

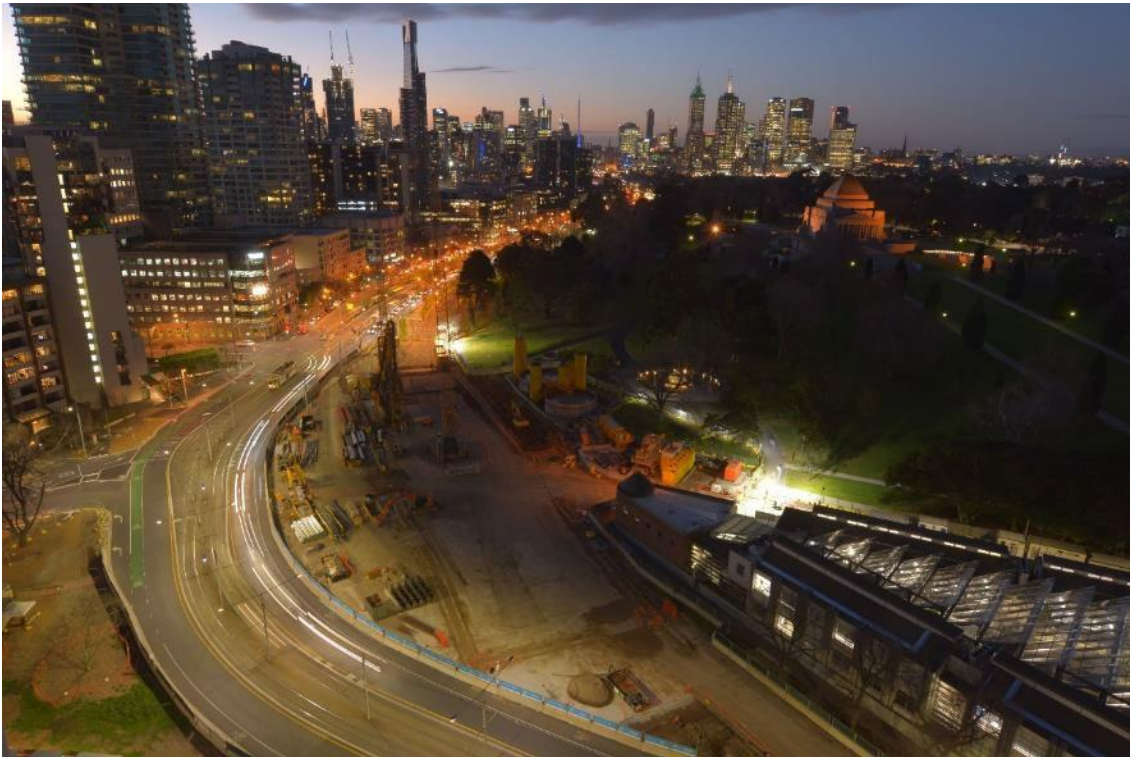


CBD SOUTH PRECINCT DEVELOPMENT PLAN

TAS-CYP-CBS-ZWD-PLA-XLP-TSC-X0001

REV K AMENDMENT – MINISTERIAL SUBMISSION

Friday, 25 October 2024



ACKNOWLEDGMENT TO COUNTRY

We acknowledge the land on which the Metro Tunnel Project is being delivered, is the traditional land for the People of the Kulin Nation. We respect their spiritual beliefs and acknowledge their ongoing connection with their Country.

We would also like to pay our respect to Elders past, present and future.

DOCUMENT CONTROL AND AMENDMENT

The current reviewed and approved version of this Plan is available on IMS for all project personnel to access. Downloaded Plans are deemed uncontrolled and it is the responsibility of the user to ensure they are using the latest revision. The responsibility for maintenance, review, update and approval of this Plan is as per the Delegation of Authority Matrix. All changes to this document are noted.

Document Number	
Document Title	CBD South Precinct Development Plan
Document Path	Cross Yarra Partnership
Document Template	Management Plan Template

SUBMISSION AND UPDATING

The submission and update of this plan is as per PS&TR Volume 2 Part C, Annexure 1 Management Plans.


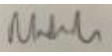

Time for Submission	Period for Update	Update Interval
On or before Financial Close	From initial submission until the end of the D&C Phase	6 monthly

REVISION RECORD

Revision	Date	Reason for Issue	Prepared by
A	25/10/2017	Stakeholder consultation	Madeleine Alafaci
B	27/11/2017	Public display	Madeleine Alafaci
C	30/01/2018	For submission to the Victorian Government for review	Jenna Beckett
D	16/02/2018	For submission to the Minister for Planning	Jenna Beckett
E	1/04/2022	Amendment: Stakeholder Consultation Draft	Elif Aygun
F	11/05/2022	Amendment: Draft for Public Display	Elif Aygun
G	28/06/2022	Amendment: Review by Victorian Government Development Plan Review Committee	Sabrina Chapman

H	3/08/2022	Amendment: Ministerial Submission	Elif Aygun
I	25/10/2023	Minor Amendment – Ministerial Submission	Camila Eviston
J	09/07/2024	Minor Amendment – Ministerial Submission	Camila Eviston
K	25/10/2024	Minor Amendment – Ministerial Submission	Camila Eviston

APPROVALS

Name	Signature	Date
Camila Eviston		25/10/2024
Mat Peel		25/10/2024
Caitlin Jackson		25/10/2024

DEFINITIONS

STANDARD TERMS AND DEFINITIONS

Term	Definition
Project	The Metro Tunnel Project (MTP)
Company	Cross Yarra Partnership (CYP)
Client	Metro Tunnel Project Office (MTPO)
Package Contractors	Contractors for the Early Works, TAS PPP, RSA and RIA work Packages in the Metro Tunnel Project
TAS Package	The Tunnel and Stations PPP Package (CYP's project)

ABBREVIATIONS

Term	Definition
ARI	Average Recurrence Interval
CBD	Central Business District
CoM	City of Melbourne
CPTED	Crime Prevention Through Environmental Design
CYP	Cross Yarra Partnership
DoT	Department of Transport
DPRC	Development Plan Review Committee
DSAPT	Disability Standards for Accessible Public Transport
EES	Environment Effects Statement
EMF	Environmental Management Framework
EPA	Environment Protection Authority Victoria
EPR	Environmental Performance Requirements
GFRC	Glass Fiber Reinforced Concrete
HV	Heritage Victoria
MTPO	Metro Tunnel Project Office
OVGA	Office of Victorian Government Architect

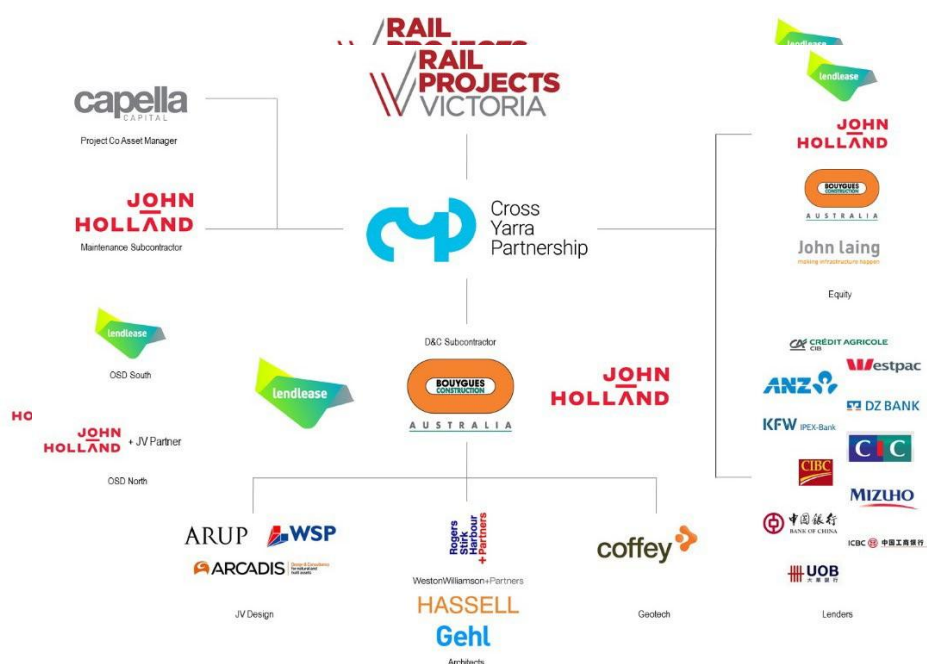
Term	Definition
PS&TR	Project Scope and Technical Requirements
PSA	Planning Scheme Amendment
PTV	Public Transport Victoria
TfV	Transport for Victoria
The Project	The Metro Tunnel, or The Metro Tunnel Project
UDAAP	Urban Design Architectural Advice Panel
UDS	Urban Design Strategy
WSUD	Water Sensitive Urban Design

PROJECT AND SCOPE

The Metro Tunnel Project is one of the largest transport infrastructure projects ever undertaken in Australia. It will deliver twin nine kilometre rail tunnels from Kensington to South Yarra as part of a new end-to-end Sunshine to Dandenong line. In addition to the tunnel, new underground stations will be established at the Arden, Parkville, and Domain precincts and two new stations in the CBD precinct.



CONSORTIUM STRUCTURE



CONTENTS

EXECUTIVE SUMMARY	9
1. INTRODUCTION.....	14
1.1. PURPOSE OF THIS DEVELOPMENT PLAN.....	14
1.2. INCORPORATED DOCUMENT CONDITIONS.....	15
1.3. COMMUNITY AND STAKEHOLDER ENGAGEMENT	17
1.3.1. EARLY ENGAGEMENT AND PUBLIC DISPLAY PERIOD.....	17
1.3.2. STAKEHOLDER ENGAGEMENT DURING DETAILED DESIGN	19
2. SITE CONTEXT	22
2.1. BROADER CONTEXT AND STRATEGIC POSITIONING	22
2.2. HISTORICAL AND NATURAL CONTEXT.....	23
2.3. EXISTING SITE CONDITIONS	23
3. SCOPE OF WORKS IN CBD SOUTH PRECINCT	24
4. DESIGN RESPONSE.....	27
4.1. DESIGN DEVELOPMENT.....	27
4.2. DESIGN PRINCIPLES FOR METRO TUNNEL.....	29
4.2.1. VISION AND KEY DIRECTIONS	29
4.2.2. PRECINCT-SPECIFIC DESIGN ISSUES FOR CBD SOUTH PRECINCT.....	31
4.3. CONSISTENCY WITH URBAN DESIGN STRATEGY	31
4.3.1. ARCHITECTURAL RESPONSE	34
4.3.2. LANDSCAPE RESPONSE	39
4.3.3. PUBLIC REALM RESPONSE.....	40
4.3.4. COMMUNITY EXPERIENCE.....	42
4.3.5. LIGHTING.....	48
4.3.6. SIGNAGE	48
4.3.7. ANCILLARY FEATURES.....	49
4.3.8. MATERIALS AND FINISHES.....	49
4.3.9. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN.....	49
4.4. CONSISTENCY WITH ENVIRONMENTAL MANAGEMENT FRAMEWORK.....	52
4.4.1. AQUATIC ECOLOGY AND RIVER HEALTH.....	53
4.4.2. ARBORICULTURE	53
4.4.3. HISTORICAL CULTURAL HERITAGE	55
4.4.4. LAND USE AND PLANNING	56
4.4.5. LANDSCAPE AND VISUAL.....	57
4.4.6. SOCIAL AND COMMUNITY	57
4.4.7. SURFACE WATER.....	58
4.4.8. TRANSPORT.....	58

5. CONCLUSION	61
APPENDIX A CBD SOUTH PRECINCT SITE LAYOUT PLANS	63
APPENDIX B CBD SOUTH PRECINCT ARCHITECTURAL PLANS AND ELEVATIONS	64
APPENDIX C CBD SOUTH PRECINCT LANDSCAPE PLANS AND ELEVATIONS	66
APPENDIX D CBD SOUTH PRECINCT PUBLIC REALM PLANS.....	67
APPENDIX E CBD SOUTH PRECINCT URBAN DESIGN STRATEGY GUIDELINES ASSESSMENT	68
APPENDIX F CBD SOUTH PRECINCT ENVIRONMENTAL PERFORMANCE REQUIREMENTS ASSESSMENT	69

Figures

- Figure 1: Development Plan consultation process (blue refers to Early Engagement, orange refers to Public Display Period, and green refers to Stakeholder Engagement during detailed design)
- Figure 2: CBD South precinct five minute walkable catchment
- Figure 3: CBD South precinct works
- Figure 4: CBD South precinct components and station entries
- Figure 5: Town Hall Station – entry on corner of Flinders and Swanston streets
- Figure 6: Town Hall Station – City Square entry on the corner of Swanston and Flinders streets
- Figure 7: Town Hall Station –Federation Square entry
- Figure 8: CBD South user experience diagram
- Figure 9: Pedestrian network at CBD South precinct
- Figure 10: Bicycle facilities at CBD South precinct
- Figure 11: Transport integration at CBD South precinct
- Figure 12: Indicative material and finishes palette for Town Hall Station

Tables

- Table 1: Response to conditions of the Incorporated Document
- Table 2: CYP public realm principles integrated in CBD South precinct
- Table 3: Urban Design Strategy design objectives by sub-precinct for CBD South
- Table 4: Summary of MTPO’s Environmental Management Framework
- Table 5: Design response to relevant aquatic ecology and river health EPRs
- Table 6: Design response to relevant arboriculture EPRs
- Table 7: Design response to relevant historical cultural heritage EPRs
- Table 8: Design response to relevant land use and planning EPRs
- Table 9: Design response to relevant landscape and visual EPRs
- Table 10: Design response to relevant social and community EPR
- Table 11: Design response to relevant surface water EPRs
- Table 12: Design response to relevant transport EPRs

EXECUTIVE SUMMARY

Cross Yarra Partnership (CYP) has been contracted by Metro Tunnel Project Office (MTPO) to design, build and maintain the stations and tunnels for the Metro Tunnel Project (the Project). The Project includes:

- Twin nine-kilometre rail tunnels from the west of the city to the south-east as part of a new Sunbury to Cranbourne/Pakenham line
- Five new underground stations: Arden Station, Parkville (under Grattan Street) Station, State Library Station (at the northern end of Swanston Street), Town Hall Station (at the southern extent of Swanston Street) and Anzac Station (under Domain Interchange on St Kilda Road)
- A new Intake Substation at Arden and the two tunnel portals at South Yarra (Eastern Portal) and South Kensington (Western Portal).

The CBD South precinct is the southern gateway to the Melbourne CBD. CYP's design reflects a reimagined city entry that draws together Melbourne's great cultural and civic buildings in a majestic pedestrian precinct.

Town Hall Station and the surrounding public realm effectively becomes the basis for an evolution for this cultural and civic heart of Melbourne. The station access will feed key civic and cultural attractions such as the National Gallery of Victoria, Australian Centre for the Moving Image, the Arts Centre, the Regent Theatre, the Melbourne Town Hall, Federation and City Square, and the historic St Paul's Cathedral.

This CBD South Precinct Development Plan presents the scope and extent of the built form of CYP's works in the CBD South precinct, including the new Town Hall Station from the station entrances to the ticket gate. This Development Plan is a requirement of Clause 4.7 of the *Melbourne Metro Rail Project Incorporated Document* (the Incorporated Document), which requires Development Plans be prepared for each of the five stations, two portals and any other above ground works or structures that are part of the Project. This Development Plan must be submitted to, and approved by, the Minister for Planning.

This Development Plan does not include the potential over-site development at Town Hall Station, which is subject to a separate planning process (*Over Site Development Incorporated Document 2017*).

The Project has already undergone an extensive and robust planning assessment process. As part of this, MTPO published an Environment Effects Statement (EES) and draft Planning Scheme Amendment that included an integrated assessment of the potential environmental, social, economic and planning impacts of the Project, and the approach to managing these impacts.

In developing the EES, MTPO undertook a comprehensive engagement program to seek input from stakeholders and the community. This included stakeholders and the community having the opportunity to provide formal submissions during a public exhibition period, which were then presented to an Inquiry and Advisory Committee. This committee then considered the EES and submissions, and prepared a report for the Minister for Planning.

In December 2016, the Minister for Planning released his Assessment of the environmental effects of the Project. The Minister subsequently approved a Planning Scheme Amendment for the Project, which inserted the Incorporated Document into the Melbourne, Port Phillip, Stonnington and Maribyrnong Planning Schemes.

In accordance with Clause 4.7 of the Incorporated Document, this plan includes:

- Site layout plan (Appendix A CBD South Precinct Site Layout Plans)
- Architectural plans and elevations (Appendix B CBD South Precinct Architectural Plans)
- Landscape plans (Appendix C CBD South Precinct Landscape Plans)
- Public realm plans and elevations (Appendix D CBD South Precinct Public Realm Plans)

- An explanation demonstrating how this Development Plan is in accordance with the approved Urban Design Strategy (refer to Section 4.3 and Appendix E CBD South Precinct Urban Design Strategy guidelines assessment)
- An explanation demonstrating how this Development Plan is in accordance with the approved Environmental Management Framework particularly the Environmental Performance Requirements (refer to Section 4.4 and Appendix F CBD South Precinct Environmental Performance Requirements assessment).

The CYP design for the CBD South precinct has incorporated feedback from a range of stakeholders, including relevant stakeholders identified in the Incorporated Document. These stakeholders included the Office of the Victorian Government Architect, City of Melbourne, Heritage Victoria, Department of Transport (previously Transport for Victoria, VicRoads and Public Transport Victoria) and Melbourne Water.

In accordance with the Incorporated Document, the CBD South Precinct Development Plan was made available for a 15-business day public display period during the below dates:

- Monday 27 November 2017 until Friday 15 December 2017
- Wednesday 11 May 2022 to Wednesday 1 June 2022

During this time, it was available on the Metro Tunnel website along with an opportunity to provide written comments. The community and stakeholders were invited to discuss all five station precincts at all nine community sessions held during the public inspection period.

The previous version of this CBD South Precinct Development Plan was approved by the Minister for Planning on 15 August 2024. In accordance with Condition 4.7.8 of the Project's Incorporated Document, CYP is seeking to amend this Development Plan.

The amendment to this Development Plan improve the design in line with the design principles for the Metro Tunnel Project and include minor changes to the architectural layout, landscape design and public realm components of the Project.

Consultation with key stakeholders has been ongoing during the preparation of these amendments. This includes Heritage Victoria, Office of Victorian Government Architect (OVGA), City of Melbourne, Department of Transport, Melbourne Water and MTPO.

This Development Plan presents the scope and extent of the built form of CYP's works in the CBD South precinct with associated construction works to occur within the Project Land boundary and construction impacts to be managed in accordance with the approved Environmental Management Framework. This includes separately prepared Environmental Management Systems, Construction Environmental Management Plans, Site Environmental Implementation Plans and aspect-specific management plans (as specified in the approved Environmental Performance Requirements).

CHANGE REGISTER

In accordance with Clause 4.7.8 of the Incorporated Document, an amendment is sought to this CBD South Precinct Development Plan.

The Project’s design has developed through an iterative process informed by phases of specialist technical assessment integrated with stakeholder and community engagement. This has included public exhibition of the concept design as part of the EES and public display of the detailed design as part of the development plan.

Design development has continued, with CYP preparing approximately 450 Design Packages that relate to specialist technical disciplines and geographic areas. In accordance with the project contract, Design Packages have been reviewed by MTPO and the Independent Reviewer, and subject to specified consultation with relevant stakeholders such as the Office of the Victorian Government Architect, City of Melbourne, Department of Transport, Melbourne Water and Heritage Victoria.

Design development has led to minor changes to the architectural layout, landscape and public realm design of the proposed CBD South precinct.

Table 1 provides an overview of the changes to the architectural layout, landscape and public realm design of the proposed CBD South Precinct Development Plan and where these are documented within this CBD South Precinct Development Plan

Table 1: Amendments to this CBD South Precinct Development Plan, since Ministerial Approval on Sunday 18 March 2018

Section	Amendment
Executive Summary	Details added to outline that this CBD South Precinct Development Plan was previously approved by the Minister for Planning on Sunday 18 March 2018.
1 Introduction	Details added to outline that this CBD South Precinct Development Plan was previously approved by the Minister for Planning on Sunday 18 March 2018 and that CYP are now seeking an amendment to this Development Plan
1.2 Incorporated Document conditions	Table 2 Clauses 4.7.5, 4.7.6, 4.7.7 and 4.7.8 responses amended to reflect the revised Incorporated Document (May 2018), CBD South Precinct Development Plan approval process to date and the amendment going forward.
1.3.2 Stakeholder engagement during detailed design	New section added to outline stakeholder engagement post-Ministerial Approval of this CBD South Precinct Development Plan, and during detailed design
Figure 1	Updated to include the additional consultation process post-Ministerial Approval of this CBD South Precinct Development Plan
Figure 3	Figure updated to reflect the revised design
4.1 Design development	Updated to reflect that some amendments have been made to the design since the approval of this CBD South Precinct Development Plan by the Minister for Planning Details have been added regarding the amendments including a list of changes to the architectural layout, landscape design and public realm components of the Project Changes can be found in Appendix B: Architectural Plans, Appendix C: Landscape Plans and Elevations and Appendix D: Public Realm Plans.
Figure 4	Figure updated to reflect the revised design

<p>4.3.1 Architectural response</p>	<p>Updated to reflect the changes to the architectural design including updates to the City Square entrance, Federation Square entrance, and Flinders over site development (OSD) station entry. More broadly, the Flinders OSD includes development of an office building above the station (OSD – by others) that is integrated with the station entry and critical station infrastructure. The critical infrastructure includes tunnel exhaust, ventilation and cooling systems, plant rooms and shared loading facilities for retail (on Royston Place). The cooling tower for the station has been relocated to the western side of the Flinders OSD. The design of these elements has been coordinated with the OSD Developer.</p> <p>The Flinders OSD station entry also includes the redesign of the station canopy at the piazza, separate entries are provided for concourse level Basement 2 amenities, and the ground floor ceiling material has changed from Glass Fiber Reinforced Concrete (GFRC) to metal panels.</p> <p>The design also includes amendments to the Dangerfield laneway, including ramp access works, ceiling treatments and rear building modifications (Refer to TAS-HWW-CBS-ZWD-DRG-ARC-TSC-A744029-DP and TAS-CYP-CS-00-DRG-ARC-CBS-742002-DP).</p> <p>Changes can be found in Appendix B: Architectural Plans.</p>
<p>Figure 5</p>	<p>Figure updated to reflect the revised design</p>
<p>Figure 6</p>	<p>Figure updated to reflect the revised design</p>
<p>Figure 7</p>	<p>New figure provided to show the layout of the Federation Square entry</p>
<p>4.3.2 Landscape response</p>	<p>Updated to reflect changes to the tree retention, removal and planting as part of the design development as well as changes in plant bed sizing and tree placement along the eastern side of City Square. Also includes an update on the planting concept for City Square.</p>
<p>4.3.3 Public realm response</p>	<p>Updated to outline changes to the public realm at the City Square entrance, including relocation of the reimagined Mockridge, tree planting, paving, furniture, and bike parking updates in response to the revised road and parking arrangement.</p> <p>Updated to reflect the introduction of security bollards at Federation Square and at the Flinders OSD entrance, and rainwater captured from the Federation Square station entrance roof structure has been designed to discharge into a new stormwater pit located next to the glass façade of the lift shaft. Design modification to the Commemorative Steps will also occur along the western edge of the heritage steps.</p> <p>Changes can be found in Appendix D: Public Realm Plans.</p>
<p>4.3.4.1 Universal Access</p>	<p>Updated to reflect and include the enhanced footpath on Swanston Street that forms the Disability Standards for Accessible Public Transport (DSAPT) route, as this route accommodates for universal access requirements as well as being generous in footpath width.</p>
<p>4.3.4.3 Bicycle access</p>	<p>Updated to reflect changes to bike parking numbers. 62 new bike parking spaces will be provided</p>
<p>4.3.4.4 Transport integration</p>	<p>Updated to reflect changes to the location of loading bays, including one located at the Flinders OSD station building and another provided at City Square along Flinders Lane, east of Swanston Street. Updated to outline the location of the rail replacement bus bay has shifted to St Kilda Road.</p>

4.3.5 Lighting	Updated to outline lighting updates to City Square, including feature lighting to some of the terrace edges.
4.3.8 Materials and finishes	Updated to include detail on the addition of colour to the Federation Square entrance portal structure as a station wide colour update.
Figure 12	Figure updated to reflect the revised materials and finishes.
4.4.2 Arboriculture	<p>Updated to reflect the changes to tree removal, retention and planting as follows:</p> <ul style="list-style-type: none"> • 26 trees are proposed for removal for the Project, noting measures taken to avoid tree removals during detailed design and ongoing in construction • 43 trees are proposed to be planted within the CBD South precinct, noting planting is informed by tree removals with measures to avoid tree removals ongoing in construction.
Appendix A	Drawings updated to reflect the revised design.
Appendix B	Drawings updated to reflect the revised design. Notes have been removed from Campbell Arcade architectural plans as relevant approvals have now been obtained
Appendix C	Drawings updated to reflect the revised design.
Appendix D	Drawings updated to reflect the revised design.
Appendix E	Responses to the Urban Design Strategy updated to reflect the revised design.
Appendix F	Responses to the Environmental Performance Requirements updated to reflect the revised design.

1. INTRODUCTION

Cross Yarra Partnership (CYP) has been contracted by Metro Tunnel Project Office (MTPO) (a division of the Major Transport Infrastructure Authority, an administrative office in relation to the Department of Transport) to design, build and maintain the stations and tunnels for the Metro Tunnel Project (the Project). The Project includes:

- Twin nine-kilometre rail tunnels from the west of the city to the south-east as part of a new Sunbury to Cranbourne/Pakenham line
- Five new underground stations: Arden Station, Parkville (under Grattan Street) Station, State Library Station (at the northern extent of Swanston Street), Town Hall Station (at the southern extent of Swanston Street and Anzac Station (under Domain Interchange on St Kilda Road)
- A new Intake Substation at Arden and the two tunnel portals at South Yarra (Eastern Portal) and South Kensington (Western Portal).

The Project has already undergone an extensive and robust planning assessment process. As part of this, MTPO published:

- An Environment Effects Statement (EES) that included an integrated assessment of the potential environmental, social, economic and planning impacts of the project, and the approach to managing these impacts
- A Draft Planning Scheme Amendment (PSA) that detailed changes to the Planning Scheme that were recommended to protect the tunnels, stations and associated infrastructure and guide future development in their vicinity.

In developing these, MTPO undertook a comprehensive engagement program to seek input from stakeholders and the community. This included stakeholders and the community having the opportunity to provide formal submissions during a public exhibition period, which were then presented to an Inquiry and Advisory Committee. This committee then considered the EES and submissions, and prepared a report for the Minister for Planning.

In December 2016, the Minister for Planning released his Assessment of the environmental effects of the Project. The Minister subsequently approved a Planning Scheme Amendment for the project, which inserted the *Melbourne Metro Rail Project Incorporated Document* (the Incorporated Document) into the Melbourne, Port Phillip, Stonnington and Maribyrnong Planning Schemes.

As a condition of the Incorporated Document, a Development Plan must be approved by the Minister for Planning for each of the five stations, two portals, rail turnback at West Footscray Station and any other above ground works or structures that are part of the Project.

The previous version of this CBD South Precinct Development Plan was approved by the Minister for Planning on Thursday 15 August 2024. Under the Project's Incorporated Document, and in accordance with Clause 4.7.8, CYP is seeking an amendment to this CBD South Precinct Development Plan.

1.1. PURPOSE OF THIS DEVELOPMENT PLAN

This CBD South Precinct Development Plan presents the scope and extent of the built form of CYP's works in the CBD South precinct, including the new Town Hall Station from the entrances to the ticket gate. This Development Plan does not include the potential over-site development (Flinders OSD) at Town Hall Station, which is subject to a separate planning process, but it demonstrates integration with OSD to ensure a seamless design response. In accordance with Clause 4.7.3 of the Incorporated Document, this plan includes:

- Site layout plans
- Architectural, landscape and public realm plans and elevations including lighting, signage, pedestrian access, bicycle access and other ancillary facilities

- An explanation demonstrating how this Development Plan is in accordance with the relevant sections of the approved Urban Design Strategy and Environmental Management Framework particularly the Environmental Performance Requirements.

1.2. INCORPORATED DOCUMENT CONDITIONS

The use and development permitted by the Incorporated Document must be undertaken in accordance with the stated conditions, including Clause 4.7 that requires Development Plans be prepared prior to the commencement of any relevant development. Table 2 provides a response against each requirement of Clause 4.7 for this Development Plan.

Table 2: Response to conditions of the Incorporated Document

Clause	Conditions	Response
4.7.1	<p>Subject to Clause 4.13, a Development Plan must be approved by the Minister for Planning for development that relates to each of the following:</p> <ul style="list-style-type: none"> a) Western tunnel portal b) Eastern tunnel portal c) Arden (North Melbourne) Station d) Parkville Station e) State Library Station f) Town Hall Station g) Domain (Anzac) Station h) Rail turnback at West Footscray Station i) Any other above ground works or structures that are part of the Project. <p>*Clause 4.13 relates to Project preparatory works and are subject to separate approval requirement.</p>	<p>This CBD South Precinct Development Plan presents the scope and extent of the built form of CYP's works in the CBD South precinct, including the new Town Hall Station from the entrances to the ticket gate.</p>
4.7.2	<p>A Development Plan must address works that are associated with each of the items listed in Clause 4.7.1. A Development Plan for a station must address underground areas from the station entrance to the ticket gate.</p>	<p>CYP's works to the ticket gate are described in Section 3 and the drawings in Appendix A CBD South Precinct Site Layout Plans, Appendix B CBD South Precinct Architectural Plans, Appendix C CBD South Precinct Landscape Plans and Appendix D CBD South Precinct Public Realm Plans.</p>
4.7.3	<p>A Development Plan must include:</p>	
	<ul style="list-style-type: none"> a) A site layout plan/s 	<p>Site layout plans in Appendix A CBD South Precinct Site Layout Plans.</p>
	<ul style="list-style-type: none"> b) Architectural, landscape and public realm plans and elevations including lighting, signage, pedestrian access, bicycle access and other ancillary facilities 	<p>Architectural plans in Appendix B CBD South Precinct Architectural Plans.</p> <p>Landscape plans in Appendix C CBD South Precinct Landscape Plans.</p> <p>Public realm plans in Appendix D CBD South Precinct Public Realm Plans.</p>
	<ul style="list-style-type: none"> c) An explanation demonstrating how the Development Plan (including materials and external finishes) is in accordance with the approved Environmental Performance Requirements included within the Environmental Management Framework. 	<p>Consistency with Urban Design Strategy in Section 4.3 and Appendix E CBD South Precinct Urban Design Strategy guidelines assessment.</p> <p>Consistency with Environmental Management Framework in Section</p>

Clause	Conditions	Response
		4.4 and Appendix F CBD South Precinct Environmental Performance Requirements assessment.
4.7.4	<p>Prior to submission of a Development Plan to the Minister for Planning for approval under clause 4.7.1, a Development Plan must be:</p> <ul style="list-style-type: none"> a) Provided to the Office of the Victorian Government Architect and relevant council/s for consultation. b) Where relevant, provided to the Roads Corporation, Public Transport Development Authority, Melbourne Water and Heritage Victoria for consultation. c) Made available for public inspection and comment on a clearly identifiable Project website for 15 business days. The website must set out details about the entity and contact details to which written comments can be directed during that time and specify the time and manner for the making of written comments. <p>For the avoidance of doubt, consultation in accordance with (a) and (b) can occur prior to or after the public inspection and comment period in (c).</p> <p>Before, or on the same day as a Development Plan is made available in accordance with Clause 4.7.4(c), a notice must be published in a newspaper generally circulating in the area to which a Development Plan applies informing the community of the matters set out in Clause 4.7.4(c).</p>	Stakeholder and community consultation is outlined in Section 1.3.
4.7.5	A Development Plan submitted to the Minister for Planning for approval under clause 4.7.1 must be accompanied by all written comments received under clause 4.7.4 and a summary of consultation and response to issues raised during the consultation.	<p>Architectural plans and elevations in Appendix B CBD South Precinct Architectural Plans</p> <p>Landscape plans and elevations in Appendix C CBD South Precinct Landscape Plans</p>
4.7.6	Before deciding whether to approve a Development Plan under clause 4.7.1, the Minister for Planning must consider all written comments received under clause 4.7.4 and the consultation and response summary provided under clause 4.7.5.	<p>Public realm plans in Appendix D CBD South Precinct Public Realm Plans</p> <p>Consistency with Urban Design Strategy in Section Appendix E CBD South Precinct Urban Design Strategy guidelines assessment</p> <p>Consistency with Environmental Management Framework in Section Appendix F CBD South Precinct Environmental Performance Requirements assessment</p>
4.7.7	A Development Plan must be approved by the Minister for Planning prior to the commencement of any development relating to an item in Clause 4.7.1, except for Early Works that are carried out in accordance with Clause 4.10.	<p>The CBD South Precinct Development Plan was approved by the Minister for Planning on Sunday 18 March 2018. Following the approval of the Development Plan, CYP commenced works on the CBD South precinct.</p> <p>Early works was undertaken in accordance with Clause 4.10 and preparatory works undertaken in accordance with Clause 4.13.</p>
4.7.8	A Development Plan may be prepared and approved in stages or parts, and may be amended from time to time with the approval of the Minister for Planning. The Minister must require an application for approval of an amendment to a	This Development Plan presents the built form of CYP's works in the CBD South precinct.

Clause	Conditions	Response
	<p>Development Plan to comply with the requirements of clauses 4.6.3, 4.6.4, 4.6.5 and 4.6.6 unless, in the opinion of the Minister:</p> <p>a) the proposed amendment:</p> <p>i. does not result in a material detriment to any person; or</p> <p>ii. a person who may suffer a material detriment as a result of the Minister's approval of the amendment has already been sufficiently consulted in respect of the amendment; and</p> <p>b) any amendment does not involve any change to an approved Environmental Performance Requirement.</p>	<p>CYP is seeking an amendment to the CBD South Development Plan, in accordance with Clause 4.7.8, and approval will be sought from the Minister for Planning.</p>
4.7.9	<p>For land to which a Development Plan applies, development must be carried out in accordance with an approved Development Plan.</p>	<p>CYP will develop Town Hall Station in accordance with this Development Plan.</p>

1.3. COMMUNITY AND STAKEHOLDER ENGAGEMENT

The Metro Tunnel is a city-shaping project, and as such it is vital to draw on the ideas, expertise and aspirations of the community and stakeholders to inform the planning, construction and future operation of the Project. There have been two distinct periods of community and stakeholder engagement:

- The Early Engagement Period sought to gain targeted feedback from key stakeholders to help inform drafts of the Development Plan, whilst the Public Display Period sought to obtain further feedback from the broader community
- Following approval of the CBD South Development Plan on Sunday 18 March 2018, further stakeholder engagement and another Public Display Period has been undertaken during detailed design. This sought to refine any outstanding design issues with key stakeholders and feedback sought from the broader community.

1.3.1. EARLY ENGAGEMENT AND PUBLIC DISPLAY PERIOD

The consultation requirements of the Incorporated Document are shown in Figure 1. In addressing these it is important to note that MTPO has already undertaken a comprehensive engagement program to seek input from stakeholders and the community. As part of preparing the EES, stakeholders and the community had the opportunity to provide formal submissions during a public exhibition period, and these were then presented to an Inquiry and Advisory Committee. This committee then considered the EES and submissions and prepared a report for the Minister for Planning.

This CBD South Precinct Development Plan builds on that previous consultation, with CYP having already consulted with each of the relevant stakeholders identified in the Incorporated Document, being:

- Office of the Victorian Government Architect
- City of Melbourne
- Department of Transport (previously VicRoads, Public Transport Victoria and Transport for Victoria)
- Melbourne Water
- Heritage Victoria.

In accordance with the Incorporated Document requirements, the CBD South Precinct Development Plan was made available for public inspection for 15 business days from

Monday 27 November 2017 until Friday 15 December 2017 on the Metro Tunnel website along with an opportunity to provide written comments. As part of this process a notice was published in The Age and Herald Sun newspapers to inform the community on the Monday 27 November 2017.

In addition to these stakeholders, CYP consulted with other key stakeholders during design development. To date, these stakeholders include:

- Melbourne Anglican Trust Corporation (St Paul's Cathedral)
- The Westin Hotel
- Federation Square
- MTPO have established a CBD Community Reference Group (CRG), CYP is part of this engagement and presents to the CRG regarding project development at each meeting.

Several elements currently proposed in the design are directly related to consultation with the listed government agencies and community stakeholders. Through ongoing consultation, CYP has further incorporated stakeholder requirements into the precinct development plan.

During the public inspection period CYP held nine community information sessions which were located along the Project alignment. The sessions were as follows:

- Thursday 30 November 2017 – 11am – 2pm at Seasons Botanic Gardens
- Thursday 30 November 2017 – 5.30pm – 8.30pm at Seasons Botanic Gardens
- Monday 4 December 2017 – 5.30pm – 8.30pm at Meat Market
- Tuesday 5 December 2017 – 11am – 2pm at Melbourne Town Hall
- Tuesday 5 December 2017 – 5.30pm – 8.30pm Melbourne Town Hall
- Wednesday 6 December 2017 – 8am – 11am at Royal Melbourne Hospital (Melbourne Health)
- Saturday 9 December 2017 – 11am – 2pm at North Melbourne Football Club
- Monday 11 December 2017 – 11am – 2pm at the Victorian Comprehensive Cancer Centre (VCCC)
- Tuesday 12 December 2017 – 5.30pm – 8.30pm – Melbourne Town Hall.

At all nine community sessions attendees were invited to come and ask questions about the station precinct draft development plans and technical specialists were available to answer any queries. Instructions on how to access the online submission portal and paper submission copies were provided.

Three of the open community sessions were held at locations near the proposed Town Hall Station. These sessions were held at the Melbourne Town Hall, with day and night sessions on Tuesday 5th December and a night session on Tuesday 12th December. Metro Tunnel social media accounts also posted links to the draft station precinct development plans and online submission portal, and featured information on the time and locations of the community information sessions. Additionally, a session that presented this development plan was held with the CBD North and CBD South Reference Group on Friday 15th December 2017.

During the public display period 150 e-newsletters were sent out to subscribers of the Melbourne Metro project updates, which provided links to the five station precinct development plans on the MTPO website. In addition to the community information sessions and emails a further 32,500 letter drops occurred to addresses adjacent to the project.

Overall, 1,507 public submissions were received across all five station precincts and 958 of these submissions provided comments on this CBD South Precinct Development Plan.

As part of the submission to the Minister for Planning, CYP will provide all written comments received during stakeholder and community consultation, and a summary of consultation and responses to the issues and queries raised.

1.3.2. STAKEHOLDER ENGAGEMENT DURING DETAILED DESIGN

The Minister for Planning approved the CBD South Development Plan on Sunday 18 March 2018. Since approval, the design for Townhall Station has progressed through to detailed design. In accordance with the Incorporated Document, ongoing consultation has taken place with key stakeholders throughout this period through design presentations, meetings, workshops and formal design package reviews. The key stakeholders included:

- Office of the Victorian Government Architect (OVGA)
- Heritage Victoria
- City of Melbourne
- Department of Transport
- Melbourne Water
- Metro Trains Melbourne
- MTPO.

In close collaboration with the above stakeholders, a number of changes have been made to the Project to improve the design. As a result, there have been amendments to the architectural layout, landscape design and public realm components of the Project. These amendments have been made to reduce the above ground footprint, retain more greenery (26 trees require removal from the CBD South precinct, provide enhanced public realm and better integrate with the wider precinct. Consultation with key stakeholders has been ongoing during the preparation of these amendments. Section 4.1 includes a full list of those changes. Where relevant, the proposed changes have been incorporated into the Project's response to the Urban Design Strategy under the relevant sub-headings in Section 4.3.

In accordance with the Incorporated Document requirements, the amended version of this CBD South Precinct Development Plan will be made available for public inspection for 15 business days from Wednesday 11 May 2022 until Wednesday 1 June 2022. During this time, it will be available on the Engage Victoria website along with an opportunity to provide written comments.

In addition to the requirements of the Incorporated Document, CYP consulted with other key stakeholders to understand their key issues and concerns including:

- Melbourne Anglican Trust Corporation (St Paul's Cathedral)
- The Westin Hotel
- Federation Square
- ALE Group (Young and Jacksons Hotel)
- Bible House
- Ross House
- Manchester Unity
- Community Reference Group.

During the public inspection period, CYP held one online community information session. At the online information session, attendees were able to ask questions about the CBD South Precinct Development Plan and technical specialists are available to answer any queries. At the session, instructions on how to access the online submission portal were provided.

As part of the submission to the Minister for Planning, CYP will provide all written comments received during the detailed design public display period, and a summary of consultation and responses to the issues and queries raised.

Following approval of the CBD South Precinct Development Plan by the Minister for Planning on Monday 24 October 2022, a minor amendment was approved on Thursday 29 February 2024 and Thursday 15 August 2024. The detailed design process has progressed and led to minor amendments to landscape and public realm plans. As part of this process, consultation has taken place with key stakeholders on the amended materials and finishes and public realm including City of Melbourne, HV, MTPO and OVGA.

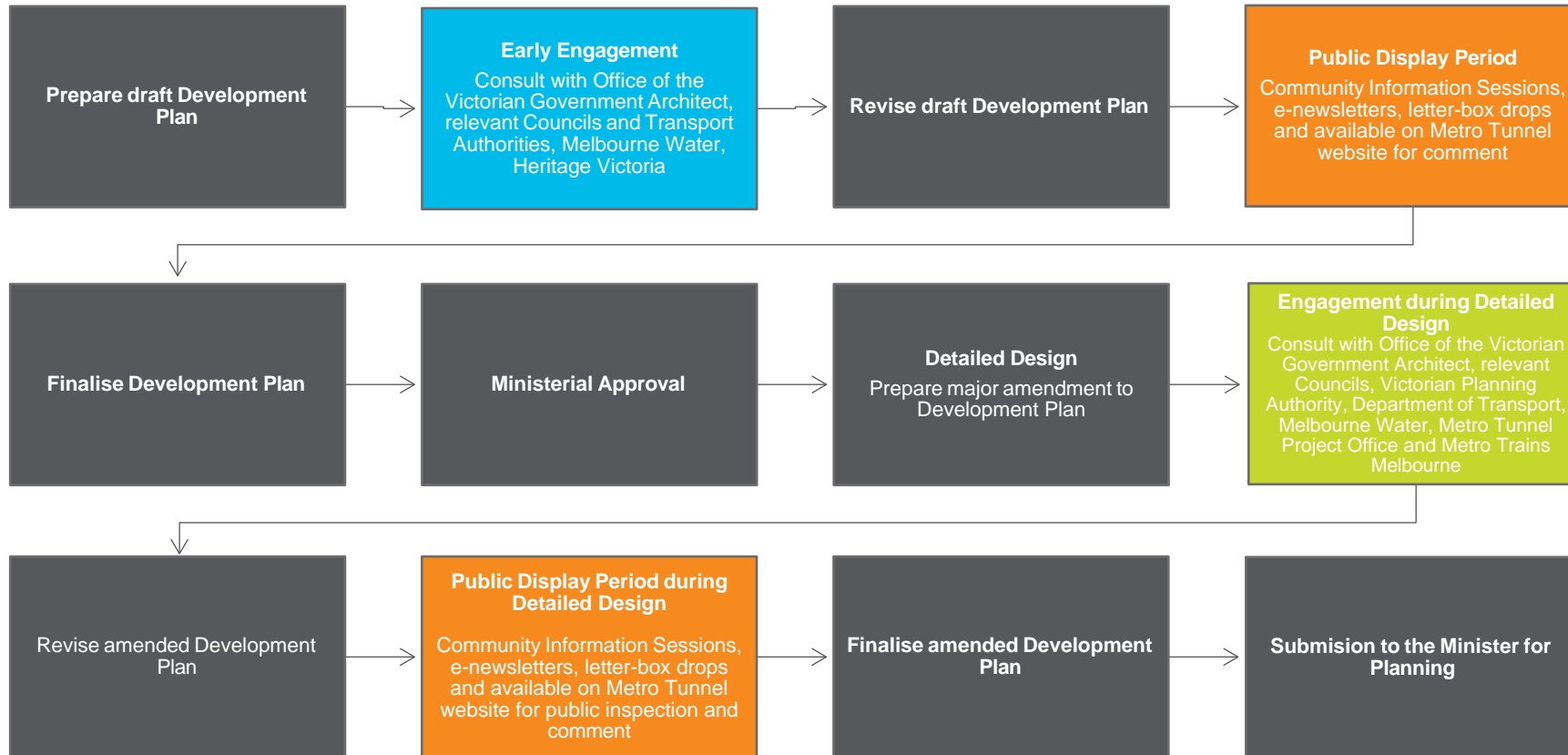


Figure 1: Development Plan consultation process (blue refers to Early Engagement, orange refers to Public Display Period, and green refers to Stakeholder Engagement during detailed design)

2. SITE CONTEXT

This section describes how the strategic, physical and natural context of the CBD South precinct has been considered in the design development process.

As an example of this context setting, Figure 2 provides a snapshot of the five minute walkable catchment from the Town Hall Station.



Figure 2: CBD South precinct five minute walkable catchment

2.1. BROADER CONTEXT AND STRATEGIC POSITIONING

The CBD South precinct lies within the City of Melbourne municipality. This precinct is the centre of the transport network containing trams, cars, bicycles and pedestrians being a vibrant cultural and civic heart of Melbourne. There will be future pressures on Flinders Street and Swanston Street (south) which will need to prioritise pedestrian, tram and bicycle movements to allow more efficient and safe movement within this public realm.

The City of Melbourne has various staged plans to manage this transition. The City of Melbourne Walking Plan 2014-2017 will facilitate key actions including: addressing pedestrian crowding around train, tram and bus stops, creating attractive, connected walking networks and reducing pedestrian delays at signalised crossings. The City of Melbourne Bicycle Plan 2016-2020 will provide for more bicycle parking spaces and maintenance stations and improving connections into and out of the city centre. In 2015, the City of Melbourne produced an integrated water cycle management plan for

sustainable water management in this catchment. The station precinct also falls within the Elizabeth Street stormwater catchment area.

The Project, which will provide more efficient, convenient and enjoyable access the city, will give impetus to these plans.

2.2. HISTORICAL AND NATURAL CONTEXT

Before the arrival of European settlers in 1835, the area around CBD South precinct was occupied by the Wurundjeri and Boonerwung Traditional Owners. The Yarra River provided a rich source of freshwater and food, with the river banks used as camping grounds and corroboree areas. Vegetation in this area would have comprised of woodland and riparian scrub (Plains Grassy Woodland - Ecological Vegetation Class (EVC) 55).

Since the 1837 Hoddle Grid, Swanston Street has provided one of the city's major north-south passages of travel. Many 19th century buildings have been preserved including its social and civic functions. It is a place of civic parades, festive events, community activities, and an everyday meeting point.

A number of Melbourne's most significant heritage buildings, dating from the 1850s to the early 21st century, are located within or close to the CBD South precinct. Some of these include: Flinders Street Railway Station Complex, St Paul's Cathedral Precinct, Flinders Gate precinct such as Young and Jackson Hotel, Nicholas Building, Ross House, Melbourne Town Hall and Administrative Building, Manchester Unity Building, Capitol Building, and Century Building.

2.3. EXISTING SITE CONDITIONS

The CBD South precinct comprises mainly of CBD (commercial, retail) land use zoning with open space/parklands located across the Yarra River in the south-east (i.e. Alexandra Gardens, Queen Victoria Gardens).

Swanston Street is the main civic spine in the CBD South precinct providing key cultural markers of Melbourne's Victoria heritage including public art, sculptures and historic buildings.

City Square sits alongside Swanston Street. Its existing form was built in the 1990s and occupied a local open space where events are staged and surrounded by nearby retail shops. It is a functional civic space which sits within heritage buildings including Melbourne Town Hall and St Paul's Cathedral, Manchester Unity Building, and the Nicholas Building.

Flinders Street is located to the south of this precinct. It is a busy hub of Melbourne containing trams, cars, bicycles and pedestrians. Federation Square and St Paul's Court sit adjacent the iconic Flinders Street Railway Station. This square is encompassed by cultural and commercial buildings with space for social gatherings and an open amphitheatre. St Paul's Court is one of the key elements of the design scheme and provides a link between the Cathedral, Flinders Street and Federation Square.

Melbourne has a network of laneways and arcades within this precinct. The Flinders Lane end of Chapter House Lane is of significant heritage value. Laneways provide connections that are alive with shopping, coffee, food, people and art. Others, which are not connected or activated, are important service lanes.

3. SCOPE OF WORKS IN CBD SOUTH PRECINCT

This CBD South Precinct Development Plan presents the scope and extent of the built form of CYP's works in the CBD South precinct, including the new Town Hall Station from the entrances to the ticket gate. Figure 3 shows these works within the CBD South precinct which includes:

- New underground train station under Swanston Street between Flinders and Collins Streets
- Underground pedestrian connection to Flinders Street Station platforms
- New station entries at the corner of Swanston and Flinders Streets, Federation Square and City Square
- The ground level of the Swanston and Flinders Street entry features a large station concourse with laneways integrated into the existing public realm, connecting to Flinders Lane, Swanston Street and Flinders Street
- Redevelopment of City Square as an open space, tree planting, seating and connection to tram stops on Swanston Street and Collins Street. Spatial provision has been made for a tenancy incorporated into the ancillary station infrastructure
- Replanting of trees along Swanston Street, Flinders Lane and along the perimeter of City Square
- Pedestrian crossing (connecting Cocker and Scott Alleys) and vehicle through-traffic in Flinders Lane
- Redesigned footpaths along Swanston Street for tram train interchange
- Provision for OSD above the station entrance including a dedicated entrance on the station ground floor to the OSD lift core.

Town Hall Station is designed to accommodate a future OSD. However, any future over-site development will be subject to a separate planning process. It should be noted however that provision for these developments are included within the station precinct architectural design responses. The images of the OSD within the architectural drawings are indicative only and not representative of any scope and extent of the built form.

This Development Plan presents the scope and extent of the built form of CYP's works for the CBD South precinct with associated construction works to occur within the Project Land boundary (refer to Appendix A CBD South Precinct Site Layout Plans) and construction impacts to be managed in accordance with the approved Environmental Management Framework (refer to Section 4.4 and Appendix E CBD South Precinct Urban Design Strategy guidelines assessment).

The CBD South precinct associated works area generally includes City Square, St Paul's Court (Federation Square), Port Phillip Arcade as well as buildings fronting Swanston Street between Flinders Street and Flinders Lane (excluding Young and Jacksons and the Nicholas Building). In addition the following road reserves are also included within the associated works area:

- Swanston Street between Collins Street and the Flinders Street tram super stop
- Flinders Street between Elizabeth Street and Hosier Lane
- Flinders Lane between Manchester Lane and Chapter House Lane
- Collins Street between Manchester Lane and Regent Place.

This associated works area is shown on the plan included in Appendix A CBD South Precinct Site Layout Plans.

As considered in the EES, the associated works within the CBD South precinct will change over time and will be characterised by the following key activities:

- **Site establishment:** Site establishment at CBD South includes set-up of site offices and staff amenities, laydown areas, and plant and equipment required for station construction. Construction sites will be established at City Square, Federation Square and within the OSD area on the corner of Flinders Street and Swanston Street (Flinders OSD)
- **Civil / Structural:** A mined cavern method will be used to construct the Town Hall Station and adits. The station will be access through excavated shafts (at City Square, Flinders OSD and Federation Square). Works will include construction of station entrances and connections to Flinders Street Station. An acoustic shed will be installed at City Square. The final phase of this stage includes associated road works for reinstatement of tram, bike and pedestrian infrastructure
- **Fit out:** This phase of the Project includes the fit out of station infrastructure, surface and subsurface levels, including ticket halls, station platforms, passenger access, emergency egress, ventilation and smoke controls, staff rooms and equipment rooms. This stage of the project also includes the landscaping of the station precinct
- **Mechanical, Electrical and Process:** This phase of the Project includes the installation of power and electrical infrastructure to the station and platforms
- **Testing and commissioning:** These works ensure that all new station infrastructure, from ticket gates and vertical transport to signalling and rolling stock (by others) meet the requirements of Victorian Rail Safety legislation and is fit for purpose on day one
- **Operation:** The operational phase of the Project will include activities associated with the day to day operation of the train station, including but not limited to, train services (by others). CYP will undertake maintenance of station assets to ensure reliability and availability of station infrastructure. CYP will hand back assets to the relevant land manager, for amongst other things, facilitation of OSD.

To manage potential impacts, CYP has prepared an Environmental Management System, Construction Environmental Management Plan and Operations Environmental Management Plan. The aspect-specific control measures are identified in a series of specific management plans with precinct specific controls identified in a Site Environmental Implementation Plan. This has been approved by MTPO and the Project's Independent Reviewer and was subject to separate stakeholder consultation requirements and reviewed by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.

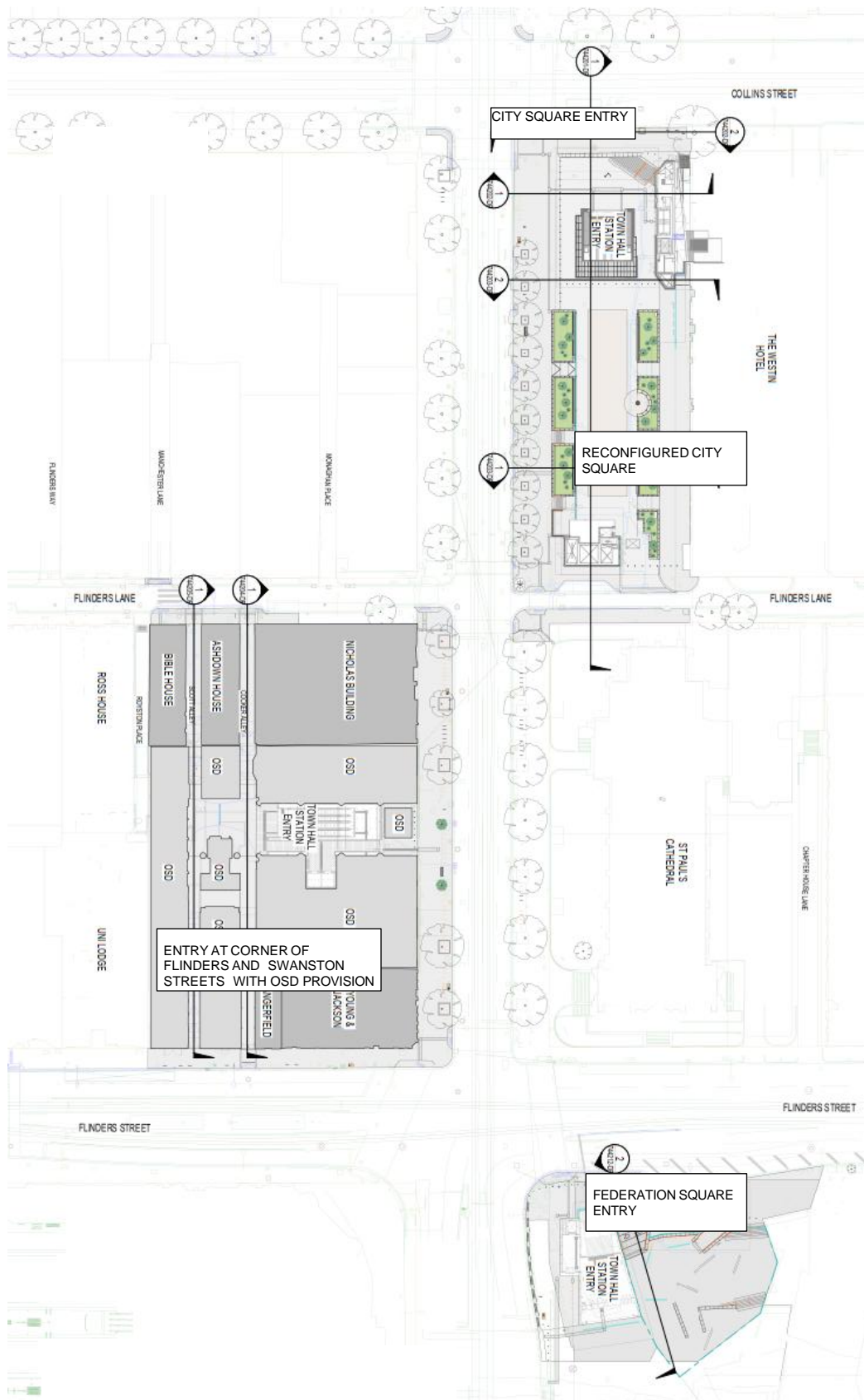


Figure 3: CBD South precinct works

4. DESIGN RESPONSE

4.1. DESIGN DEVELOPMENT

The Project's design has developed through an iterative process informed by phases of specialist technical assessment integrated with stakeholder and community engagement.

In 2016, MTPO publicly exhibited the Project concept design in the EES and as a draft Planning Scheme Amendment.

CYP's design development has been informed by the approved Planning Scheme Amendment, in particular the Incorporated Document conditions that led to the Minister for Planning approving:

- MTPO's Urban Design Strategy – the Project must be designed in accordance with the approved Urban Design Strategy. Developed by RPV with input from the OVGA, local councils and key stakeholders; the Urban Design Strategy sets out the design vision, key directions, objectives and design guidelines across the Project and for each precinct
- MTPO's Environmental Management Framework – the Project must be designed in accordance with the approved Environmental Management Framework, which provides a transparent and integrated governance framework to manage the environmental aspects of the project. This framework includes Environmental Performance Requirements (EPRs), which are performance-based management requirements, and also provides clear accountabilities for the delivery and monitoring of the EPRs so that the environmental effects of the Project are appropriately managed.

This is reflected in the design presented in this CBD South Precinct Development Plan with the following sections explaining how this design is in accordance with the design guidelines from the Urban Design Strategy, and Environmental Performance Requirements from the Environmental Management Framework.

Since the public display period of this CBD South Precinct Development Plan was approved by the Minister for Planning on Monday 24 October 2022. Following an iterative consultation period during detailed design, amendments to the architectural layout, landscape design and public realm components of the Project as follows.

Architectural layout and design:

City Square:

- Reduction of the City Square entrance canopy height and footprint
- The external façade cladding of the North East pod and South East pod is defined as castellated panels
- The removal of the green wall cladding due to fire and maintenance issues and concerns
- Refined footprint of the North East ancillary pod nestled against The Westin. It remains in the same position, however, has been refined to fit lift and shafts
- Redesign of the South West Pod (reduction in public realm due to increase in size of the South West Pod)
- The City Square canopy is glass, with fixed louvres underneath at an angle that mitigate the sunlight coming into the station entrance in consultation with City of Melbourne. This is a passive design to allow for summer shading and allow sunshine to reach the plaza on the south side of the canopy during winter

Federation Square:

- Update to materials schedule, including the addition of colour at the Federation Square entrance portal structure as part of station wide colour updates

- The entrance and gateline have been coordinated with the public realm to ensure a level access onto a rebuilt section of the currently inclined plane of Federation Square
- Realignment and minor layout changes of the ground floor portal due to the rearrangement of stairs, and various structural requirements for the canopy roof and existing Federation Square deck
- Refinement of Federation Square station portal footprint
- Progression of St Pauls Court reinstatement works
- Deletion of ticket offices, and the design includes a fully transparent materiality

Campbell Arcade:

- Replacement of the gate-line with a new gate-line within Campbell's Arcade
- A flood gate and fire shutter at the interface of Campbell Arcade and Flinders Link
- Reduced ticket gate numbers to retain existing shopfronts and colonnade walkway

Flinders OSD Station Entry:

- The Flinders OSD station entry includes development of an office building above the station (OSD – by others) that is integrated with the station entry and critical station infrastructure. The station entry includes laneway entrances (including walls and ceilings), a public square and station shutters for station close. The critical infrastructure includes tunnel exhaust, ventilation and cooling systems, plant rooms and shared loading facilities for retail (on Royston Place). The cooling tower for the station has been relocated to the western side of the Flinders OSD. The design of these elements has been coordinated with the OSD Developer.
- The Flinders OSD station entry includes the redesign of the station canopy at the piazza, separate entries are provided for concourse level Basement 2 amenities, and the ground floor ceiling material has changed from Glass Fiber Reinforced Concrete (GFRC) to metal panels.
- Further development to the series of walkway and step ramps at Scott and Cocker Alley
- Incorporation of secure Hostile Vehicle Mitigation (HVM) line.

Landscape design:

- 26 trees require removal from the CBD South precinct
- 46 trees are proposed to be planted across the precinct
- The trees along the eastern side of City Square have been designed as a grove, rather than a single line of trees
- Removal of boulevard of trees on Swanston Street, with the removed trees to be replaced with proposed tree planting.

Public realm:

City Square

- Tree planting, paving, furniture and bike parking has been updated in response to the revised road and parking arrangement
- The public realm design is updated due to integration of the north east ancillary structure to the Westin façade, which includes a reduction in public realm due to the increase in size of the south west ancillary structure
- Relocation of the loading bay to the north side of Flinders Lane east

- The reimagined Mockridge to the northern edge of City Square facing Collins Street _consists of enhanced City Square station entrance design including improved visual connection between City Square, Collins Street, Town Hall and St Pauls Cathedral. The revised design provides an interactive digital wall, consisting of vertical component reimagining the movement and interactivity of water.
- Public art work, Beyond the Ocean of Existence to be returned to its original vicinity
- Through shifting the eastern planter further west, allowance has been made for more of a generous spill out space for the retail tenancies along the Westin frontage
- Collins Street terrace footprint has been updated to reflects similar characteristics of the reimagined Mockridge
- Garden beds updated and changes to City Square edge conditions
- Pram ramps at Collins Street, Flinders Lane and Swanston Street have been widened for compliance upgrades
- Updates to the secure HVM bollard line that wrap around the portal, so that City Square can act independently as a station and City of Melbourne run the event space without compromising the stations security

Federation Square:

- Incorporation of furniture elements including handrails, shared bike pedestal and Tactile Ground Surface Indicators (TGSI)
- Security bollards will be introduced at the Flinders OSD entrance and at Federation Square Station entrance with an updated footpath design
- Rainwater captured from the roof of the Federation Square station entrance structure has been designed to discharge into a new stormwater pit located next to the glass façade of the lift shaft
- Design modification to the Commemorative Steps will occur along the western edge of the heritage listed steps where it interfaces the new Station structure.

General:

- On Day One, 62 new bike parking spaces will be provided

4.2. DESIGN PRINCIPLES FOR METRO TUNNEL

4.2.1. VISION AND KEY DIRECTIONS

MTPO's Urban Design Strategy establishes an Urban Design Vision that is:

“A legacy of outstanding rail stations and associated public spaces that put people first, contribute to Melbourne’s reputation for design excellence, and deliver an overall substantial benefit in terms of urban quality for Melbourne, for the transport network, and for local areas influenced by the project.”

Under this it identifies six key design themes or project wide directions, being:

- Make new and improved connections
- Make great public places
- Balance line-wide consistency with site responsiveness
- Support integrated site redevelopment
- Design to help manage construction impacts
- Design for the future.

Each of these key directions has objectives with associated design guidelines to inform the design response.

In order to address these project wide key directions when designing the CBD South precinct, CYP developed six public realm principles to guide the design of the public realm and support the delivery of the Urban Design Vision. Table 3 summarises how each of these public realm principles is integrated into design and specifically addressed in the CBD South precinct.

Table 3: CYP public realm principles integrated in CBD South precinct

Principle	Principle integrated into design	Design response for CBD South precinct
Performance for people	Our public realm design provides for seamless, simple and intuitive experiences for people in each of the station precincts.	This area is one of Melbourne’s busiest transport interchanges requiring careful integration with other transport modes. Town Hall Station will provide efficient connection to existing trams along Flinders Street, Swanston Street, Collins Street and Elizabeth Street as well as train lines at Flinders Street Station.
More Melbourne	There will be more and better-quality public spaces proposed as a result of the Metro. New cultural and creative programs generated and tested in the lead up to Day 1 operation will inform the design of each public realm space.	Melbourne is famous for its intimate and vibrant network of laneways. The station development and proposed OSD will increase the network of laneways, providing new connections that seamlessly join to the existing. These vibrant spaces will be activated by new retail and cultural attractions.
Context and nature	The public realm has been designed to promote views, way finding and help draw daylight and fresh air into and through each station. This helps to amplify the local character of each station’s neighbourhood and authentically reflect the nature and character of each place. This approach is supported through planting, the careful use of materials and finishes as well as the design and placement of civic furniture.	City Square will be revitalised and reconfigured to provide a functional civic space. This new area will provide entries to the Town Hall Station along with outdoor dining, flexible event space, accommodating key movement zones, and casual areas for meeting/gathering. It will provide raised planting and a row of trees for shade. Street planting will include plane trees along Swanston Street, replacing and supplementing the area’s existing mature trees.
Sustainable and resilient	The public realm designs associated with each station are focused on being ecologically conscious and designed to be resilient and adaptable to climate change. Resources required to maintain the landscape are reduced because of the quality and detailing proposed. Urban forestry, water use and biodiversity strategies have been employed that reference the MTPO’s Urban Design Strategy, Environmental Performance Requirements and the Living Infrastructure Plan.	The design responds to the CBD’s unique character, with particular reference to connection to country and natural systems. This is expressed through planting that showcases seasonal change and the flowering emblems of Victoria. The design is respectful of the natural surrounds with water sensitive urban design throughout the public realm. The public realm response is respectful of the precincts surrounds including key historical and landmark buildings such as St Paul’s Cathedral and Melbourne Town Hall.
Functional, efficient and safe	Legible, accessible and clearly defined public realm spaces provide for a highly functional and efficient environment for people to use. Increased passenger space in each station is supported by safe, inviting and generous public realm areas. This provides a seamless transition for passengers from the moment they leave the train through to the public realm.	The key sustainability features of the CBD South precinct include promotion of walking and cycling, enhanced ecological value, a water sensitive landscape, and a tree canopy coverage for this station precinct. The City Square revitalisation will create a resilient and sustainable space, to include green space and passive irrigation through water beds to address the different grade changes of the precinct.
A quality legacy	The quality of each public realm space proposed supports the move towards a	Entries have been sited and orientated to provide maximum pedestrian disbursement

Principle	Principle integrated into design	Design response for CBD South precinct
	“turn up and go’ Metro system. The investment in the quality of the public realm spaces proposed for today can help provide the confidence for others to invest time, capital and energy into further precinct development.	within the precinct. Access routes to the station entries and within the public realm will be legible and safe for pedestrians of all abilities. This will be achieved through large open foyer spaces connecting to Swanston Street, Flinders Street, City Square and Flinders Lane via Cocker Alley and Scott Alley.

4.2.2. PRECINCT-SPECIFIC DESIGN ISSUES FOR CBD SOUTH PRECINCT

The Urban Design Strategy identifies precinct-specific design issues for CBD South. As with the project wide key directions, each of these issues has objectives with associated design guidelines to inform the design response. Table 4 identifies the design objectives by sub-precinct.

Table 4: Urban Design Strategy design objectives by sub-precinct for CBD South

Sub-precinct	Design objective
Cocker Alley	<p>Create a station entry that is integrated with the precinct built form while clearly defining the Metro Tunnel entry.</p> <p>Connect passengers to Flinders Street, Swanston Street and Flinders Lane including to other transport services.</p> <p>Make a high quality positive architectural contribution to one of Melbourne’s most important and recognisable precincts.</p> <p>Facilitate the redevelopment of properties acquired for the project to improve land utilisation and urban amenity in the precinct.</p>
Federation Square: St Paul’s Court	<p>Ensure respectful integration of new structures and open space treatments with the Federation Square design.</p>
City Square	<p>Create an integrated new design for the City Square that incorporates the aboveground Metro Tunnel infrastructure.</p> <p>Redevelop the basement car park for uses that complement City Square and the new station (this is not subject to CYP scope).</p>

4.3. CONSISTENCY WITH URBAN DESIGN STRATEGY

The CYP design for CBD South is to create a reimagined city entry that draw’s together Melbourne’s great cultural and civic buildings in an integration pedestrian precinct of laneways and public transport interchange right amongst the southern edge of the Swanston Street cycling mile.

The public realm components of the precinct will create visual links and enhance existing features with key components being:

- City Square — existing square is a valued civic space which will be reconfigured and enhanced, with a new station entry
- Federation Square – the entrance will be incorporated into the existing design to retain the character and function of the space. The design of this entry is subject to ongoing stakeholder engagement
- Laneways — the new station precinct will expand, open and activate underutilised laneways, such as Cocker Alley, Scott Alley.

The different precinct components serve different urban purposes, and are enriched by a variety of program which are incorporated into the design. These components of the CBD South precinct public realm are shown on Figure 4.

- The design drawings of the resultant built form for the CBD South precinct attached as follows:
- Site layout plans (Appendix A CBD South Precinct Site Layout Plans)
- Architectural plans and elevations (Appendix B CBD South Precinct Architectural Plans)
- Landscape plans (Appendix C CBD South Precinct Landscape Plans)
- Public realm plans and elevations (Appendix D CBD South Precinct Public Realm Plans).

Additionally, Appendix E CBD South Precinct Urban Design Strategy guidelines assessment has an assessment of the design guidelines in the Urban Design Strategy that includes cross references to where each relevant design guideline is addressed in this Development Plan.

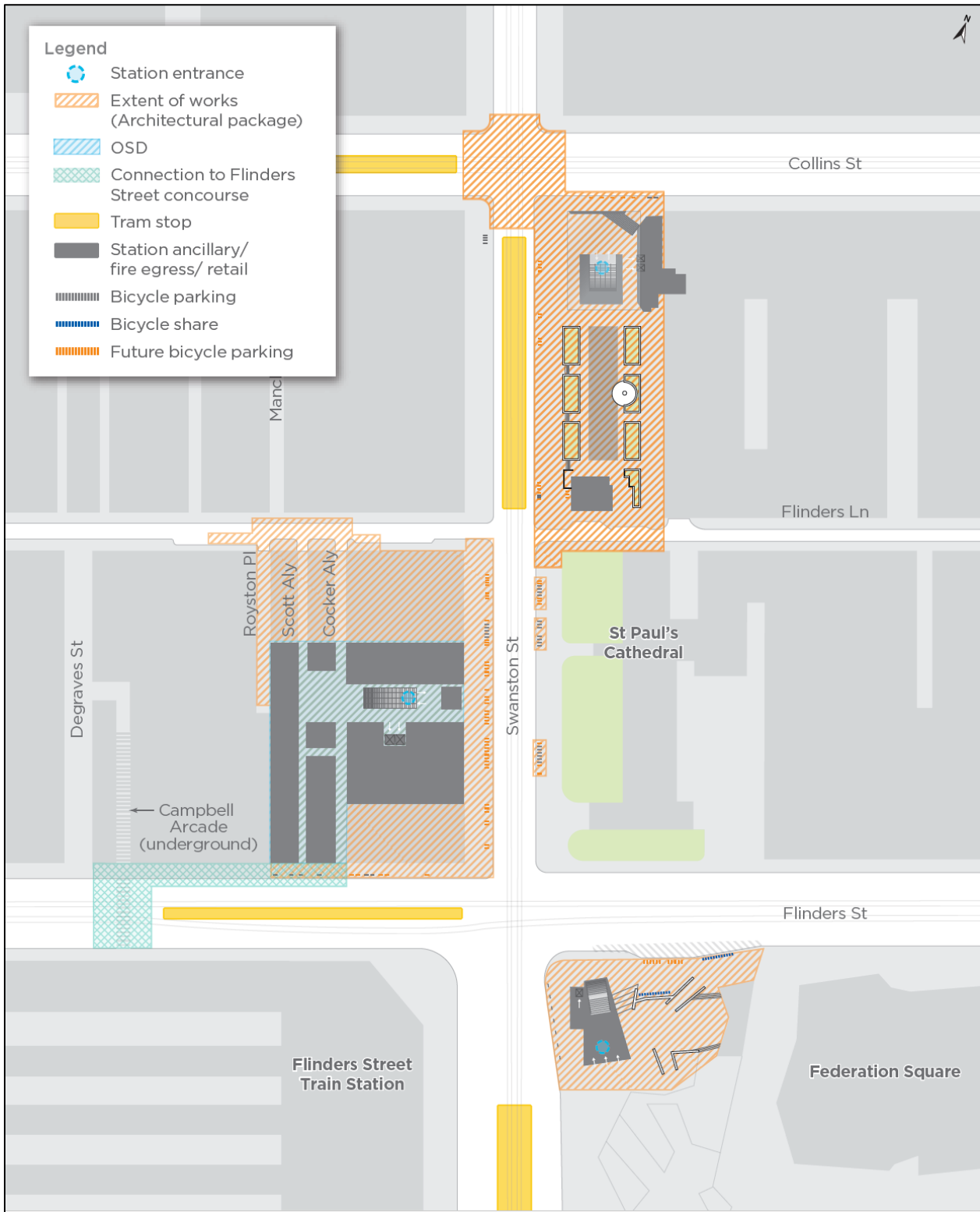


Figure 4: CBD South precinct components and station entries

4.3.1. ARCHITECTURAL RESPONSE

The CYP design vision for the CBD South precinct reflects a reimagined city entry that draws together Melbourne's great cultural and civic buildings in a majestic pedestrian precinct. Proximity of the station to the historical Swanston Street buildings, St Paul's Cathedral and Flinders Street Station underpin the precinct's identity.

Melbourne locals, interstate visitors and international tourists will use the station precinct as a gateway to the city, with an entry located at the corner of Flinders and Swanston Street, Federation Square and City Square. An underground connection to Flinders Street Station will also be incorporated into the precinct.

The introduction of a new metro station in this area has provided the opportunity to draw together the extensive civic and cultural assets into a more cohesive pedestrian-focused precinct. This is achieved through integrated and reshaped spaces.

The station entrance at the corner of Flinders and Swanston Streets has been designed to integrate into the existing pedestrian laneway network, namely Cocker and Scott Alley's feeding into Flinders Lane. Escalators connect at ground level with a basement mezzanine incorporating subterranean retail tenancies. A level below is the ticket gate. This station entry has been designed to incorporate OSD. While this OSD is subject to a separate planning process, the station entry has been designed in tandem to ensure a consistent and complementary built form. The layout of this station entry is shown on Figure 5.

The City Square entrance will feature a canopy to provide weather protection before a bank of five escalators take passengers into a large cavernous entrance, which has been designed to reflect a grand arrivals hall albeit modern and contemporary. The design of the entry is intended to provide views from the station concourse to the Melbourne Town Hall and Collins Street.

Throughout design development, the City Square entrance design has progressed, and this includes a reduction of the entrance canopy height and footprint, the external façade cladding of the North East pod and South East pod is defined as castellated panels, the removal of the green wall cladding due to fire and maintenance issues and concerns, and redesign of the South West Pod and North West Pod. The canopy design has developed, which includes louvres that allow for maximum sun light into City Square during winter, and shade throughout summer. This is a passive design to allow for summer shading and allow sunshine to reach the plaza on the south side of the canopy during winter.

The Federation Square entrance has been designed to use existing public realm and architecture. The architectural design response of this entry ensures that the visual impact in the area is minimised as to not detract from nearby landmark buildings such as Flinders Street Railway Station and St Paul's Cathedral. The entrance and gateline have been coordinated with the public realm to ensure a level access onto a rebuilt section of the currently inclined plane of Federation Square. The design of the Federation Square entrance has also progressed, and includes deletion of ticket offices, fully transparent materiality, realignment and minor layout changes of the ground floor portal due to the rearrangement of stairs, and various structural requirements for the canopy roof and existing Federation Square deck. The overall layout has developed, and the extent is refined (refer to Figure 7).

Changes also include replacement of the gate-line at Flinders Street Station with a new gate-line within Campbell Arcade, and a flood gate and fire shutter at the interface of Campbell Arcade and Flinders Link. Throughout design development, Campbell Arcade also includes reduced ticket gate numbers, and has retained existing shopfronts and the colonnade walkway, and proposes to demolish back of house areas. At Day One three new passenger station entrances will be provided together with a Paid Link to the existing Flinders Street Station via Campbell Arcade and the Degraeves Street underpass.

The Flinders OSD station entry includes development of an office building above the station (OSD – by others) that is integrated with the station entry and critical station infrastructure. The station entry includes laneway entrances (including walls and ceilings), a public square and station shutters for station close to improve safety. The critical infrastructure includes tunnel exhaust, ventilation and cooling systems, plant rooms and shared loading facilities for retail (on Royston Place). The cooling tower for the station has been relocated to the western side of the Flinders OSD.

The design of these elements has been coordinated with the OSD Developer.

The Flinders OSD station entry includes the redesign of the station canopy at the piazza to allow for blast requirements and redirect water away from patrons. Separate entries are also provided for concourse level Basement 2 amenities, to reduce security risks. The ground floor ceilings material changed from GFRC to metal panels to meet load and blast requirements.

The design also includes amendments to the Dangerfield laneway, including ramp access works, ceiling treatments and rear building modifications (Refer to TAS-HWW-CBS-ZWD-DRG-ARC-TSC-A744029-DP and TAS-CYP-CS-00-DRG-ARC-CBS-742002-DP).

The following relevant architectural drawings show works at ground level and below ground level are attached in Appendix B CBD South Precinct Architectural Plans:

- TAS-CYP-CS-00-DRG-ARC-CBS-741000-DP GF - Ground Floor Level Site Plan
- TAS-CYP-CS-00-DRG-AGE-CBS-741101-DP Ground Floor – Signage Placement Plan
- TAS-CYP-CS-00-DRG-ARC-CBS-741010-DP B1M- Basement One Mezz Level Site Plan
- TAS-CYP-CS-00-DRG-ARC-CBS-741020-DP B1 - Basement One Level Site Plan
- TAS-CYP-CS-00-DRG-ARC-CBS-741030-DP B2- Basement Two Level Site Plan
- TAS-CYP-CS-00-DRG-ARC-CBS-741040-DP B3 – Basement Three Level Site Plan
- TAS-CYP-CS-00-DRG-ARC-CBS-741400-DP Level Four Site Plan
- TAS-CYP-CS-00-DRG-ARC-CBS-742001-DP GF - Ground Floor Level Plan – North
- TAS-CYP-CS-00-DRG-ARC-CBS-742002-DP GF - Ground Floor Level Plan – South
- TAS-HWW-CBS-ZWD-DRG-ARC-TSC-A742003-DP B1M- Basement One Mezz Level Plan – North
- TAS-CYP-CS-00-DRG-ARC-CBS-742004-DP B1M- Basement One Mezz Level Plan – South
- TAS-CYP-CS-00-DRG-ARC-CBS-742005-DP B1 – Basement One Level Plan – OSD
- TAS-HWW-CBS-ZWD-DRG-ARC-TSC-A742006-DP B1 – Basement One Level Plan – North
- TAS-CYP-CS-00-DRG-ARC-CBS-742007-DP B1 – Basement One Level Plan – South
- TAS-CYP-CS-00-DRG-ARC-CBS-742008-DP B2 – Basement Two Level Plan – OSDS
- TAS-CYP-CS-00-DRG-ARC-CBS-742009-DP B2 – Basement Two Level Plan – North
- TAS-CYP-CS-00-DRG-ARC-CBS-742010-DP B2 – Basement Two Level Plan – South
- TAS-CYP-CS-00-DRG-ARC-CBS-742011-DP B3 – Basement Three Level Plan – North
- TAS-CYP-CS-00-DRG-ARC-CBS-742012-DP B3 – Basement Three Level Plan – South
- TAS-CYP-CS-00-DRG-ARC-CBS-744000-DP North - South Long Section 1
- TAS-CYP-CS-00-DRG-ARC-CBS-744020-DP Sections 2 – 5
- TAS-HWW-CBS-ZWD-DRG-ARC-TSC 744021-DP North - South Long Section 3 - City Square
- TAS-CYP-CS-00-DRG-ARC-CBS-744022-DP East - West Cross Section 4 - City Square
- TAS-CYP-CS-00-DRG-ARC-CBS-744023-DP North - South Long Section 5 - South Box
- TAS-CYP-CS-00-DRG-ARC-CBS-744024-DP East - West Cross Section 6 - South Box
- TAS-CYP-CS-00-DRG-ARC-CBS-744028-DP OSD South Elevations

- TAS-HWW-CBS-ZWD-DRG-ARC-TSC-A744029-DP North – South Cross Section Cocker Alley Looking East
- TAS-CYP-CS-00-DRG-ARC-CBS-744030-DP Sections 6-9
- TAS-CYP-CS-00-DRG-ARC-CBS-744031-DP Royston Place and Scott Alley Sections OSD
- TAS-CYP-CS-00-DRG-ARC-CBS-744032-DP Sections 10-11
- TAS-CYP-CS-00-DRG-ARC-CBS-744033-DP North – South Swanston Street.

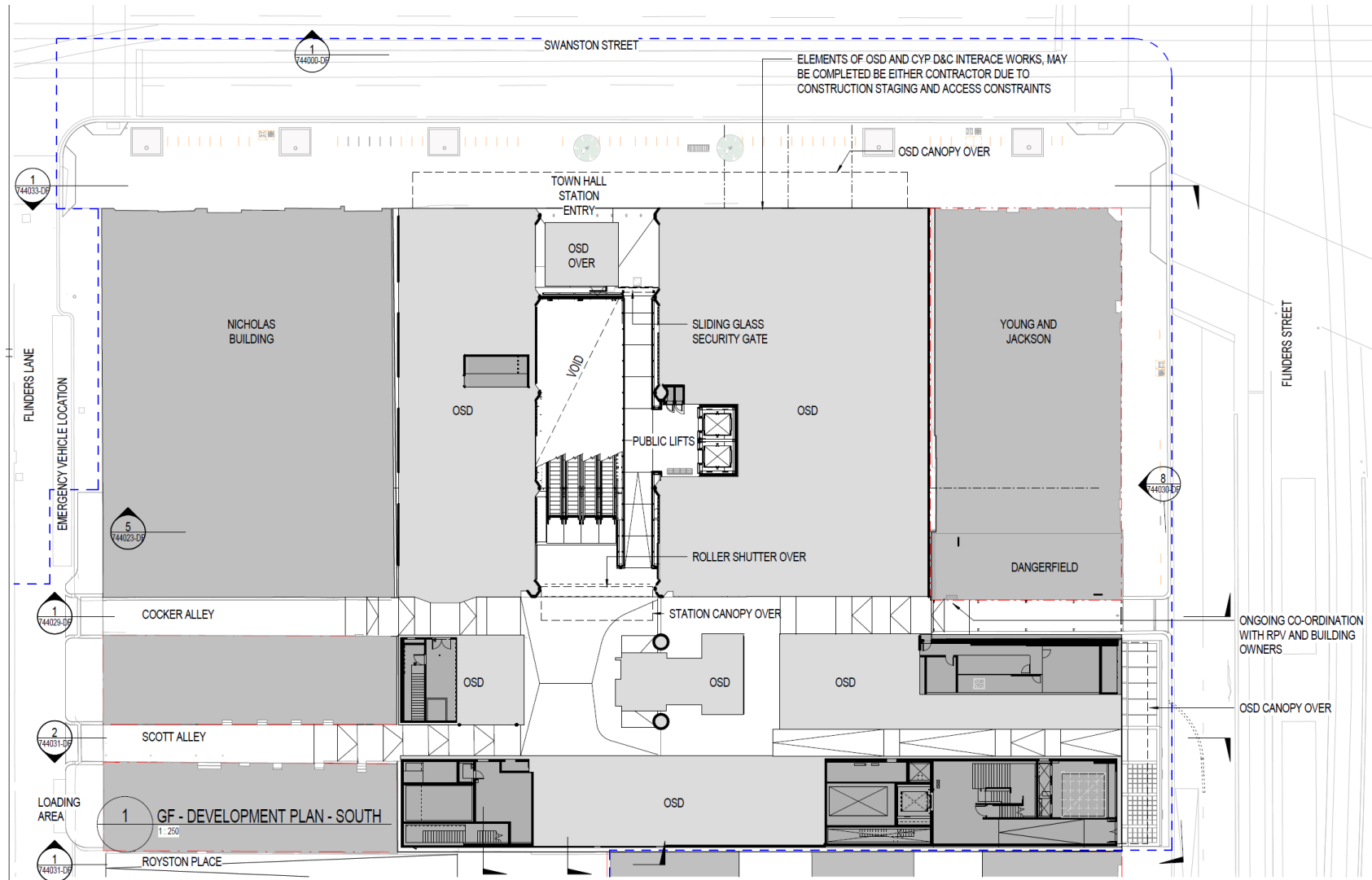


Figure 5: Town Hall Station – entry on corner of Flinders and Swanston streets

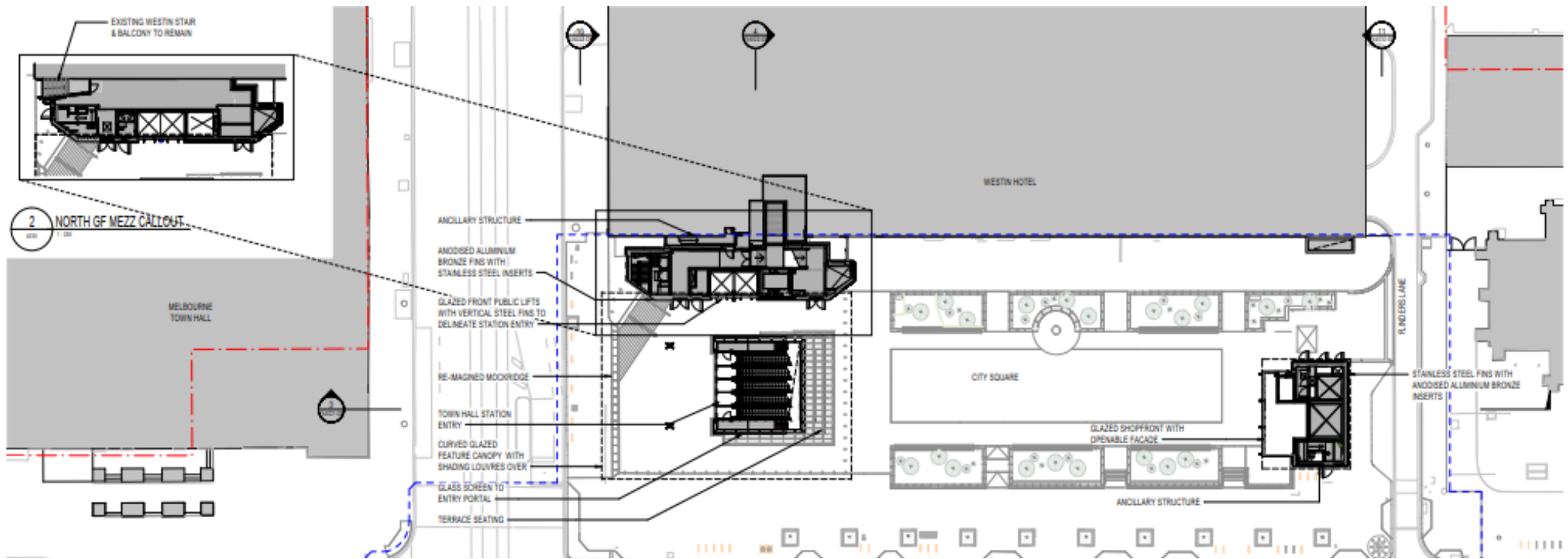


Figure 6: Town Hall Station – City Square entry on the corner of Swanston and Flinders streets

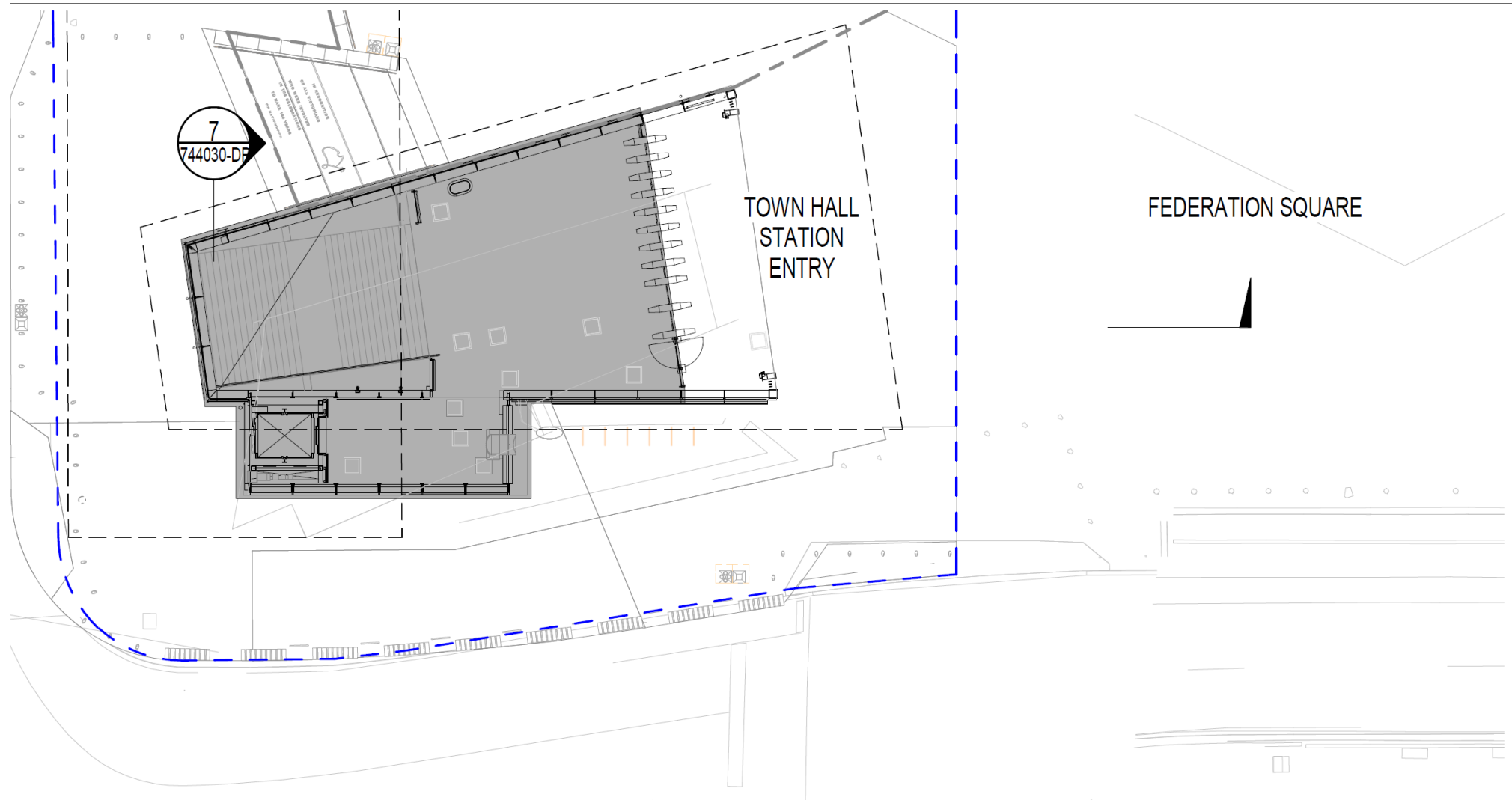


Figure 7: Town Hall Station – Federation Square entry

4.3.2. LANDSCAPE RESPONSE

The precinct functions as the front door to Melbourne's civic and cultural destinations. The precinct is dissected by the civic axis of Swanston Street, providing clear view lines to the Shrine of Remembrance and Alexandra Gardens. Streets within the precinct also serve as key stages for Melbourne parades and events. The landscape designs for the precinct are focused on preserving this view line, as well as activating the public realm at City Square.

The focus of landscaping in CBD South is City Square, which will be reinvigorated with new tree plantings and garden boxes. Other landscaping works include additional tree plantings along Swanston Street. Throughout design development, the City Square precinct has seen a refinement of plant edges, the removal of the play water feature in the event space, and increased plant bed sizing to the east and west garden beds.

In response to stakeholder and community concerns, removal of existing trees within the precinct has been minimised where possible. For project works to be undertaken, 26 trees require removal from the CBD South precinct. Upon project completion, CYP will reinstate 46 trees across the precinct.

Trees will be planted in several different conditions:

- Directly in garden beds where there will be large natural soil conditions
- Within paved areas, trees will be planted in tree pits with structural soil volumes below the pavement. This will provide passive irrigation and water treatment of stormwater
- Above the underground station structure, trees will have a sufficient soil depth, with subsoil drainage, irrigation and structural soil pits where the surface is paved.

Tree pits located in paved areas will have an indicative size of three metres wide by six metres long, with a 1.2 metre depth. The pits will have a structural soil cell composition, which will allow uncompacted soil to be placed under ridged surface pavements. The exact size and configuration of tree pits will be subject to underground utilities.

Details regarding the specific type of species of plant are detailed in Appendix C CBD South Precinct Landscape Plans. The planting concept draws from the function of City Square which operates as a democratic space for all Victorian people. The planting palette has been generated by selecting species from all bioregions within Victoria which allows for the planting to showcase flora which is distinctly Victorian in character and identifiable to all Victorian people.

The landscape design of the precinct has been subject to some changes due to amendments during the detailed design. The trees along the eastern side of City Square have been designed as a grove, rather than a line of single trees so that the edge of the square is more playful, dynamic and an engaging environment for the user. Potential opportunities (e.g., greenstone, and feature paving at City Square) for implementation of the Connection to Country strategy are identified in Appendix D: Public Realm Plans.

The following relevant landscape drawings are attached in Appendix C CBD South Precinct Landscape Plans:

- Public Realm Legend TAS-CYP-CS-00-DRG-AUD-CBS-740001-DP
- Planting Schedule TAS-CYP-CS-00-DRG-AUD-CBS-740011-DP
- Planting Plan – Sheet 1 TAS-CYP-CS-00-DRG-AUD-CBS-742201-DP
- Planting Plan – Sheet 2 TAS-CYP-CS-00-DRG-AUD-CBS-742202-DP
- Sections – Sheet 1 TAS-CYP-CS-00-DRG-AUD-CBS-744201-DP
- Sections – Sheet 2 TAS-CYP-CS-00-DRG-AUD-CBS-744202-DP

- Sections – Sheet 3 TAS-CYP-CS-00-DRG-AUD-CBS-744203-DP
- Sections – Sheet 4 TAS-CYP-CS-00-DRG-AUD-CBS-744204-DP
- Sections – Sheet 5 TAS-CYP-CS-00-DRG-AUD-CBS-744205-DP
- Sections – Sheet 6 TAS-CYP-CS-00-DRG-AUD-CBS-744206-DP
- Sections – Sheet 7 TAS-CYP-CS-00-DRG-AUD-CBS-744207-DP
- Sections – Sheet 8 TAS-CYP-CS-00-DRG-AUD-CBS-744208-DP
- Sections – Sheet 9 TAS-CYP-CS-00-DRG-AUD-CBS-744209-DP
- Sections – Sheet 10 TAS-CYP-CS-00-DRG-AUD-CBS-7442010-DP
- Sections – Sheet 11 TAS-CYP-CS-00-DRG-AUD-CBS-7442011-DP
- Sections – Sheet 12 TAS-CYP-CS-00-DRG-AUD-CBS-7442012-DP
- Sections – Sheet 13 TAS-CYP-CS-00-DRG-AUD-CBS-7442013-DP.

4.3.3. PUBLIC REALM RESPONSE

The public realm design response for Town Hall Station has responded to both the project wide and precinct specific design principles to create unique and engaging public spaces. At Town Hall Station, the dominant public realm areas are City Square and the new public space nestled amongst laneways between Flinders Lane, Swanston Street and Flinders Street. The station will also tie into the existing public realm at Federation Square.

CITY SQUARE

City Square is a valued social and event space in the city. The reconfigured City Square will be designed to accommodate a major station entry near the intersection of Swanston and Collins streets. The station entry will feature a bank of escalators and a canopy, providing weather protection.

The entry will be placed towards the northern end of the square and the public realm works will maintain the character and functions of the existing square. It has been structured to accommodate key movement zones, outdoor dining and a flexible event space. Importantly it also accommodates information dwell spaces for casual users along its edges. The square has been designed to encourage greater activation.

City of Melbourne has provided detailed briefing requirements for the design and operation of City Square. The following design measures have been implemented at the square in consideration of the Council's requirements:

- The station entry faces outwards (Collins Street) and is located at the edge of the square to minimise impact on the function and integrity of the square
- Accessible open space has been provided in the centre of the square for events and functions (access for set-up vehicles has also been provided)
- Existing art and unstructured play opportunities will be reinstated
- Raised planting edges have been provided along the edges to provide space for casual repose. People can sit and face into the centre of the square, or face outwards. These edges are important spaces for people to informally perch and socialise, or to sit and view formal events and city life
- Views to St Paul's Cathedral and the Melbourne Town Hall are maintained

- A row of trees is provided to the north of the square to provide shade and structure to the space
- Tiered seating structure is provided at the station entrance providing a shaded habitable edge facing into the square
- Improved WSUD features of the square through planting and new tree pits.

Throughout the detailed design, the design of the public realm has seen some changes. Tree planting, paving, furniture and bike parking has been updated in response to the revised road and parking arrangement. The public realm design is updated due to integration of the north east ancillary structure to the Westin façade, and the design also includes a reduction in public realm due to the increase in size of the south west ancillary structure. Other changes include the relocation of the loading bay to the north side of Flinders Lane east, widening of pram ramps, and relocation of the reimagined Mockridge to the northern edge of City Square facing Collins Street. The reimagined Mockridge provides improved visual connection between City Square, Collins Street, Town Hall and St Pauls Cathedral. The revised design provides an interactive digital wall, consisting of vertical component reimagining the movement and interactivity of water.

The relevant public realm drawing showing City Square, TAS-CYP-CS-00-DRG-AUD-CBS-742101-DP, is included in Appendix D CBD South Precinct Public Realm Plans.

FLINDERS STREET, SWANSTON STREET AND LANEWAYS

The public realm will increase the network of intimate and vibrant laneways beneath the proposed over-site development and will become a significant public space for the city. In reference to Appendix D CBD South Precinct Public Realm Plans, all areas greyed out on the drawings relate to OSD and related retail. Areas which are white on the plans relate to potential retail spaces at the station entry (ground floor level and below) and within the public realm. These potential retail spaces are integrated into the public realm through connections to Cocker and Scott Alleys. Cocker Alley is currently used as a service lane however will be upgraded into a new public space with its service function undertaken by a reconfigured Royston Place.

Where the alleys interface with Flinders Lane, the pavement will be widened to make the entry more prominent, and providing more space for people trees and street furniture. The 1960s sculpture by Charles Bush currently located on Port Phillip Arcade will find a new home on Scott Alley and will be incorporated into the Flinders OSD design in consultation with City of Melbourne.

Uses associated with the over-site development at the Town Hall Station entry will be subject to a separate development plan process.

The relevant public realm drawing showing the entry at Swanston and Flinders Streets, TAS-CYP-CS-00-DRG-AUD-CBS-742103-DP, is included in Appendix D CBD South Precinct Public Realm Plans.

FEDERATION SQUARE

The design of the station entry is intended to tie into the existing event and civic space, with the original design intent of the square to be maintained.

Throughout detailed design, the design of the public realm at Federation Square has seen a number of changes in consultation with the relevant key stakeholders. Security bollards will be introduced at the Flinders OSD Station entrance and at Federation Square Station entrance to meet security requirements, with an updated footpath design.

Rainwater captured from the roof of the Federation Square station entrance structure has been designed to discharge into a new stormwater pit located next to the glass façade of the lift shaft (corner of Swanston and Flinders Street).

Design modification to the Commemorative Steps will occur along the western edge of the heritage listed steps where it interfaces with the new Station structure.

The following architectural and public realm plans showing the indicative location of the Federation Square entry are provided in Appendix B CBD South Precinct Architectural Plans and Appendix D CBD South Precinct Public Realm Plans:

The relevant public realm drawing showing the entry at Swanston and Flinders Streets, TAS-CYP-CS-00-DRG-AUD-CBS-742102-DP, is included in Appendix D CBD South Precinct Public Realm Plans

4.3.4. COMMUNITY EXPERIENCE

The CBD South precinct has been designed to allow seamless movement through both the station and public realm, with particular emphasis given to creating a complementary space to Melbourne's existing cultural heart, ensuring the space functions as a new front door to Melbourne's cultural destinations. This must be balanced with providing safe and convenient intermodal transport access.

The CBD South precinct presents an opportunity to create unique and engaging public spaces which focuses on pedestrian and cyclist movement throughout the precinct. This will be encapsulated through the reinvigorated City Square and civic space nestled between Flinders Lane, Swanston Street and Flinders Street.

The CBD South precinct is a space that has a high concentration of pedestrian movement due to the proximity to Flinders Street Station, the central shopping and commercial precinct and Federation Square. Existing conditions at the site focus on transport connections to the tram and train network, and pedestrian access to the surrounding prominent public space. The precinct design will enhance the social, public and civic space, prioritising pedestrians.

Upon project completion, on Day 1, the CBD South precinct will:

- Be integrated into the broader pedestrian network via existing pedestrian paths along Flinders Street and Swanston Streets
- Maintain cyclist access through the precinct. On-road cycle paths will be retained in both directions along Swanston Street. Additional bike parking will be provided in close proximity to the City Square entry
- Integrate with the existing public transport within the precinct, providing connections to further destinations within Melbourne. The orientation of the station entrances, in particular at the corner of Collins and Swanston Street, as well as the corner of Swanston and Flinders Street, ensures that pedestrian movement between the train and tram network is direct, efficient and safe
- At City Square, there are five interchangeable escalators that descend several levels before reaching the ticketed barriers and train platform. Each level leading up to the ticketed barrier will provide for unpaid plaza and concourse areas. Lifts are located adjacent the escalators providing additional access to the platforms
- The entrance on the corner of Swanston Street and Flinders Lane (Flinders OSD Station Entry) (i.e. proposed over-site development area) has four interchangeable escalators which also provide unpaid areas before descending to the paid ticketed barrier on the B1 level. Again, lifts will be providing access to platforms and easy access for the mobility impaired users. Provision for over-site development and retail spaces will be provided as part of the Day 1 look of the precinct
- Federation Square entrance leads straight to the ticketed barriers, down escalators and along a gradually declining walkway which connects in with Town Hall Station.

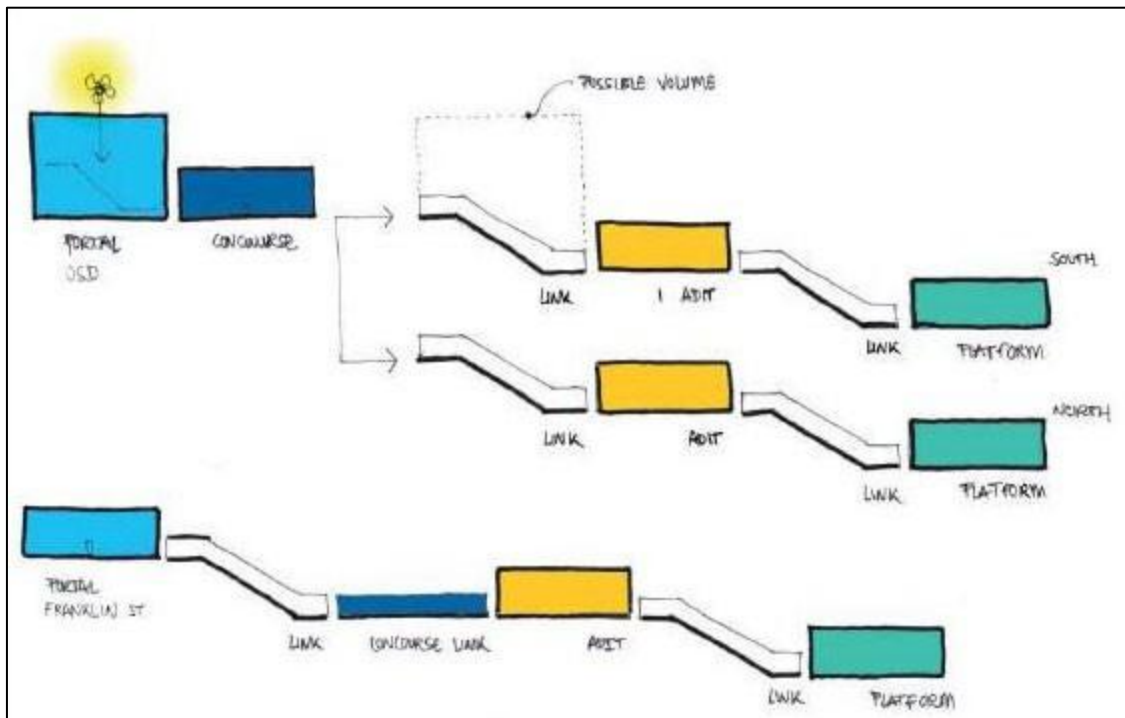


Figure 8: CBD South user experience diagram

4.3.4.1. UNIVERSAL ACCESS

Universal access has been incorporated into the design of Town Hall Station and precinct. Universal access vehicle bays for disabled parking are provided along Flinders Lane. There is step-free access via lifts to all station platforms. Pedestrian ramps have been designed in accordance with Section 23 of the *Disability Discrimination Act 1992*. These features ensure that all precinct users can access the station regardless of physical ability on opening and into the future.

The landscape design has been developed with a focus on pedestrians. This includes the enhanced pedestrian footpath on Swanston Street that forms the Disability Standards for Accessible Public Transport (DSAPT) route between the Flinders Street tram stop to the Town Hall Station entrance in the Flinders OSD. This route accommodates for universal access requirements as well as being generous in footpath width. Considered wayfinding and signage clearly outline this intermodal path of travel.

4.3.4.2. PEDESTRIAN ACCESS

The majority of station passenger movements will involve interchanging with nearby tram services and journeys to nearby retail, commercial and residential buildings and event and activity spaces. The precinct design addresses this by giving priority to accommodate transport interchanges with the vertical escalators and lifts with tram stop intersections.

The design has carefully considered the multiple passenger destinations by incorporating three separate entries into the Town Hall Station. These are located at Federation Square, City Square and at the corner of Flinders Street and Swanston Street. The station entries at Federation Square and City Square are seamlessly integrated into the public realm, providing an activation of the space and removing the possibility of congestion along the streetscape. In addition, the entrance at the corner of Swanston and Flinders Street has been set back from the main pedestrian interchange to encourage the flow and movement of pedestrians and to avoid a bottleneck of passengers. As part of station designs, an additional underground pedestrian entrance will link Flinders Street Station and Town Hall Station, via an underpass. The underpass will offer a safe and convenient route to the metropolitan train network, for a large majority of passengers.

Care has been taken to ensure the station and precinct have been designed in a manner which provides mobility and vision impaired passengers with a user experience comparable to fully abled persons. In line with the *Disability Discrimination Act 1992*, passengers will be able to get from the street level to the train without having to use steps. Lifts will be located within City Square, Federation Square and at the station entrance on the corner of Swanston / Flinders Street. The station has been designed in a manner to allow intrinsic movement through spaces, reducing passenger's dependence on actual signage. The pedestrian movement network through the CBD South precinct is shown in Figure 9.

4.3.4.3. BICYCLE ACCESS

Melbourne's busiest bicycle spine along Swanston Street remains an integral component of Melbourne's transport network. The public CBD South has been configured to directly support / encourage bicycle use. Improvements to the network include:

- On Day One, 62 new bike-parking spaces will be provided
- Spaces for two existing Bike Share stations will be maintained

The City of Melbourne endorsed bicycle share facilities will be relocated to Federation Square along the western edge and will tie into the proposed station entrances. Figure 10 shows the location of bicycle access and bicycle parking within the CBD South precinct.

4.3.4.4. TRANSPORT INTEGRATION

The CBD South precinct has been designed to prioritise active and public transport options over local vehicles, through traffic and finally local access trucks.

The station entrances have been designed to directly link to the existing public transport facilities. The orientation of the entrances ensure an interface with the existing tram stops along Swanston Street, Collins Street and Flinders Street. In addition, an underground connection through the paid concourse will be provided between CBD South and Flinders Street Station. This will provide an effortless connection between various train lines, providing access to additional destinations throughout Melbourne City. The entry in Federation Square will increase pedestrian movements to the south-east of the Melbourne CBD and connection to Birrarung Marr, relieving pressure on Flinders Street Swanston Street pedestrian crossing.

Bicycle parking is dispersed throughout the precinct, serving both rail patrons and CBD visitors. This ensures cycling is not only attractive but a safe and inviting form of transport (refer to Figure 10). The rail replacement bus bay has been integrated into the public realm and has relocated to St Kilda Road. Two loading bays are provided within the CBD South precinct, including one located at the Flinders OSD station building, and one new loading bay provided at City Square along Flinders Lane, east of Swanston Street (this loading bay has been shifted to the north side of Flinders Lane, from the south side of Flinders Lane).

The station entries have been sited to allow convenient transfer to existing tram stops on Swanston, Flinders and Collins streets. Flinders Lane will have provision for emergency vehicle, loading, and universal access bays as shown in Figure 11).

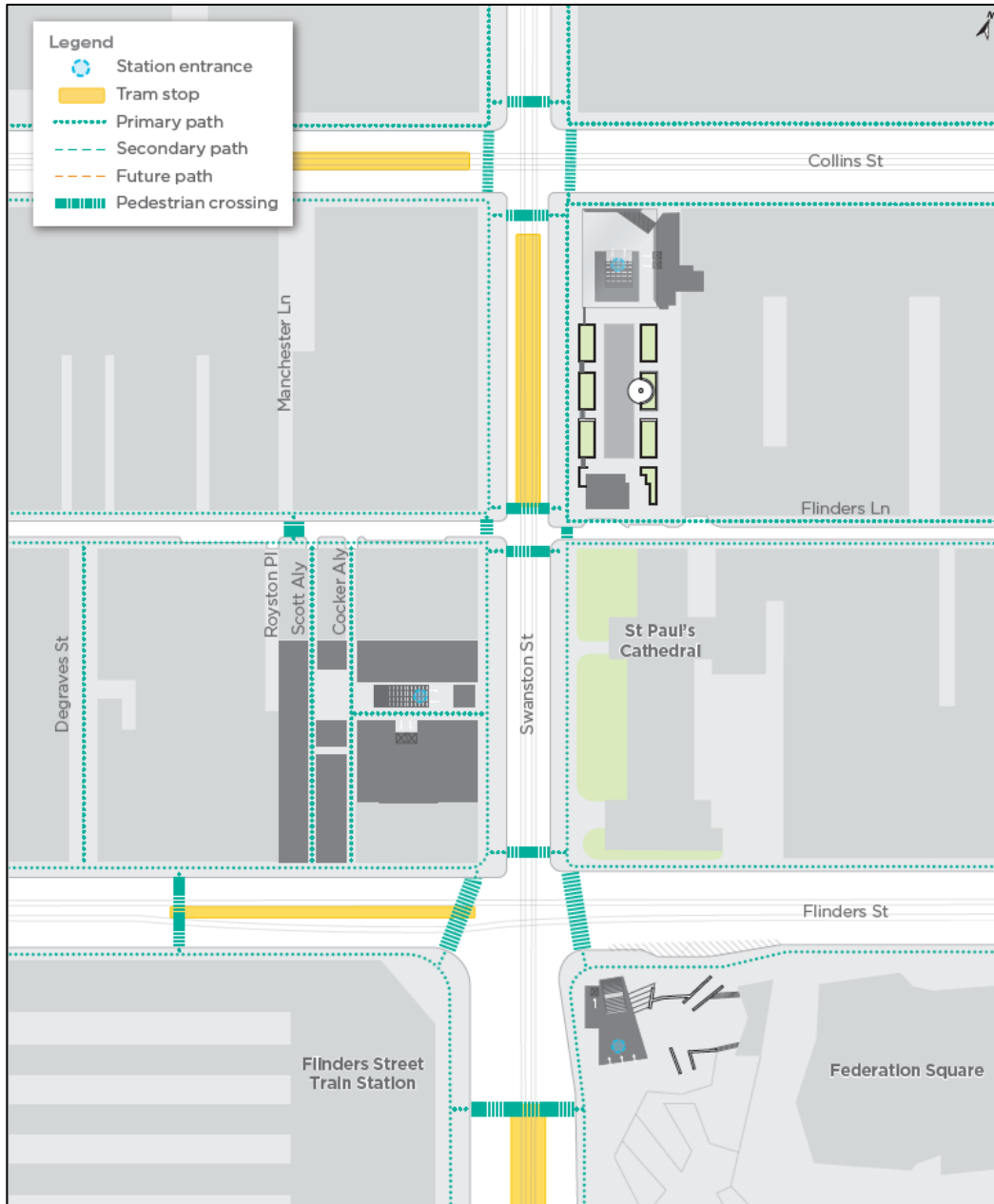


Figure 9: Pedestrian network at CBD South precinct



Figure 10: Bicycle facilities at CBD South precinct



Figure 11: Transport integration at CBD South precinct

4.3.5. LIGHTING

The public realm lighting is designed with deliberate consideration of the experience of those visiting the station and its surrounds, recognising that the station precinct is a key part of the passenger's journey, and presents the public face of the station. The lighting will intuitively guide passengers in their journey from the streets, into the station environs and entrances.

The public realm lighting is designed with deliberate consideration of the experience of those visiting the station and the surrounding precinct, recognising that the precincts is a key part of the passenger's journey. The lighting will intuitively guide passengers in their journey from the streets, into the station environs and entrances.

Street and pathway lighting will be provided by City of Melbourne approved pole-mounted lighting, at a scale and form to suit the purpose and local context. Street furniture, and walls will have localised, low level lighting, inviting passengers to spend a moment interacting with the precinct and the local community. Station entrances will act as beacons in the streetscape, clearly guiding passengers into and out of the stations.

Feature lighting is included to some of the terrace edges around City Square to activate and enliven this key public space for the city.

4.3.6. SIGNAGE

Careful effort has been taken in planning and designing the stations to reduce the amount of signage required. Internal and external spaces have been designed to support intuitive movement where reliance on signage is kept to a minimum. Signage is presented in a logical sequence based on providing the right information, at the right time and in the right place.

A family of sign types has been developed and applied consistently across all stations and their precincts. Signs are categorised into four main functional groups including: identification signs, directional signs, information signs and statutory signs.

The signage system has been designed using the PTV signage guidelines as a basis. This ensures a system that is consistent, predictable and recognisable to users. A combination of static and digital signage has been used to provide an element of permanence and consistency, while allowing the flexibility to change and adapt where necessary.

For the departing passenger, stations will be identifiable from a distance by a 5metre high illuminated station marker sign located at street level. Entrances to the stations will be identified with a legible city totem and station name sign above all station entry points. At the concourse level, directional signs will highlight the location of station facilities, and direct passengers down to departing platforms. Once on the platform, information for departing passengers will be contained within and above the platform screen doors.

For a passenger arriving on the train, station names located trackside and along the platform will confirm arrival at the station. After alighting, 'way out' signage will direct passengers to the nearest escalators/stairs and lifts. Signage content on the platform is kept to a minimum to promote easy decision making and ensure passengers exit safely and efficiently from the platform. At the concourse level, directional signage clearly indicates where each of the exit points are located, and which street each of the escalators/stairs and lifts lead to. Exit guides (in the form of a map) provide further information for passengers requiring more detail. At street level, a legible city totem is located close to all exit points to help passengers locate key destinations and nearby tram and bus stops.

The indicative outline of the way finding signage is shown in drawing TAS-CYP-CS-00-DRG-AGE-CBS-741101-DP.

4.3.7. ANCILLARY FEATURES

Where possible, ancillary features such as station ventilation and chiller plants (as well as emergency egress), have been incorporated into station buildings at the City Square and Flinders and Swanston Street entries.

Where this is not possible, tunnel and station ventilation structures have been located within the southern end of City Square. The ventilation structures are approximately 6.2 metres in height and have been incorporated into the public realm. Spatial provision has also been made for a potential tenancy (for others).

These ancillary features are shown in Appendix B CBD South Precinct Architectural Plans and Appendix D CBD South Precinct Public Realm Plans.

4.3.8. MATERIALS AND FINISHES

A palette of indicative materials and finishes has been prepared to highlight the intended colour tones and textures of the CBD South precinct. Materials such as concrete, steel, glass and aluminium have been carefully selected as part of the station's design to reflect the surrounding buildings, civic squares and laneways. Other finishes, such as granite and bluestone cladding is reflective of other project stations and strengthens the line wide identity. As detailed design has progressed and as part of station wide colour updates, the material schedule has been updated to include the addition of colour to the Federation Square entrance portal structure. Figure 12 provides an indicative palette of materials to be used at Town Hall Station.

The indicative material and finishes palette is shown in Appendix B CBD South Precinct Architectural Plans, drawing TAS-HWW-CBS-ZWD-DRG-ARC-TSC-A74500.

4.3.9. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The principles of Crime Prevention through Environmental Design (CPTED) have been adopted in CBD South to ensure the space not only feels safe but is safe. The physical qualities of the precinct are important to establish the invitation for people to use the public spaces. The invitation to enjoy and spend time in the public spaces associated with Town Hall Station helps to underpin perceptions of safety. The revitalised City Square precinct will encourage activity, people watching and passive surveillance to ensure an underlying feeling of safety and inclusiveness.

The following considerations have been made in the design:

- The City Square entry points have been sited and designed to provide clear sightlines from Swanston and Collins Streets, and Flinders Lane. The square will also be activated which will provide good passive surveillance
- The Swanston Street entry will be within a highly active space, providing passive surveillance as well as being a well-lit environment.
- Quality and uniform lighting throughout the public spaces
- Planting has been selected to maximise through visibility via high-canopy trees, and low-growing shrubs and ground covers (under 500mm high).

Additionally, the station operations at Swanston Street and Flinders Street will increase pedestrian movements and visual sightline through the development of retail, over-site development, throughout the laneways. The Day One invitation to spend more time in the space assists with a key CPTED principle of encouraging passive surveillance into and within the space.

Furthermore, the indicative location of protective bollards is identified in the hardscape plans detailed in Appendix D CBD South Precinct Public Realm Plans. The design and location of the bollards has

been developed in consultation with the City of Melbourne. Both removable and permanent bollards are proposed to facilitate protection of pedestrians in the public space whilst also providing flexibility for events and other uses.

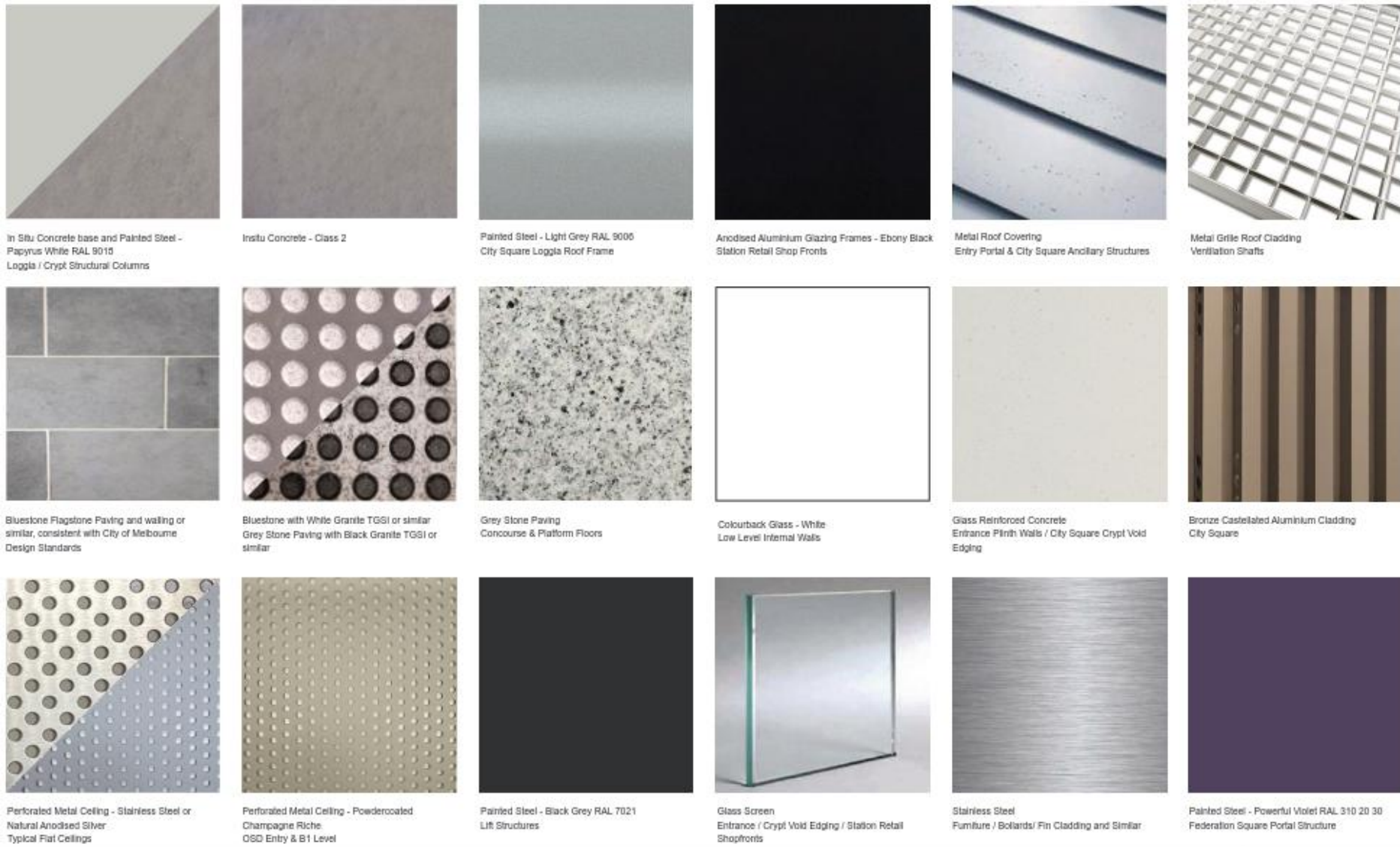


Figure 12: Indicative material and finishes palette for Town Hall Station

4.4. CONSISTENCY WITH ENVIRONMENTAL MANAGEMENT FRAMEWORK

The Environmental Management Framework provides a transparent and integrated governance framework to manage the environmental aspects of the entire project. A summary of the framework is provided in Table 5.

Table 5: Summary of MTPO’s Environmental Management Framework

Topic	Summary
Contract structure	Outlines the RPVMTPO procurement strategy which includes different delivery packages including an Early Works Managing Contractor, Tunnels & Stations Public Private Partnership (CYP), Rail Infrastructure Alliance and Rail Systems Alliance
Roles and responsibilities	Defines roles and responsibilities for the Minister for Planning, regulators and agencies, MTPO, PTV, project contractors (for the delivery packages above), Independent Reviewer and Independent Environmental Auditor.
Environmental management plans and documentation	Provides the requirements for project contractors to have an Environmental Management System, Development Plans, Early Works Plan/s, Construction Environmental Management Plan, Operations Environmental Management Plan, Transport Management Plan/s, Business Disruption Plan, Construction Noise & Vibration Management Plan, Site Environmental Implementation Plans, Work Method Statements and records and checklists.
Evaluating environmental performance	Provides the requirements for project contractors in relation to monitoring, reporting and auditing environmental performance.
Environmental Performance Requirements (EPRs)	EPRs are performance-based requirements that define the project-wide environmental outcomes that must be achieved during design, construction and operation of the project. This performance-based approach allows for a delivery model with sufficient flexibility to encourage innovation by the project contractors to determine how any approved EPR would be achieved.
Residential Impact Management Guidelines	Appended to the framework, the guidelines provide direction to the project contractors on how to address residual impacts on residential amenity so far as is reasonably practicable and appropriate.
Business Support Guidelines for Construction	Appended to the framework, the guidelines provide a framework for project contractors to address residual impacts on businesses so far as reasonably practicable and appropriate.

The Environmental Management Framework rightly extends well beyond just the application to this Development Plan, which presents the scope and extent of the built form of CYP’s works in the CBD South precinct. This includes:

- Construction impacts – will be addressed by CYP’s Environmental Management System, Construction Environmental Management Plan, Site Environment Implementation Plans, Early Works Management Plan and aspect-specific management plans (as specified in Incorporated Document and EPRs). This is subject to separate stakeholder consultation requirements and review by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.
- Operational impacts –will be addressed by CYP’s Environmental Management System and Operations Environmental Management Plan. This is subject to separate stakeholder consultation requirements and review by the Independent Environmental Auditor.
- Geographically-specific – location specific requirements that are not in the CBD South precinct will be addressed in the relevant precinct Development Plan.

- Specific to another project contractor – compliance by other project contractors (e.g. Early Works Managing Contractor) will be addressed in the relevant environmental management documentation of that project contractor.

An assessment of each EPR is provided in Appendix F CBD South Precinct Environmental Performance Requirements assessment. This identified key EPRs relevant to this Development Plan and these are presented below.

4.4.1. AQUATIC ECOLOGY AND RIVER HEALTH

Table 6 provides the CYP design response to the relevant aquatic ecology and river health EPRs.

Table 6: Design response to relevant aquatic ecology and river health EPRs

EPR	Design Response
<p>EPR AE1: Stormwater treatment</p> <p>EPR AE7: Stormwater treatment</p>	<p>The design of CBD South precinct was developed in consultation with Melbourne Water and the City of Melbourne.</p> <p>Water sensitive urban design (WUSD) principles have been integrated into the CBD South precinct design ensuring stormwater entering water bodies complies with the relevant Environmental Performance Requirements (EPR AE1 and AE7). In meeting these requirements, the Project has implemented design measures to address the objectives of the City of Melbourne Elizabeth Street Catchment Integrated Water Cycle Management Plan (2015). These objectives include:</p> <ul style="list-style-type: none"> • No worsening of the flood risk in the downstream areas of the Elizabeth Street catchment • Increasing soil moisture • Mimicking the natural water cycle by retaining more rainwater in the upper section of the catchment and reduce stormwater runoff • Providing passive irrigation to plants reducing potable water demand. <p>In order to meet these objectives and satisfy relevant Environmental Performance Requirements (EPR AE1 and AE7), the following design measures have been implemented in the CBD South precinct design:</p> <ul style="list-style-type: none"> • Water sensitive urban design landscaped areas which help manage local stormwater, and aid in treating the stormwater run-off to best practice quality standards • Provision of tree pits containing large soil volumes providing passive irrigation, fed by drainage grates integrated into the public realm hardscape design. <p>Landscape drawings in Appendix C CBD South Precinct Landscape Plans show the location of these water sensitive urban design plantings across the CBD South precinct, incorporating water sensitive urban design measures.</p>

4.4.2. ARBORICULTURE

Table 7 provides the CYP design response to the relevant arboriculture EPRs.

Table 7: Design response to relevant arboriculture EPRs

EPR	Design Response
<p>EPR AR1: Maximise tree retention</p>	<p>The design of CBD South precinct has been developed in consultation with the City of Melbourne and Heritage Victoria.</p> <ul style="list-style-type: none"> • As part of project works, 26 trees will be removed. These trees are concentrated in City Square and along Swanston Street adjacent the station entry between Flinders Street and Flinders Lane • The removal of trees has been avoided, where possible, to maximise the retention of mature trees. This has been achieved through strategic placement of street furniture, ancillary structures and road layout to maximise the existing trees within the CBD South precinct.

EPR	Design Response
	<p>The retained and removed trees are shown on the landscape plans in Appendix C CBD South Precinct Landscape Plans.</p>
<p>EPR AR2: Tree soil and water supply</p>	<p>The design of the CBD South precinct identifies soil zones for tree planting. Trees will be planted in several different conditions:</p> <ul style="list-style-type: none"> • Directly in garden bed or lawn areas where there will be natural large soil volumes • In paved areas where tree pits with structural soil systems allowing soil volume to be created below the pavements. These will typically also allow stormwater to enter the tree pit providing passive irrigation and water treatment • Above station structure. These trees will have a sufficient soil depth, with subsoil drainage, irrigation and structural soil pits where the surface is paved. <p>Tree pits in paved areas will have an indicative size of 3 metre wide by 6 metre long, with a structural soil cell system, which allows uncompacted soil to be placed under ridged surface pavements. The actual size and configuration will be subject to underground utilities.</p> <p>CYP has worked with a specialist soil scientist and the City of Melbourne to develop a high-performance soil specification and profile that balances the optimal soil requirements for storm water drainage, as well as for long term tree growth.</p> <p>The soil zone for tree planting and water sensitive urban design is shown on the landscape plans in Appendix C CBD South Precinct Landscape Plans.</p>
<p>EPR AR3: Tree replacement</p>	<p>The design for the CBD South precinct includes 46 trees to be planted.</p> <p>This will contribute to the Project’s overall objective to double tree canopy. As part of this, a tree replacement program has been developed in consultation with the City of Melbourne, with tree replacement carried out in the following manner:</p> <ul style="list-style-type: none"> • City Square – a new row of trees will be provided to the east of the square, providing shade and structure to the square. Tree placement will provide new opportunities to relax, socialise and enjoy the expanded public realm • Along Swanston Street, the double row of plane trees adjacent the Collins Street tram stop will be retained. In addition, trees on the western side of Swanston Street, between Flinders Street and Flinders Lane will also be reinstated. <p>With the number of proposed trees to be planted in the precinct and the total number of trees on project completion, there will be approximately 15 new trees compared to prior to project works.</p> <p>Overall, in this precinct, the scope of work does not provide opportunity to significantly increase tree numbers or vegetated surface area. However, the increase in tree numbers, particularly new plantings in City Square work towards the MTPO vegetation of doubling existing tree canopy (across the Metro Tunnel Project by 2040).</p> <p>The proposed trees are shown on the landscape plans in Appendix C CBD South Precinct Landscape Plans.</p>

4.4.3. HISTORICAL CULTURAL HERITAGE

Table 8 provides the CYP design response to the relevant historical cultural heritage EPRs.

Table 8: Design response to relevant historical cultural heritage EPRs

EPR	Design Response
<p>EPR CH1: Minimise heritage impact EPR CH10: Response to heritage places</p>	<p>The design of the CBD South precinct was developed in consultation with Heritage Victoria and the City of Melbourne. The design has sought to avoid and minimise impacts on cultural heritage values and be responsive to heritage places. This has resulted in the integration of many cultural heritage values into the design of the Town Hall Station.</p> <p>The design creates visual links to existing precinct features of major architectural and cultural heritage importance, particularly existing views to St Paul’s Cathedral, Melbourne Town Hall and Flinders Street Station.</p> <p>At City Square, the design will respond to the guidelines outlined in the Urban Design Strategy such as maintaining views of the Melbourne Town Hall clock tower and uncluttered views to St Paul’s Cathedral, in particular to the facade and altar window facing Flinders Lane.</p> <p>At Federation Square, the reinstated western shard has been designed to frame the view of St Paul’s Cathedral while holding the corner of Flinders and Swanston Street.</p> <p>In relation to Flinders Street Railway Station, the impact to the overall presentation and fabric of the railway station, its aesthetic and architectural qualities, would be minor. The alternative connection to Flinders Street Station via the Campbell Arcade subway would reduce impacts to heritage aspects of the main Flinders Street Station building façade, as well as impacts during construction to traffic and public transport along Flinders Street. Connections from Town Hall Station to Flinders Street Station are already constrained by major underground services and utilities and numerous routes have been explored. A heritage permit will be required for works to Campbell Arcade and options will be investigated to retain heritage features, wherever possible.</p> <p>The heritage values are shown on the hardscape plans in Appendix D CBD South Precinct Public Realm Plans.</p>
<p>EPR CH15: Charles Bush sculpture</p>	<p>The design of the CBD South precinct has been undertaken in consultation with Heritage Victoria and the City of Melbourne.</p> <p>The 1960’s sculpture by Charles Bush, located in the former Port Phillip Arcade, will be reinstated to Scott Alley. The sculpture will be incorporated into the Flinders Street OSD building design.</p>
<p>EPR CH16: Burke and Wills Monument</p>	<p>The design of the CBD South precinct has been undertaken in consultation with Heritage Victoria and the City of Melbourne.</p> <p>The Burke and Wills Monument will be relocated to outside the Metro Tunnel project area at the request of CoM. The final location will be resolved by the City of Melbourne.</p>
<p>EPR CH23: Heritage street fabric</p>	<p>The design of the CBD South precinct has been undertaken in consultation with Heritage Victoria and the City of Melbourne.</p> <p>Where heritage street fabric and infrastructure along Swanston Street is impacted by the works, it will be conserved and/or reconstructed in accordance with statutory controls as detailed in heritage approvals. This relates to Flinders Street Station and works adjacent Young and Jackson’s Princes Bridge Hotel and Nicholas Building. To Young and Jackson’s Hotel, there has been exposure of a bluestone wall on north side of the building during works. Opportunities to incorporate this into the architectural feature of the station will be investigated.</p> <p>Conservation and reconstruction requirements have been agreed in consultation with Heritage Victoria and/or the City of Melbourne.</p>

EPR	Design Response
	<p>Any temporary impacts to heritage street fabric and infrastructure will be managed in accordance with <i>Heritage Act 2017</i> including conditions of approval to ensure it is accurately reconstructed/conserved.</p> <p>The design of the Town Hall Station and its impact on heritage fabric is shown on the public realm plans in Appendix D CBD South Precinct Public Realm Plans.</p>

4.4.4. LAND USE AND PLANNING

Table 9 provides the CYP design response to the relevant land use and planning EPRs.

Table 9: Design response to relevant land use and planning EPRs

EPR	Design Response
<p>EPR LU1: Minimise impact on existing land use</p>	<p>The design of the CBD South precinct was developed in consultation with the City of Melbourne. The project has minimised impacts on existing land uses in the following manner:</p> <ul style="list-style-type: none"> • The footprint of permanent infrastructure on public land has been reduced (where possible) throughout the design process. However, there is still a need for some station entries to be located on public land, such as City Square and Federation Square. This is considered an appropriate use of public land as the rail system and supporting infrastructure support the ongoing function of the central city • In the precinct, once over-site development is completed, (subject to a separate approval process), a majority of the land acquired will be used for commercial purposes, similar to those on the west side of Swanston Street between Flinders Street and Flinders Lane. As such this is not expected to change the overall land use character of the precinct • While ancillary features, such as the tunnel ventilation system, will be located within City Square, these ancillary features will be integrated into a venue which will in turn encourage greater activation of the public open space around it. <p>The public realm shown on the public realm drawings is included in Appendix D CBD South Precinct Public Realm Plans.</p>
<p>EPR LU2: Master plans</p>	<p>While there is no relevant open space master plan applicable to the CBD South precinct, the design has taken the objectives of the Metro Tunnel Urban Design Strategy into account.</p> <p>The Project will result in the loss of some public open space for station entries and ancillary structures, however remaining areas of public open space will be reinstated and enhanced, such as City Square.</p> <p>The public realm shown on the public realm drawings is included in Appendix D CBD South Precinct Public Realm Plans.</p>
<p>EPR LU4: Urban Design Strategy</p>	<p>The design of the CBD South precinct was developed in consultation with members of the Urban Design and Architectural Advice Panel (UDAAP). A detailed assessment of consistency with the Urban Design Strategy is provided in Appendix E CBD South Precinct Urban Design Strategy guidelines assessment and Section 4.3.</p>

4.4.5. LANDSCAPE AND VISUAL

Table 10 provides the CYP design response to the relevant landscape and visual EPRs.

Table 10: Design response to relevant landscape and visual EPRs

EPR	Design Response
<p>EPR LV1: Reducing visual impact</p> <p>EPR LV2: Re-establishment of public open space</p>	<p>The design of the CBD South precinct was developed in consultation with the Office of the Victorian Government Architect, City of Melbourne and Melbourne Water.</p> <p>CBD South is seen as the front door to Melbourne’s civic and cultural destinations with important heritage features including Flinders Street Railway Station, St Paul’s Cathedral, Federation Square, Melbourne Town Hall, Young and Jackson Hotel. As discussed in Section 4.4.3, the position of the Town Hall Station’s has framed the views of these iconic features, where possible, and the design has been sympathetic to these important heritage places. The project design has reduced visual impact in the following manner:</p> <ul style="list-style-type: none"> • Visual impacts of the chiller plant and ventilation shaft at City Square will be reduced through integrating design into a new shopfront, located in the south-west corner of the square • Public furniture and tree placement within City Square will provide new opportunities to relax, socialise and enjoy the enhanced public realm of City Square • Flexible open space will be re-established within City Square • The Burke and Wills Monument will be relocated to outside the Metro Tunnel project area at the request of CoM. The final location will be resolved by the City of Melbourne. The reimagined Mockridge has been relocated to the northern edge of City Square facing Collins Street. The reimagined Mockridge consists of enhanced City Square station entrance design including improved visual connection between City Square, Collins Street, Town Hall and St Pauls Cathedral. The revised design provides an interactive digital wall, consisting of vertical component reimagining the movement and interactivity of water. • At Federation Square, the design will maintain the integrity and functionality of this valued place. Works will also integrate with current City of Melbourne proposals to green the Flinders Street interface to Federation Square. Further design of this entrance including its viewlines and heights to historic buildings, such as Flinders Street Station, St Paul’s Cathedral and Young and Jackson Hotel have been discussed with stakeholders • Further design of City Square entrance including its view lines of important historic features, such as St Pauls Cathedral and Melbourne Town Hall, have been discussed with stakeholders. <p>The public open space is shown on the landscape plans in Appendix C CBD South Precinct Landscape Plans.</p>

4.4.6. SOCIAL AND COMMUNITY

Table 11 provides the CYP design response to the relevant social and community EPR.

Table 11: Design response to relevant social and community EPR

EPR	Design Response
<p>EPR SC8: Re-establish public open space</p>	<p>The design of CBD South precinct has been developed in consultation with the City of Melbourne.</p> <p>Public open space within the CBD South precinct will be reinstated in the following manner:</p> <ul style="list-style-type: none"> • To respond to the objectives of the Urban Design Strategy, open space will be provided in the centre of City Square for events and functions. In addition to providing a station entrance, City Square will maintain the character and functions of the exiting square, and will be refreshed with new vitality and attractions to maintain its role as one of the prime civic places in the heart of the city • At Federation Square the visual appearance will be true to the original design intent and maintain the integrity and functionality of this valued meeting place.

EPR	Design Response
	The public open space is shown on the landscape plans in Appendix C CBD South Precinct Landscape Plans.

4.4.7. SURFACE WATER

Table 12 provides the CYP design response to the relevant surface water EPRs.

Table 12: Design response to relevant surface water EPRs

EPR	Design Response
<p>EPR SW1: Flood design</p> <p>EPR SW2: Water sensitive urban design</p>	<p>The design of the CBD South precinct has been developed in consultation with the City of Melbourne and Melbourne Water.</p> <p>The CBD South entrances/exits are in relative close proximity to the Yarra River. While detailed river flood modelling is being undertaken in consultation with Melbourne Water, the EES flood modelling indicated that the station entrances/exits will not be impacted by river flooding in the 1 in 1000 year ARI flood event (except for the Degraives Street underpass, where an active flood barrier will be implemented). The primary flood risk to the station is stormwater flooding, which will be assessed for the 1 in 200 year ARI flood event. Surface water movement (including stormwater flood protection) has been addressed in the CBD South precinct in the following manner:</p> <ul style="list-style-type: none"> • Water sensitive urban design principles have been applied to project design providing an important sustainability and visual aspect. Stormwater run-off will be slowed, mitigated and collected for reuse via gardens and street planters • Water sensitive urban design is a key part of the landscape concept - trees and garden beds will be passively irrigated, and used to detain and clean stormwater. An underground water storage tank will be provided at the Town Hall Station. This water will be harvested from stormwater collected from the project catchment and used within the station • The design of station openings has addressed the potential for surface water to enter the station by a setting the opening levels with 300mm freeboard above the 1 in 200 year ARI flood level. <p>The design of water sensitive urban design is shown on the landscape plans in Appendix C CBD South Precinct Landscape Plans, and a detailed assessment of consistency with the Urban Design Strategy is provided in Appendix E CBD South Precinct Urban Design Strategy guidelines assessment and Section 4.3.</p>

4.4.8. TRANSPORT

Table 13 provides the CYP design response to the relevant transport EPRs.

Table 13: Design response to relevant transport EPRs

EPR	Design Response
<p>EPR T7: Operational road transport</p>	<p>The design of the CBD South precinct has been developed in consultation with the City of Melbourne and Department of Transport (previously known as Transport for Victoria, VicRoads, and Public Transport Victoria).</p> <p>There are limited permanent changes proposed to the road network as a result of the operation of the Project. Those relating to Flinders Lane (proposed shared zone) is discussed further in T9.</p> <p>Traffic demand in the Melbourne CBD has been relatively static over recent years and future traffic growth in and around the precinct is expected to be close to zero. As a result, the legacy state will be designed to the relevant design standards to ensure user safety, with transport modelling of road operations to ensure that any potential delays to public transport are minimized as far as reasonably practical.</p> <p>For the design, the needs of service, emergency vehicles and DDA requirements has been taken into consideration in the following manner:</p>

EPR	Design Response
	<ul style="list-style-type: none"> • Loading bays have been provided at strategic locations including at the Flinders OSD station building, west of Swanston Street and another provided at City Square along Flinders Lane, east of Swanston Street • Emergency vehicle access will be provided on the corner of Flinders Lane and Cocker Alley • DDA parking will be provided on the corner of Flinders Lane and Royston Place. <p>The road design for Town Hall Station precinct is shown in Appendix D CBD South Precinct Public Realm Plans.</p>
<p>EPR T8: Operational public transport</p>	<p>The design of the CBD South precinct has been developed in consultation with the City of Melbourne and Department of Transport (previously known as Transport for Victoria, VicRoads, and Public Transport Victoria).</p> <p>Incorporation of the project into the metropolitan transport network will change the dynamics of public transport movements within the Melbourne CBD. Passengers will become less reliant on the existing Swanston Street tram trunk for access between Parkville and the CBD, providing a reduced area of congestion with the centre of the city.</p> <p>The Town Hall Station entries will be positioned to allow convenient transfer to existing tram stops on Swanston, Flinders and Collins Streets. Additionally, the tram stop opposite Port Philip Arcade will be reinstated.</p> <p>A rail replacement bus stop will be provided on Flinders Street (next to Federation Square).</p> <p>A wayfinding strategy has been prepared to reduce the amount of signage required across the precinct. Internal and external spaces have been designed to support intuitive movement where reliance on signage is kept to a minimum. Signage is presented in a logical sequence based on providing the right information, at the right time and in the right place.</p> <p>A family of sign types has been developed and applied consistently across all stations and their precincts. Signs are categorised into four main functional groups including: identification signs, directional signs, information signs and statutory signs. The intuitive movement concept within the wayfinding strategy will also assist mobility and vision impaired persons.</p> <p>The public transport interface is shown on the public realm drawings in Appendix D CBD South Precinct Public Realm Plans.</p>
<p>EPR T9: Operational active transport</p>	<p>The design of the CBD South precinct has been developed in consultation with the City of Melbourne and Department of Transport (previously known as Transport for Victoria, VicRoads, and Public Transport Victoria).</p> <p>The following active transport design measures have been integrated into the station design:</p> <ul style="list-style-type: none"> • Pedestrians are prioritized at the CBD South precinct in order for the public realm to effectively and comfortably cater for an increasing urban population • Swanston Street is one of Melbourne's busiest bicycle spines. There will be 74 new bike-parking spaces as part of the CBD South precinct design. The two existing bike share station spaces will be maintained. Several bicycle hoops will be provided along Swanston Street and near the City Square (Collins Street). On-road bicycle lanes will extend along Swanston Street, as per existing conditions • The intersection of Swanston and Flinders Street is an area of severe pedestrian overcrowding. In order to address future demands, multiple entry/exit points to Town Hall Station will be provided via Collins Street (City Square), Swanston Street / Flinders Street and off Flinders Street. This will cater for more efficient and safe dispersal of passengers. Wider crossings are now proposed on three of four crossings, except for the northern crossing. The southern crossing has been further widened to 8.0m compared to 7.0m. • A direct below ground underpass is proposed from the Town Hall Station to Flinders Street platforms via the existing Degraeves Street underpass • The station entry on Swanston Street will incorporate new and existing laneways (to include Cocker and Scott Alleys) that will strengthen the 'mid-block' north-south walking and arcades existing parallel to Swanston Street. This will ultimately reduce pedestrian congestion on Swanston Street.

EPR	Design Response
	<p>Infrastructure associated with active transport is shown on the public realm drawings in Appendix D CBD South Precinct Public Realm Plans.</p> <p>Figure 5 and Figure 6 show the pedestrian movement network and locations of bicycle facilities within the station precinct.</p>
EPR T10: Waste collection	<p>A precinct-wide waste management strategy will be incorporated into the design of the CBD South precinct. This will include a separate over-site development waste strategy.</p> <p>A station and precinct-wide loading bay for waste removal will be located at the Flinders OSD station building and another provided at City Square along Flinders Lane, east of Swanston Street (refer to Figure 9).</p> <p>Consultation has been undertaken with affected businesses, land owners, residents, private waste collection services and City of Melbourne council.</p>

5. CONCLUSION

This CBD South Precinct Development Plan addresses the scope and extent of the built form of CYP's works in the CBD South precinct, including the new Town Hall Station from the station entrances to the ticket gate. In accordance with Clause 4.7 of the project's Incorporated Document, this plan includes:

- Site layout plans (refer to Appendix A)
- Architectural plans and elevations (refer to Appendix B CBD South Precinct Architectural Plans)
- Landscape plans (refer to Appendix C CBD South Precinct Landscape Plans)
- Public realm plans and elevations (refer to Appendix D CBD South Precinct Public Realm Plans)
- An explanation demonstrating how this Development Plan is in accordance with the relevant sections of the approved Urban Design Strategy (refer to Section 4.3 and Appendix E CBD South Precinct Urban Design Strategy guidelines assessment)
- An explanation demonstrating how this Development Plan is in accordance with the relevant sections of the approved Environmental Management Framework particularly the Environmental Performance Requirements (refer to Section 4.4 and Appendix F CBD South Precinct Environmental Performance Requirements assessment)).

This Development Plan does not include the potential over-site development at Town Hall Station, which is subject to a separate planning process.

MTPO's Urban Design Strategy established the following Urban Design Vision for the project:

"A legacy of outstanding rail stations and associated public spaces that put people first, contribute to Melbourne's reputation for design excellence, and deliver an overall substantial benefit in terms of urban quality for Melbourne, for the transport network, and for local areas influenced by the project".

In response, CYP has designed Town Hall Station to reflect a reimagine city entry that draws together Melbourne's great cultural and civic buildings in a majestic pedestrian precinct – 'the southern edge of the Swanston mile'. The CBD South State's cultural heart; with the city's Council chambers, the library, retail and commercial offices.

The previous version of this CBD South Precinct Development Plan was approved by the Minister for Planning on Thursday 15 August 2024. Under the Project's Incorporated Document, and in accordance with Clause 4.7.8, CYP is seeking an amendment to this Development Plan.

In accordance with the Incorporated Document requirements, the amended version of this CBD South Precinct Development Plan was made available for public inspection for 15 business days from Monday 27 November 2017 until Friday 15 December 2017 and Wednesday 11 May 2022 until Wednesday 13 June 2022. During this time, it was available on the Engage Victoria website along with an opportunity to provide written comments.

The amendments to this Development Plan improve the design in line with the design principles for the Metro Tunnel Project and include changes to the architectural layout, landscape design and public realm components of the Project.

Consultation with key stakeholders has been ongoing during the preparation of these amendments. This includes Heritage Victoria, OVGA, City of Melbourne, Department of Transport (previously VicRoads, Public Transport Victoria and Transport for Victoria) MTPO and Melbourne Water.

This Development Plan presents the scope and extent of the built form of CYP's works in the CBD South precinct with associated construction works to occur within the Project Land boundary and construction impacts to be managed in accordance with the approved Environmental Management Framework. This includes separately prepared Environmental Management System, Construction Environmental Management Plan, Site Environmental Implementation Plans and aspect-specific management plans (as specified in the Environmental Performance Requirements).