully integrated.

#### Shrine Reserve Station Entry

EES Map Book, Map 11, Domain Station Concept Design Operation, indicates a large blue rectangle located diagonally across the corner of St Kilda Road and Domain Road. It is not possible from this sketch to determine the nature and impact of this proposed station entry. I support the intent of locating a station entry on this corner and linking it to the public under-pass below St Kilda Road. The under-pass will give access both to the Domain Metro Station, to St Kilda Road trams and to the

western side of St Kilda Road to Albert Road Reserve. However, I query the scale of this station entry and the impact this will likely have on views and vistas into and out from the Shrine precinct. I recommend that detail design studies be undertaken to determine the optimum scale of this entry together with options for its location, including the possibility for a modest scale entry located on a widened footpath on Domain Road that would have a lesser impact on the Shrine Reserve.

### **EPR LV1**

I recommend *The Shrine of Remembrance Reserve* should be added to “Domain Station” as a “sensitive receptor”. This is in addition to The Shrine or Remembrance that is already referred to and I believe could be interpreted as being the building that is The Shrine.

### **Conclusion**

#### **Legacy**

- EPR LV1 add The Shrine of Remembrance Reserve
- Support for all agency St Kilda Road Master Plan to ensure an integrated approach to the design for Domain Station and public transport interchange
- Support for a refined/modified design for the station entry on corner St Kilda Road / Domain Road.

## 12. Conclusion

This major public transport infrastructure project will be both disruptive (short term) and a significant asset for Melbourne in the medium/long term.

I fully support the aims and objectives of the project and commend the professional manner by which the government is managing the planning, design and procurement process for its successful delivery.

The material presented by me in this Expert Evidence Submission highlights matters that should be considered by the IAC with a view to furthering the aim of making this a great project for Melbourne. These matters are listed in the Executive Summary (2.2 Key points) at the front of this document.

In some cases I have recommended EPRs that require amending or re-wording.

There are a broad opportunities that arise as a result of this project. In some cases these projects fall outside the direct scope of this project. They should all be interrogated further by relevant State and Local Government agencies in terms of scope and viability and taken through a comprehensive process of community and key stakeholder engagement.

## 13. Declaration

I have made all the inquiries that I believe are desirable and appropriate and no matters of significance which I regard as relevant have to my knowledge been withheld from the Inquiry and Advisory Committee.

A handwritten signature in blue ink, appearing to read 'A. Brown', is positioned below the declaration text.



# Rob Moore CV

Project Executive, Melbourne Metro Rail  
City Design and Projects  
City of Melbourne

Rob Moore is qualified as an Architect and Urban Designer. He graduated from Liverpool University, UK, with a Bachelor of Architecture degree in 1977. Rob has had a senior management role in Urban Design at the City of Melbourne for 14 years.

Melbourne's 30-year strategic program of urban design initiatives and interventions has made a significant contribution to the transformation of the central business district to a thriving, world-class mixed-use city centre. The City of Melbourne's Urban Design team has received numerous state, national and international awards that recognise this achievement.

Prior to joining the City of Melbourne in 1999, Rob had 22 years experience working in private practice in London, Zambia and Zimbabwe.

[robert.moore@melbourne.vic.gov.au](mailto:robert.moore@melbourne.vic.gov.au)  
[www.melbourne.vic.gov.au](http://www.melbourne.vic.gov.au)

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## EDUCATION

<b>BArch (Hons) University of Liverpool School of Architecture, UK</b>	<b>1975-1977</b>
<b>BA (Hons) University of Liverpool School of Architecture, UK</b>	<b>1971-1974</b>

## PROFESSIONAL EXPERIENCE

<b>City of Melbourne, City Design and Projects</b> <b>Project Executive, Melbourne Metro Rail</b>	<b>2015 – present</b>
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Responsibilities include:

- Management of a team of five staff responsible for the coordination of City of Melbourne's input into the State Governments Melbourne Metro Rail Project (MMRP)
- Representative on MMRA's Urban Design Reference Group for the MMRP
- Representative on DTPLI's Technical Reference Group for the MMRP

### City of Melbourne, City Design

<b>Manager Urban Design and Docklands</b>	<b>2002- 2015</b>
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Responsibilities include:

- Management of three teams (11 staff) responsible for the design and management of the city's public realm with respect to urban design.
- Contribute to the development of design advice, strategies and solutions that respect the city's heritage and urban character while addressing current and future needs and are innovative and contribute to the cultural, technical and physical enrichment of the city
- Provide urban design advice to Council, Department of Transport, Planning and Local infrastructure, Places Victoria and State Government Design and Amenity Panels
- Urban Design Expert Witness for City of Melbourne at VCAT
- Provide and encourage debate and discussion on design issues through promotion of group meetings and visiting speakers
- Mentor design staff with respect to urban design issues
- Development of an urban design/public realm plan for effective integration of Docklands with the City of Melbourne
- Provide support service and advise across Council for the development of urban design strategies and projects
- Promotion of environmentally sustainable urban design
- Work closely with the Victorian State Government Architect to promote high quality urban design in the city
- Establish links with relevant professional organisations, agencies and the community on behalf of Council  
Strategic projects delivered by the urban design team included:

- Docklands Public Realm Plan
- “Public Melbourne”, as urban design strategy for Melbourne
- “Places for People 2004” and “Places for People 2015”, a longitudinal survey and report on public space in Melbourne, prepared and produced jointly for City of Melbourne by the Urban Design Branch and Jan Gehl Architects and Urban Designers (Copenhagen)

**City of Melbourne, City Projects Division**

**1999 - 2001**

**Senior Architect and Urban Designer**

Responsibilities included:

- Urban design strategies including Parkville Built Form Review
- Urban design advice to Development Planning, City of Melbourne including provision of design advice to developers/architects and preparation of reports for Council; liaison and reporting to Department of Infrastructure on major projects
- Urban design expert witness for City of Melbourne at VCAT (Planning Tribunal)

**Pearce Partnership Architects, Harare, Zimbabwe**

**1995 - 1999**

**Partner**

Entertainment Centre incl. multiplex cinema/restaurants/food court, Harare. Restaurants, Harare.

Food Courts, Harare and Nairobi, Kenya

**Adams Jackson Moore/Architects Partnership, Harare, Zimbabwe**

**1991 - 1995**

**Partner**

AFC Corporation Headquarters: 15 storey office complex incl. banking hall. State Lotteries, Harare refurbishment of 1930s Hall. Post and Telecommunications Corporation, Earth Satellite Station, Mazowe. Ministry of Housing: Shopping Centre, Harare. Ministry of Health: Maternity Ward Block; General Ward Block, Harare Hospital. Chinyaradzo Children's Home, Harare. Duplex Garden Flats: 180 units, Harare. Townhouses: 10 units. Gweru City Council: 600 low-cost houses. Dairy Marketing Board: 79 low-cost houses. 3 x private houses, Harare. Water Quality Control Authority: laboratory and offices. Zimbabwe Development Bank: 34 industrial units. Gateway High School Trust: Secondary School. Agricultural Institute, Kushinga Phikelela: Lecture theatre, workshops, staff housing. Danhiko Trust, School and Vocational Training Centre, Harare. Anglican Church: Secondary School, Guruve.

USAID: Rammed Earth Prototype House. Rokpa Trust: Buddhist Meditation Centre; Shrine Room and 4 houses, Harare. Northside Community Church: Church and 400 seat auditorium. Omay Development Trust: Library/Study Centre, Omay. Save the Children Fund / Zimbabwe Trust: training centre and low-cost houses

**APT Architects, London, UK**

**1979 - 1980**

**Architect**

Department of Environment, UK: Senior Naval Ratings Accommodation, Kent.

**Montgomerie Oldfield Kirby, Architects and Planners, Zambia**

**1977 – 1979**

**Architect**

Zambia Airways: Hotel, Lusaka, Zambia

Catholic Church: new church, Makeni, Zambia

**Buckinghamshire County Council Architects Department, UK**

**1974 - 1975**

**Architectural Assistant**

Hazelmere Secondary School, Haddenham Fire Station.

Aylesbury School for Educationally Disadvantaged Children

Hazelmere Library/Health Centre

**AWARDS**

**2007 Merit Award for Urban Design - Plans and Ideas. Planning Institute of Australia, National Awards for Planning Excellence.**

Places for People 2004 (Urban Design Branch, City of Melbourne and Gehl Architects)

**2006 President's Award. Planning Institute of Australia, Victoria Division**

Places for People 2004 (Urban Design Branch, City of Melbourne and Gehl Architects)

**2006 National Merit Award for Research and Communication in Landscape Architecture, AILA, National Project Awards**

Places for People 2004 (Urban Design Branch, City of Melbourne and Gehl Architects)

**2006 Research Award, Environmental Design Research Association, USA**

Places for People 2004 (Urban Design Branch, City of Melbourne and Gehl Architects)

**2005 Australia Award for Urban Design (Joint PIA, RAlA, AILA award)**

Places for People 2004 (Urban Design Branch, City of Melbourne and Gehl Architects)

**COMPETITIONS**

**Constitutional Court, Johannesburg, RSA**

**1997**

New Constitutional Court

Shortlisted in first 5 out of 160 international entries

Second stage entry highly commended

**Agricultural Finance Corporation of Zimbabwe**

**1993**

New Headquarters, Harare

Winner (built 1990-1993)

**Zimbabwe Parliament**

**1994**

New Parliament building

Winner (project not built)

**PUBLICATIONS**

Architectural Review (UK), September, 1996 : Eastgate project

CAA Architect News Net, 2nd quarter, 1997 : Commonwealth Association of Architects

UIA International Architect, January 1986, No.8 : Jackson Moore Projects, Harare

**PROFESSIONAL DEVELOPMENT / CONFERENCE PRESENTATIONS**

International Public Space Conference, PUCS University, Porto Alegre, Brazil, presented 'Melbourne: A 30 year urban design led city transformation'

**2015**

Urban Mobility and Sustainable Urban Development: An international workshop

Technische Universität München Germany, presented 'Case Study: Melbourne, Australia'

**2012**

Smart Cities Conference, Sydney

Keynote Speaker 'Melbourne: Designing a Sustainable City'

**2012**

Tianjin, China

City of Melbourne delegation, invited by Mayor of Tianjin

Presentation to Tianjin Planning Bureau and Tianjin Urban Planning and Design Institute

'Melbourne: Designing a Sustainable City'

**2011**

3<sup>rd</sup> Australian City and Urban Design Development Summit, Sydney

Presented paper 'Melbourne: Designing a Sustainable City'

Australian Master Builder's Conference, Melbourne

'Green Living'

Presented paper 'Transforming Australian Cities'

**2010**

Victorian Planning and Environmental Law Association (VPELA)

Presented to seminar on 'Policy: Impacts on Design Outcomes'

8<sup>th</sup> Annual Victorian Transport Infrastructure Summit

Presented 'Transforming Australian Cities'

Melbourne Place Making Series

Conference and series jointly sponsored by VicUrban, City of Melbourne and DPCD / State Govt.

Transforming Australian Cities

Presentation of City of Melbourne Urban Design Research to Gold Coast City Council (9/6/2010),

Bayside City Council, Department of Transport (8/10/2010), VPELA Conference (2/9/2010)

LGPro Emerging Leaders Program (3/9/2009)

Walktober, Melbourne

Speaker at International Walking Conference

[www.walktober.com.au](http://www.walktober.com.au)

**October 2009**

National School in Park Management, Melbourne

Keynote Speaker

**July 2009**

Tokyo University School of Architecture & Planning

Presentation : Melbourne Urban Design Program

**Jan 2008**

CABE UK, Commission for Architecture and Built Environment Presentation : Melbourne Urban Design Program	<b>June 2008</b>
University of Melbourne, Masters in Urban Design program Guest Lecturer : Melbourne Urban Design Program and Studio Guest Crit.	<b>Ongoing</b>
ABC Radio. The National Interest and By Design Interviews : CH2 (Council House 2) 6 star Green Star rated Council Administration Building	<b>2008</b>
Urban Design Forum – National Forum, Perth Paper: “ Waterless Water Features - a future for Melbourne’s Fountains and water features during times of drought”	<b>2007</b>
Walk 21 Conference, Melbourne	<b>2006</b>
Planning Institute of Australia, Member of Urban Design Chapter	<b>2005 - present</b>
Urban Design Forum : National Forum Paper: “Urban Design by stealth, the Melbourne experience”	<b>April 2005</b>
EcoEdge Conference, Melbourne	<b>Feb 2005</b>
Planning Institute of Australia (PIA) and WPN Mentor Program Mentor in 2003 and 2004	
Occasional teaching/critique at Melbourne University (Urban Design) and RMIT (UD/ Landscape Architecture)	<b>ongoing</b>
Liveable Cities Conference, London	<b>2003</b>
Urban Solutions - Propositions for the future Australian City, RAIA, Melbourne	<b>2002</b>
Sustainable Urban Environment Seminar, City of Moreland	<b>2002</b>
Edge Cities Conference, RMIT, Melbourne	<b>2002</b>
Urban Design Forum/Dol - Progressing Urban Design, Melbourne	<b>2002</b>
RAIA Conference, Melbourne	<b>2002</b>
UNESCO International Centre for Engineering Education Symposium: Leading by Design: Workshop for Urban Design practitioners, Melbourne	<b>2000</b>
Inner City Conference: Public/Private Sector Partnerships, Harare	<b>1997</b>
International Solar Energy Society: World Congress, Harare	<b>1995</b>
Commonwealth Association of Architects: Regional Seminar, Harare	<b>1990</b>
USAID: 10 <sup>th</sup> Conference on Housing and Urban Development in Sub-Saharan Africa	<b>1986</b>
Planning for construction and housing sectors of Zimbabwe economy. Two papers presented on current state of Architectural Education in Zimbabwe	<b>1984</b>
African Union of Architects (AUA): Conference, Harare	<b>1982</b>
Harare Polytechnic College: Lecturer in Architectural Technology	<b>1983 – 1989</b>
 <b>PROFESSIONAL MEMBERSHIPS</b>	
Member of Board and Council, Institute of Architects of Zimbabwe	<b>1984 - 1986</b>
Member of Royal Institute of British Architects	<b>1979 – 2003</b>
Member Planning Institute Australia	<b>2012-present</b>

28 July 2016

Rob Moore  
Project Executive Melbourne Metro Rail Project  
c/- City of Melbourne  
90-120 Swanston Street  
Melbourne VIC 3000

Our ref: TXR1/NXS  
Matter no: 9613710

**By email: Robert.Moore@melbourne.vic.gov.au**

Dear Mr Moore

**Melbourne Metro Rail Project  
Environment Effects Statement Inquiry  
Instructions for expert evidence**

We are assisting the City of Melbourne (**CoM**) finalise its submission to the Inquiry on the Environment Effects Statement (**EES**) and the Advisory Committee for the Planning Scheme Amendment (**PSA**), both in respect of the Melbourne Metro Rail Project.

Thank you for agreeing to prepare and present expert evidence at the joint Inquiry and Advisory Committee for CoM.

**What is your evidence about?**

CoM requires that you prepare and present expert evidence in relation to consideration of the urban design associated with:

- visual impacts of construction and completed project,
- CoM road reserve infrastructure;
- compliance with regulation;
- pedestrian traffic (including relationship with access to station precincts); and
- necessary reconstruction / amendments to roads, footpaths, drainage, vegetation, public lighting and related infrastructure.

**Timeline**

The public hearing of the Inquiry will commence on 22 August 2016, running for approximately six weeks. You will be advised of the venue and the time that you will be required to attend the hearing in order to present your evidence, as soon as CoM receive the indicative timetable.

Any expert evidence to be presented at the Inquiry requires the submission of a detailed written report by **12 August 2016**.

CoM currently expects to call approximately 12 experts in 10 different fields (with 9 CoM employees giving evidence). With the tight timeframes for preparation and submission of the evidence, this process requires considerable internal coordination to ensure that the legal team has sufficient time to review and comment on all evidence reports before finalisation and submission.

To assist in this process of finalising the evidence reports, we ask you to have your draft evidence report ready for review by **5pm 10 August 2016** and to be available in the following

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Sydney (City and North Ryde) | Melbourne | Brisbane | Perth | Darwin | Shanghai  
ABN 29 944 936 306 | [www.hunthunt.com.au](http://www.hunthunt.com.au)  
Liability limited to a scheme approved under Professional Standards Legislation

 INTERLAW.

days to finalise your report. Smaller reports are required to be ready first as the larger reports will require more time to prepare.

Your draft report should be emailed in Word format to Karen Snyders [Karen.Snyders@melbourne.vic.gov.au](mailto:Karen.Snyders@melbourne.vic.gov.au) and Nick Sissons [nsissons@huntvic.com.au](mailto:nsissons@huntvic.com.au) as soon as it is ready for review.

Please be assured that you have the support from the CoM Directors and Managers for you to dedicate your time to this process without delay so that a unified approach is presented from the CoM by having all expert evidence reports ready on time.

### **What is required?**

We understand that this may be first time that you are being required to present expert evidence to an Inquiry or Advisory Committee. To assist you in preparing your evidence report we suggest that you review the Planning Panel Victoria's Guide to Expert Evidence ([http://www.dtpli.vic.gov.au/\\_data/assets/word\\_doc/0017/231263/G2-Guide-to-Expert-Evidence-April-2015.DOCX](http://www.dtpli.vic.gov.au/_data/assets/word_doc/0017/231263/G2-Guide-to-Expert-Evidence-April-2015.DOCX)). This guide provides useful information to assist in preparing evidence reports. Other useful guides from Planning Panels Victoria about the general process are also available online (<http://www.dtpli.vic.gov.au/planning/panels-and-committees/planning-panel-guides>).

Please note that whilst you are employed by the CoM, you are being asked to present expert evidence as a professional with suitable experience and qualifications in your field. This means that you must present your professional opinion on the matters that have been advanced by the CoM in its submission on the EES and PSA. You must also ensure that you comment only on matters that are within your field of expertise and matters that are within the EES and PSA. You can reference any existing publicly available material, reports, studies or policy as support or justification for your opinions but you must not reference any confidential information of the CoM.

The joint Inquiry and Advisory Committee requires that CoM provide it with copies of any referenced materials in any expert evidence statements. Accordingly, please provide a copy or external web link to any reports, studies or policy that you have referenced so that we can compile a complete list of reference materials for submission to the joint Inquiry and Advisory Committee.

We also understand that you may have been involved in other aspects of this project whilst performing your role at CoM and you may have previously worked directly with the 'CoM and Melbourne Metro Rail Authority' working group. As part of your evidence that you are being asked to prepare, you are not required to comment on any information, designs or other discussions that are not specifically included within the EES or PSA and CoM submission. Of course, when discussing alternative options or deficiencies, it may be a matter of professional opinion if you believe that the EES or PSA has left out other relevant considerations that should be raised for consideration.

Generally, you have a duty to the joint Inquiry and Advisory Committee to ensure that your report complies with the content and form requirements of Planning Panel Victoria's Guide to Expert Evidence.

### **Consistency of format for CoM staff expert evidence reports**

You should have regard to the CoM submission on the EES and PSA. We ask that you structure your expert evidence in a manner that uses or aligns with the following precincts or subject areas where possible:

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1. Fawkner Park and the Domain.
2. Tunnel Alignment and Emergency Access.
3. Western Portal (Kensington).
4. Arden Station Precinct.
5. Parkville Station Precinct.
6. CBD North Station Precinct.
7. CBD South Station Precinct.
8. Domain Station Precinct.
9. Noise and Vibration.
10. Planning Scheme Amendment.

Within any given precinct, we ask you to provide an opinion on any relevant options, issues or deficiencies that have been raised in the CoM submission. If you intend to stray from the substance of the CoM submission, please only do so after confirming this with Karen or myself.

There may also be an obligation on witnesses to attend a conclave of like-minded experts in order to help draft a statement setting out where the respective witnesses agree and disagree. We will provide you with further information about this as it comes to hand.

This approach will ensure consistency in the CoM evidence and enable Council's legal advocates to focus on a precinct by precinct basis in presentation of the CoM submissions during the Inquiry. It will also assist Council's legal advisors determining if aspects of your evidence has been addressed by other submitters.

We have provided you with an example word template document that can be used to assist you in drafting your expert evidence if you require. However, this is not intended as a one size fits all and you should structure your statement in any manner that assists in providing a clear and concise opinion on the points raised in the CoM Submission.

#### **Presentation to joint Inquiry and Advisory Committee**

Generally it should be assumed that the joint Inquiry and Advisory Committee members and all other participants have read your statement.

CoM will be strictly limited in its time allocated to present its submission to the joint Inquiry and Advisory Committee.

Accordingly, we ask that you prepare a short 20 minute presentation of the key issues in your statement. If you believe that you need more than this time please see us as soon possible so that we can discuss requirements with you directly. You may wish to use an example to highlight any particular concerns. You will also be asked questions, so please keep your presentation short and concise.

If you intend to use PowerPoint to present your key points at the hearing, please discuss this with us. Any PowerPoint presentation you wish to use must be finalised at the same time as your draft statement of evidence as it will need to be submitted with your statement of evidence.

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You should attend the hearing with your statement and all copies of any reference material that you have referenced. All documents will need to be tendered electronically in advance of the hearing.

**Further information**

You will find links to the documents of the EES and PSA as follows:

EES - <http://metrotunnel.vic.gov.au/ees>

PSA - <http://metrotunnel.vic.gov.au/ees/planning-scheme-amendment>

Please do not hesitate to contact Karen Snyders [Karen.Snyders@melbourne.vic.gov.au](mailto:Karen.Snyders@melbourne.vic.gov.au) or Nick Sissons [nsissons@huntvic.com.au](mailto:nsissons@huntvic.com.au) if you require any further information about this process.

Yours faithfully

**Hunt & Hunt**



**Nick Sissons**  
Associate

Contact:  
Nick Sissons  
D +61 3 8602 9357  
E [nsissons@huntvic.com.au](mailto:nsissons@huntvic.com.au)

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