

APPENDIX D
Detailed Response to Submissions

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1.0 Introduction

All submissions received as part of the EES process have been reviewed.

Summaries of the heritage issues raised in submissions have been prepared and responses are provided to these issues.

While there are some exceptions, generally the approach has been to reference submissions only when the issue of heritage is explicitly referenced. For example, there are numerous submissions that comment on the issues of vibration and ground settlement. These are only referenced in the Response to Submissions where the heritage status of the building is referenced.

The issues raised in submissions have been addressed in the following sequence:

General issues

- Potential impact on heritage places as a result of noise and vibration and ground settlement
- Historical archaeology
- Removal of trees associated with heritage places

Precincts

Other than for the general issues listed above, issues associated with specific heritage places have been addressed in precinct order, consistent with the HHIA structure.

- Precinct 1 Tunnels precinct
- Precinct 2 Western portal precinct
- Precinct 3 Arden station precinct
- Precinct 4 Parkville station precinct
- Precinct 5 CBD North station precinct
- Precinct 6 CBD South station
- Precinct 7 Domain station precinct
- Precinct 8 Eastern portal precinct
- Precinct 9 Western turnback precinct

It is noted that issues associated with Early Works – assessed separately in the HHIA – have been considered in the location where they are proposed to occur.

2.0 General issue: Vibration and ground settlement

Submissions

Relevant submissions	MM024, MM025, MM050, MM057, MM058, MM090, MM095, MM100, MM101, MM109, MM119, MM113, MM134, MM135, MM142, MM146, MM159, MM166, MM180, MM182, MM186, MM192, MM207, MM215, MM220, MM221, MM222, MM228, MM235, MM249, MM250, MM274, MM320, MM324, MM326, MM332, MM347, MM351, MM364, MM365, MM367, MM371
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Many submissions to the EES have raised the issue of the potential impacts on heritage buildings and places as a result of construction vibration and ground settlement. Some submissions have requested further information on the issue. A common query or request is that of whether condition assessments are to be undertaken prior to works, while many submitters are concerned about the rectification of damage should it occur as a result of the works, including the responsibility for and cost of such works.

Heritage Victoria has noted that the route of the project passes under or in close proximity to 36 places that include structures that may be impacted by the works, noting that 23 of these are located between CBD North station and the southern end of Princes Bridge. It further commented that the works 'do not

directly involve these places' and therefore there is no requirement for a permit to control any immediate impacts on them.

Heritage Victoria has expressed a general concern that vibration or ground settlement may have an adverse impact, noting as follows:

This impact need not be structural to have a detrimental impact on the significance or the integrity of the heritage place. For example, any impact that might cause decorative elements, finishes or architectural mouldings to detach is also considered serious in heritage terms.

Heritage Victoria advocates more clarity around the mitigation measures ... to limit the possible risk of impact.

Noise and vibration: Heritage Victoria comments on the requirements specified by the Commonwealth Minister for the Environment for Victoria Barracks (refer to p. 39 of the HHIA), noting that Victoria Barracks 'is afforded a greater degree of consideration and mitigation than the Victorian Heritage Registered buildings along the route, despite being a minimum of 50m away (horizontal distance).

Heritage Victoria has recommended the amendment of the EPRs for noise and vibration to include specific requirements for VHR registered places (beyond the requirements of NV3). It has recommended specific measures for VHR-registered places, based in part on the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) requirements. These are as follows:

Conduct pre-condition condition surveys of structures in the Victorian Heritage Register in close proximity to the construction activity. Recording is to include structural condition, structural integrity and integrity and condition of 'all prominent features'.

Conduct vibration monitoring at the commencement of tunnelling in geological conditions that are similar to those found in Swanston Street in order to quantify the actual tunnel boring machine vibration characteristics (level and frequency) for comparison to the values derived from the literature and the German DIN (DIN 4150) target.

Conduct continuous vibration monitoring of all Victorian Heritage Registered structures in proximity to all construction activity to assess the actual tunnelling vibration for acceptability, taking into account both the vibration frequency and condition of structures, until monitoring for vibration shows measurements equivalent to preconstruction vibration readings.

If monitoring conducted according to the above demonstrates the condition of heritage structures may be degraded as a result of vibration, ground vibration must be reduced by adjusting the advance rate of the tunnel boring machine until monitoring of vibration shows consistent measurements equivalent to preconstruction vibration readings.

Based on the preconstruction condition surveys, identify any parts of the registered places that may potentially be impacted by constructional vibration. A methodology is to be formulated to address these potential issues prior to the commencement of works by either providing repair or stabilisation works. A methodology should also be developed to provide guidance where there is an impact on a heritage place that is either caused by or is exacerbated by the MMR construction works. This methodology should include procedures for determining the scope of the impact and expediently addressing the impact in a manner that limits delays to the MMRP without detrimental impact to the registered place.

Ground movement: Heritage Victoria goes on to recommend similar measures ('for monitoring and reacting to impacts') incorporated into the EPRs for ground movement.

Submission MM365 also recommends in relation to potential damage to buildings and structures, that additional EPRs be developed to allow for proactive or preventative actions in preference to rectification (including for the City Baths, for example). This would allow for impacts to be 'in the first instance avoided, then mitigated in a pro-active way, see pp. 101-2).

Submission MM365 draws attention to the potential for damage to occur to structures such as monuments and memorials in parks and roadways as a result of ground settlement. It noted that the impacts have not been addressed in the EES and recommends that an EPR be include to address this.

HHIA

The HHIA addressed these issues at section 6.0 Project-wide Issues and in particular in sections 6.6.2 to 6.6.4.

Additional response

The sensitivity to the issue of risk of damage to both heritage and non-heritage places as a consequence of project related vibration or ground movement is acknowledged. As noted in the summary of submissions, the concerns raised range from a general sensitivity as related to the expectation of damage occurring and if it does, who is responsible and who pays for rectification, to site and building specific concerns, such as those raised in the submission from the MATC in relation to St Pauls Cathedral (MM274).

As addressed in the HHIA the expectation is that some damage may occur to heritage places as a consequence of the project, but that the risk is low to very low. The relevant EPRs set out the basis upon which that risk is to be managed and the in particular identify actions for survey, monitoring and rectification where this is determined to be required. The HHIA, however, recognises that the management of this issue is one which will be undertaken by the project contractor as related directly to the construction methodology which is finally adopted. Notwithstanding, both of the technical reports in this area (Technical Appendix I *Noise and Vibration* and Technical Appendix P *Ground Movement and Land Stability*) recommend monitoring for certain sites which fall into the identified zones of sensitivity.

In relation to the issue of responsibility for survey, monitoring and rectification this is a matter which, as relevant, should be addressed in the relevant project and planning controls and contracts for delivery of the works.

On the issue of the prescribed manner in which the issue of construction vibration is to be addressed for Victoria Barracks, I confirm that as noted in the HHIA the vibration level predicted at this site is well below the Guidelines Target for this location, as noted in the noise and vibration impact report (Technical Appendix I *Noise and Vibration*). As such, it is my view is that to apply the same requirements to places listed on the VHR is unwarranted.

Recommendation

No change is recommended to the existing Environmental Performance Requirements.

3.0 General issue: historical archaeology

Submissions

Relevant submissions	M320
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MM320 (Heritage Victoria) comments on the approach to the management of historical archaeology in the EES and confirms the requirements for:

- a program of historical archaeological investigations that may include excavations, monitoring, recording, reporting, analysis, and artefact conservation
- the implementation of a protocol (including stop work and reporting requirements) in the event previously unknown historical archaeological sites, features, deposits and/or artefacts.

HHIA

The issue of historical archaeology is addressed at section 6.0 of the HHIA.

Additional response

None required.

Recommendation

No change is recommended to the existing Environmental Performance Requirements.

4.0 General issue: removal of trees associated with heritage places

Submissions

Relevant submissions	M320 and numerous others
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Numerous submissions have raised the issue of tree removal as part of the project works.

This includes general concern about tree removal as well as specific concern about trees within specific heritage places.

Heritage Victoria (submission MM320) has commented that the impact on mature trees across the project will be extensive and believes that all measures should be taken to reduce the number of trees that will be impacted and measures are taken to replace all trees that are removed. It comments further that in many cases tree impacts will occur on registered land and permits will be required.

HHIA

The EES has assumed the removal of trees in particular areas is required for construction activities and new infrastructure. Accordingly, the trees identified for removal in the HHIA, consistent with the Arboriculture impact assessments, assume a worst case scenario. Based on discussion in the course of the preparation of the HHIA my expectation is, and it is desirable that, fewer trees than have been assumed under the Arboriculture impact assessments ultimately will need to be removed. As part of this it is expected that construction site footprints in particular would be reviewed and refined to reduce the number of trees affected, particularly mature trees and including those in heritage places where the trees contribute to the significance of the place.

This is consistent with EPR AR1:

AR1 During detailed design, review potential tree impacts and provide for maximum tree retention where possible.

Prior to construction of main works or shafts, develop and implement a plan in consultation with the relevant local council that identifies all trees in the project area which covers:

- Trees to be removed or retained
- Condition of the trees to be removed
- Options for temporary relocation of palms and reinstatement at their former location or another suitable location.

As noted by Heritage Victoria in its submission (MM320), many of the heritage places where tree removals are required are either included in the VHR or are proposed for inclusion in the VHR. These are as follows:

- Royal Parade (Parkville station precinct)
- Domain Parklands (Tunnels precinct and Domain station precinct)
- Shrine of Remembrance (Domain station precinct)
- South African Soldiers Memorial (Domain station precinct)
- St Kilda Road (no heritage controls apply currently, but recommended for VHR, Domain station precinct)
- Fawkner Park (within HO6, the South Yarra Precinct in the Melbourne Planning Scheme but recommended for VHR, Tunnels precinct)

The removal of trees in any of these VHR registered places will require a permit under the Heritage Act.

Additional response

Across the project as a whole tree removal will have the greatest visual impact within and outside heritage places. As already addressed in the HHIA and in the EPRs, the imperative, wherever possible will be to minimise that impact. The expectation is that this will be achieved by the strategic refinement of construction areas and retention and protection of mature trees where possible and the development of design solutions which enable the reinstatement of existing such that the long term impacts on cultural heritage significance of the impacted places is minimised. In many places this goes to tree species selection and siting so that form and spatial arrangements are maintained.

These are issues which are addressed in the relevant EPRs, namely CH8, CH12, CH17, CH19 and CH20 and AR1 and AR3.

Recommendation

No change is recommended to the existing Environmental Performance Requirements.

5.0 Tunnels precinct

5.1 Impact of the listing of Fawkner Park on the VHR

Submissions

Relevant submissions	M059
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This submission identified that there is not much information regarding “the “proposed permit policy” nor the “proposed permit exemptions” with “specific permit exemptions”” as related to Fawkner Park. It raises concern about the possible detrimental impacts of proposed exemptions on Fawkner Park, its users and adjacent neighbours (MM059).

HHIA

The HHIA referenced the nomination of Fawkner Park.

Response

The purpose of the permit exemptions that have been recommended by the Executive Director, Heritage Victoria, is to allow for the ongoing management of the park. The recommended permit exemptions present as consistent with other registered parks in Victoria. Any major works or works which have the potential to have an adverse heritage impact would require a permit under the registration. As such the recommended permit exemptions do not present as giving rise to detrimental

impacts. This is however a Heritage Victoria and Heritage Council matter rather than one related directly to the project.

Recommendation

N/A

5.2 Impact of the proposed TBM launch site in Fawkner Park (HO6 and VHR PROV H2361)

MMRA has advised that Fawkner Park is no longer under consideration for use as a TBM launch site and no further response on this issue has been provided. Refer to MMRA Technical Note 016, dated 26 July 2016.

5.3 Impact of the above CityLink tunnels option on the Domain Parklands (VHR H2304)

Submissions

Relevant submissions	MM128, MM175, MM189, MM254, MM365, MM320 (Heritage Victoria), MM332
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A number of submissions have as a focus the impact of the above CityLink option on trees and landscape character in Tom’s Block within the Domain Parklands.

All the relevant submissions have expressed support for the under CityLink option. Submissions have made the following points:

- A significant number of grand old trees would be lost, part of a much admired landscape along St Kilda Road (MM128)
- Replacement soil would require stabiliser which is not ideal for tree growth (MM128)
- There may not be sufficient depth above the tunnels to allow large trees to grow to their full potential (MM128)
- Concern about loss of trees in the Domain (sense of history) (MM189)
- Tree replacement should be undertaken in accordance with the Domain Parklands Masterplan (MM254)
- The over CityLink option would require the removal of approximately 55 trees, 30 of which are mature and the shallow depth of the tunnel would have an effect on the ability to replant replacement trees (MM320, Heritage Victoria)
- Avoiding the above CityLink option would obviate the need for ground stabilisation works in the area, obviating the need to temporarily relocate the Marquis of Linlithgow Statue and the Boer War Memorial (MM320, Heritage Victoria)
- Heritage Victoria recommends that the alternative proposal to direct the MMRP tunnel under the CityLink tunnel is adopted (MM320, Heritage Victoria)
- Ground stabilisation works include the use of concrete grouting to stabilise the soil and it is likely that this would not allow for landscape reinstatement to the level of existing condition and would result in ‘permanent impacts to the visual quality and heritage significance of the landscape’ (MM365)
- The Kings Domain and its plantings have historical associations with Baron Von Mueller, William Guilfoyle, Carlo Catani and Hugh Linaker, giving it an unrivalled pedigree of curatorship in Victoria (MM332)
- ‘The trees in Tom’s Block create the garden setting for the Victorian Police Memorial, the Weary Dunlop Memorial and the original Boer War Memorial. They include a tree which was planted in memory of victims of crime. In the direct foreground of the Shrine of Remembrance, this is a sacrosanct place for Victorians’ (MM332)
- Soil stabilisation works are irreversible and will mean the area cannot be reinstated due to concrete pumped into the soil. Pocket planting would not reinstate the landscape. Widespread and deep removal of the grouted soil and replenishment with at least 2m of soil would be

required to establish large and mature specimens as at present. Regardless this is not a temporary impact. Recommends the use of Earth Pressure Balance Tunnel Boring machine (as referenced in the Arboricultural Technical Report) be investigated and adopted to avoid the need for ground stabilisation (MM332).

HHIA

This issue was addressed at section 7.6.3.3, pp. 89-93 of the HHIA.

There is some uncertainty around the construction impacts and in particular the nature and extent of ground stabilisation works that could be required in Tom's Block in the above CityLink option.

The impact assessment has assumed the most severe possible impacts in relation to tree loss and ground stabilisation works and has developed EPRs and mitigation measures in response to these.

There is recognition of the potential impacts as follows:

- Tree loss in the affected area as related to tunnelling and/or ground stabilisation works
- Potential impact on soil as a result of ground stabilisation works
- Potential removal and reinstatement of monuments, memorial and other structures including:
 - Boer War Memorial (VHR H0283)
 - Marquis of Linlithgow Statue and associated landscaping (VHR H0366)
 - Sir Edward 'Weary' Dunlop Memorial and associated steps and plaques (F27 in the Domain Parklands, VHR H2304)
 - Electricity supply pillar (within Domain Parklands, VHR H2304)
 - Walker Fountain (within Domain Parklands, VHR H2304)
 - Victoria Police Memorial (F26 in VHR H2304)

The relevant EPRs are CH1 (avoid or minimise impacts) and AR2:

AR2 Reinstatement quality soils to sufficient volumes to support long-term viable growth of replacement trees.

The mitigation measures proposed include the minimisation of tree removals wherever possible, and the avoidance of the need for the stabilisation (refer to Table 77 at section 7.7 of the HHIA):

Utilise strict monitoring of volume loss, TBM operations and ground monitoring to negate requirement for soil stabilisation works within Tom's Block.

As for other affected VHR-listed landscapes, EPR CH17 applies, requiring landscape reinstatement in accordance with relevant policy documents and with consultation with the City of Melbourne and Heritage Victoria (in this case).

Additional response

As noted earlier, the CMP for Domain Parklands (Context for the City of Melbourne, June 2016) was in preparation at the time the impact assessment work for Melbourne Metro was being undertaken and reference was made to a draft version of that report. The CMP has now been completed and the assessment and policies for Tom's Block have been reviewed in responding to the issues raised in submissions.

Tom's Block forms part of the broader Kings Domain. Other than for the row of elms along its eastern boundary, the area does not have a cohesive or formal design (Context, 2016, vol. 2, p. 96). It contains a collection of trees of varying age, species and condition, including some mature trees which may date from before 1900 (Context, 2016, vol. 2, p. 96).

As a whole, Tom's Block contains substantial numbers of flowering gums (*Corymbia ficifolia*). The draft CMP (Context, 2015) suggested that a group of these may have been the remnants of a commemorative Gallipoli planting from 1916, however this has subsequently been found not to be correct. The final CMP identifies a 1935 commemorative planting of 33 flowering gums through the central ridge of Tom's

Block, in the area that could be affected by the above CityLink option for Melbourne Metro. The trees were planted by the Town Clerk and councillors of the Melbourne City Council, to commemorate the silver jubilee of King George V's reign. The CMP notes that a total of about 80 flowering gums were planted at this time, including the 33 by councillors. Of these, 16 survive in the area between the Weary Dunlop Memorial and the Police Memorial and these are believed to be remnants of the 1935 rows of planting. These 16 red flowering gums are assessed as of nil significance in the CMP.



Figure 1 Trees in Tom's Block, view south: Weary Dunlop memorial on the right (indicated)



Figure 2 Elm row on the west side of Linlithgow Avenue, view looking south

To the south of the Weary Dunlop Memorial (Figure 1), however, there is a more significant tree grouping at the southern end of Tom's Block where trees could be affected by the works. This includes a number of other red flowering gums, as well as significant specimens of Moreton Bay Fig, Brush Box, Cabbage Palm and Hoop Pine. Trees in this area were assessed as of primary and contributory significance in the CMP.

Canary Island date palms within Tom's Block may also need to be removed (albeit these could be reinstated) and these are identified as of contributory significance.

There would also be the loss of a row of elms along Linlithgow Avenue (Figure 2) assessed as of primary significance in the CMP.

The loss of trees, if required for tunnelling and associated ground stabilisation works, is acknowledged in the HHIA as a major impact on Tom's Block (refer p. 94). As for other affected landscapes, tree removal results in an adverse visual/aesthetic impact, particularly where the trees to be removed are mature specimens.

Submission M332 notes that the trees in the area that could be affected provide a setting to individual memorials and monuments, including the Police Memorial, the Weary Dunlop Memorial and the Boer War Monument. This is the case in a general sense, in that the memorials and monuments are in a parkland setting, though the CMP does not identify designed landscaped settings associated with these particular monuments. All are more recent insertions in an existing established landscape. This is as compared with others in the Domain Parklands, see for example the King Edward VII Memorial, and the King George V Memorial, both of which are sited in consciously designed landscapes.

Submission M332 also notes that one of the trees is designated as a memorial for victims of crime.

As identified at section 7.5 (Benefits and opportunities), the clear preference from a heritage perspective is for the below CityLink option in which the loss of trees and the disturbance of significant monuments and memorials could be avoided.

Accepting that, there is a need to consider the means through which the impact could be mitigated if the above CityLink option proceeds. As for other affected areas of parkland and avenues affected by the works for Melbourne Metro, the approach is to mitigate through reinstatement of trees and landscape character in accordance with relevant policy documents and good practice. For the Domain Parklands these would include the Domain Parklands CMP and the Domain Parklands Masterplan (as referenced in submission MM254) noting that a new Masterplan is being developed by the City of Melbourne.

Recommendation

In the case of the CityLink option and the associated works in Tom's Block, a number of submissions have questioned whether the landscape could be reinstated to the level of the existing condition if ground improvement works are required. My view is that if ground improvement works do occur, it should be a requirement that suitable conditions are established to allow for that outcome. Additionally premature removal of trees in anticipation of the works should be avoided. Critically the zone of stabilisation needs to be established to determine whether this can be limited to the area below the root zone.

If there is a need to amend the relevant EPR AR2 to more explicitly reference those requirements, in terms of soil depth and quality, this is recommended. This would be based on specialist horticultural and arboricultural advice and I defer to Mr Patrick on this issue.

5.4 Impact of the permanent structures over the emergency access shafts in the Domain Parklands (VHR H2304) and Fawkner Park (HO6 and VHR PROV H2361)

Two emergency access shafts are required, the first between CBD South station and Domain station and the second between Domain station and the Eastern portal:

- Between CBD South station and Domain station, two potential locations in the Domain Parklands have been assessed.
- Between Domain station and the Eastern portal, two potential locations in Fawkner Park have been assessed.

Submissions

Relevant submissions	MM04, MM32 (Heritage Victoria), MM332, MM365
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The submissions raise a number of issues focussed around the scale and location of new structures in areas of landscape sensitivity. These include:

- Concern about the possible exit point for machinery to be constructed in Fawkner Park (MM004)
- Concern about the alternative proposal to locate an emergency access structure in Tom's Block. 'Heritage Victoria believes that the need to turn the site into a construction zone to achieve this would create further impacts on the registered place. It is recommended that another alternative location be considered' (MM320)
- Concerns regarding the placement of vent stacks or access shafts within the Alexandra Gardens, Queen Victoria Gardens and Tom's Block area of the King's Domain [within the Domain Parklands], viewsheds of the heritage elements must not be impacted (floral clock, Victorian police memorial, the King Edward VII memorial, the Weary Dunlop memorial and the original Boer War memorial, design will need to be extremely sensitive and include landscaping, difficult to achieve given the open parkland character of Tom's Block (MM332)
- Shafts would occupy a footprint of approximately 144 square metres (12m x 12m) with a height of 4.6m, the walls would include louvres for ventilation and an access door (MM365)
- The construction site areas in the Domain extend well beyond the shaft footprint. Both of the proposed shaft locations would result in a significant visual, landscape and heritage intrusion into a highly significant area to an extent that is deemed to be unacceptable (MM365).
- The Queen Victoria Gardens location (Concept Design) has significant impacts on the Queen Victoria Gardens Precinct and views of Lady Clarke Rotunda that could be avoided if alternative site in the part of Domain Parklands known as Tom's Block is adopted (MM365, p. 13)
- The Alternative Design Option in Tom's Block is not supported but an alternative location in the same area that could be supported is being developed (MM365, p. 13)
- In Fawkner Park the option within the Fawkner Park Tennis Centre should not be considered if the area is not used for the TBM launch site (MM365)
- In Fawkner Park, the north-east location includes a construction zone that appears to be within the protection zone of a circular stand of trees registered by the National Trust, this site would also require a cross-over for emergency vehicles which would further impact on the visual and landscape amenity (MM365)

HHIA

The heritage issues and impacts associated with the proposed emergency access shafts in the Domain Parklands are discussed at section 7.6.3.3 of the report and in the conclusion at section 7.6.3.4. This includes an analysis of the physical impacts (including tree removal) and the visual impacts of the new structures. The assessment is that the Queen Victoria Gardens option is least preferred because of its potential visual impact on the setting of the King Edward VII memorial, though its construction impacts

were acceptable, with protection of the memorial. The Tom's Block option was also considered to have a visual impact and may require the permanent removal of one of the elms in the Linlithgow Avenue row but was preferred from a heritage perspective. In the case of the Fawkner Park options, these were assessed at section 7.6.7.3.

In both cases the conclusion was that the new structures could be accommodated without a major adverse impact on the heritage values of the place. This is, however, dependent on sensitive design and a review of functional requirements to minimise the scale of the new structures and to ensure they respond to the park setting.

The key EPR in terms of design is CH1 (avoid or minimise impacts on the cultural heritage values of heritage places), and suggested mitigation measures include the review of design to minimise visual impact including screening vegetation and avoidance of on-site parking.

In relation to Fawkner Park the Executive Director, Heritage Victoria's recommendation for VHR listing is appended (Appendix B). This was not available during the preparation of the HHIA. While this is a draft that has to be endorsed by the Heritage Council, it is an important reference.

Additional response

Emergency access structures: While no dimensions were provided, the impact assessment in the HHIA was based on a smaller scale of building than that referenced in submission MM365 (the latter references a 12 metre x 12 metre footprint and 4.6 metres height).

It is agreed that a building of 144 square metres in footprint would be in excess of what would be appropriate in any of these locations. The two sites in the Domain Parklands are particularly sensitive.

It is also commented that while vehicle access would be required from adjacent roadways, the assessment has assumed, based on advice received, that no areas of hardstand would be required within either of the parks associated with the emergency access shafts.

The impact assessment references the need to minimise the scale of new buildings and makes reference to the need for sensitive design and these comments are confirmed.

It is noted that a further EPR is relevant to this issue, this is CH9:

To the satisfaction of Heritage Victoria and the responsible authority (as applicable), ensure new development is responsive to heritage places in terms of height, massing, form, façade articulation and materials.

The acceptability of the new structures will depend on the final design, and there is a need to consider all options to minimise the scale of the above ground structures.

In terms of other specific issues raised, responses are as follows:

Construction sites: the landscape would be reinstated following the works; this would also be the case for the Queen Victoria Gardens option (Concept Design). The construction sites should be reviewed to minimise the need for tree removals in accordance with CH1 (avoid or minimise impacts). AR4 is also relevant:

AR4 Prior to construction commencing of main works or shafts in affected areas, prepare and implement Tree Protection Plans for each Precinct in accordance with AS4970-2009 Protection of Trees on Development Sites, addressing the detailed design and construction methodology of the project.

Within precincts 1, 4 and 7 a Tree Protection Plan must be developed for each heritage place as relevant to the satisfaction of Heritage Victoria or the responsible authority.

Viewsheds associated with significant features within the Domain Parklands: the only significant view identified in the Domain Parklands CMP of relevance is the view from the west to the King Edward VII Memorial, shown on the plan at Figure 3 as number 8, and described in the CMP as ‘axial view of Edward VII Monument over Floral Clock from St Kilda Road’. This has been considered in the assessment of the Queen Victoria Gardens option.

A further view, shown on the plan at Figure 3 as number 13 and described as an ‘axial vista to George V Memorial and across St Kilda Road to Grant Street’ is also identified. The ‘axial vista’ is questioned. The formal approach to the King George Memorial from Linlithgow Avenue, recently replanted with Ginkos, certainly is of significance. While in plan this on axis with Grant Street to the west, there is no corresponding pathway through Tom’s Block and no view currently available through from St Kilda Road. The CMP notes the intention was to create ‘a broad axial walk from St Kilda Road to the memorial’ however if this is the case, it does not appear to have been implemented. In my opinion this is not a significant view. I also note the view does not appear on a separate plan provided in the CMP (King’s Domain North: Summary of significance – views, p. 79, see Figure 4).

No vent stacks are proposed in the Domain Parklands.

Views to Janet Lady Clarke Pavilion: this is visible from Linlithgow Avenue but the view of significance identified in the CMP is across the Nymph Ponds identified in Figure 3. The new structure would be at some distance from the Janet Lady Clarke Pavilion.

Domain Parklands: Significant Views

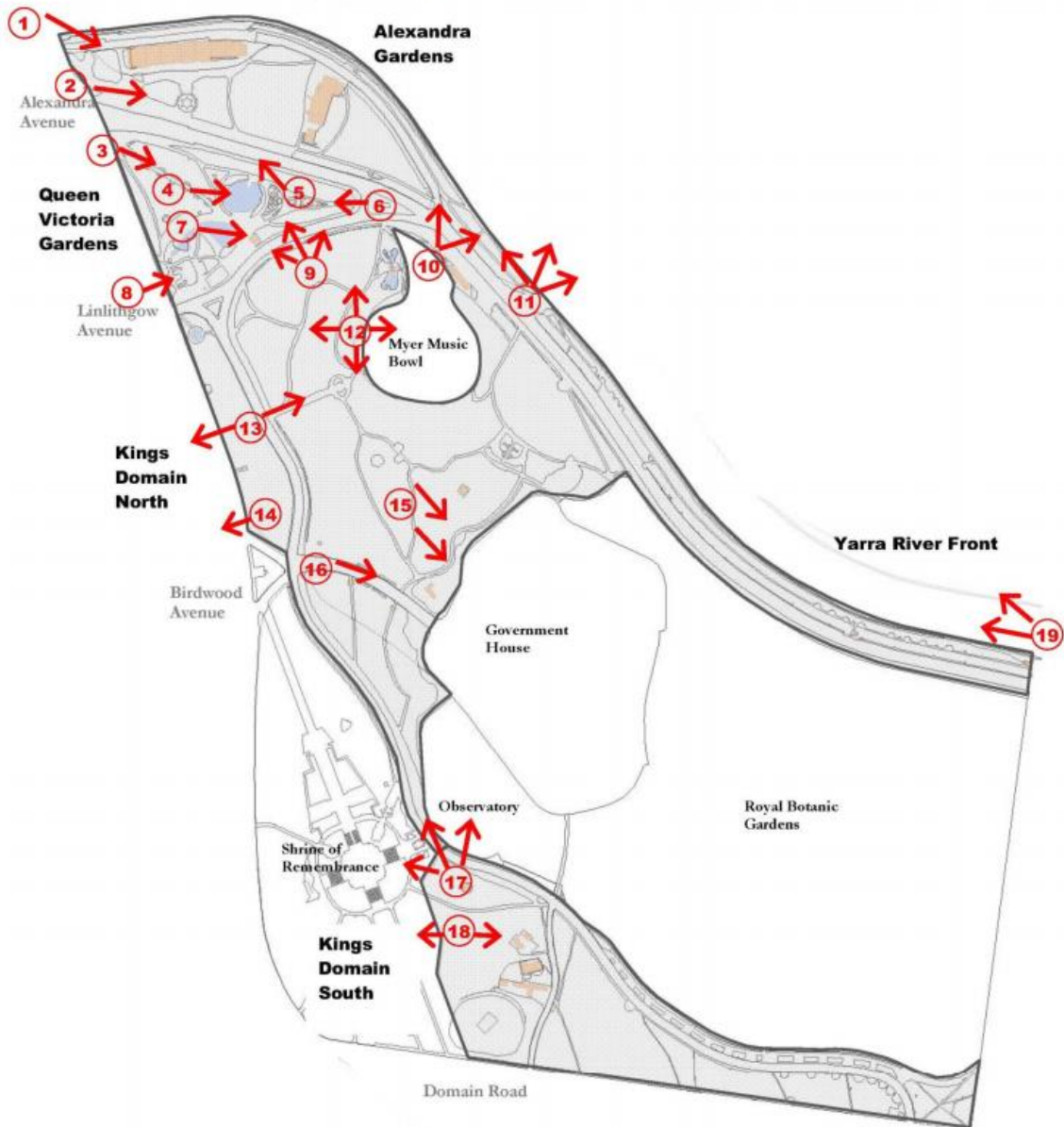


Figure 3 Significant views in the Domain Parklands as identified in the 2016 Context CMP
Source: Domain Parklands CMP, June 2016, vol. 1, p. 77

Kings Domain North

Summary of Significance - Views

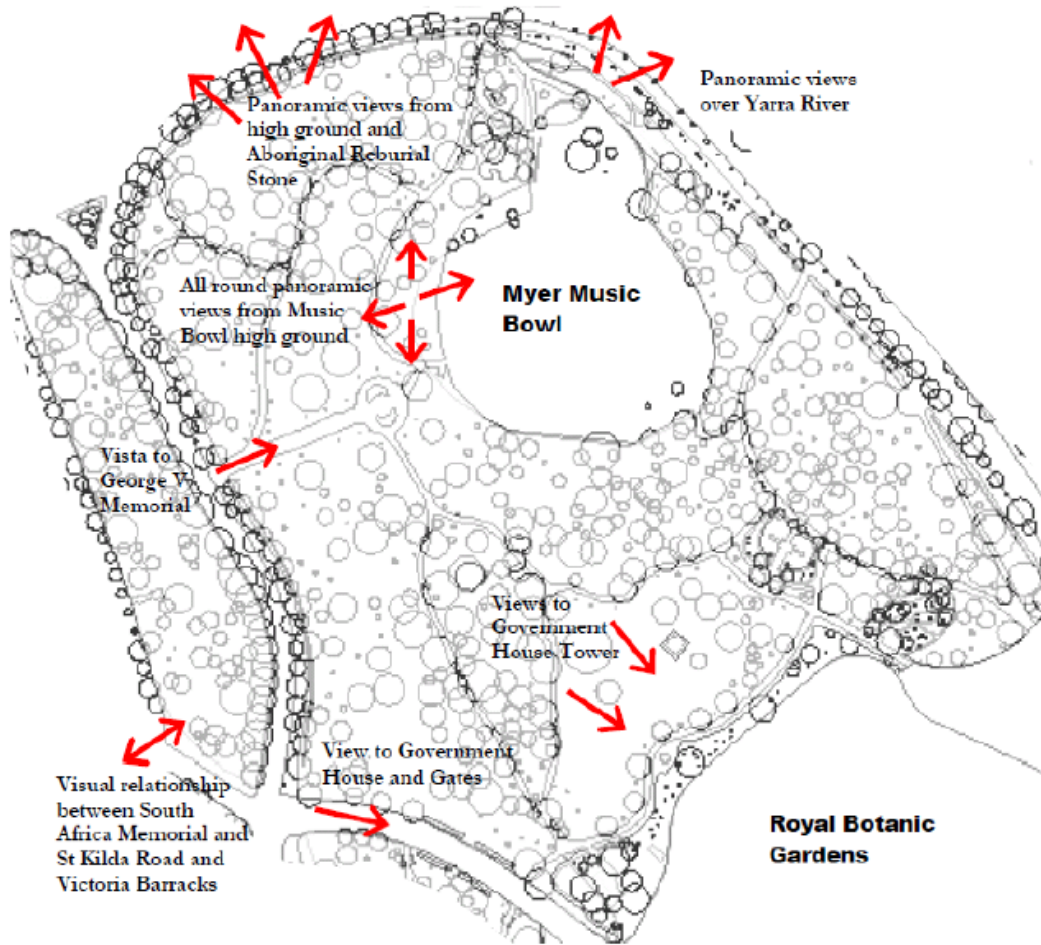


Figure 4 Significant views, Kings Domain North
Source: Domain Parklands CMP, June 2016, vol. 1, p. 79



Figure 5 Recent aerial view of part of Tom's Block showing the King George V Memorial
Source: Nearmap

Fawkner Park Tennis Centre option (alternative design option): the proposal to locate the TBM launch site in Fawkner Park is no longer under consideration (refer to MMRA Technical Note 16 dated 26 July 2016) and on that basis this option is no longer under consideration.

Fawkner Park north-east option (Concept Design): the HHIA considers the impact on trees in the vicinity. Of the group referenced, a large Bunya is on the edge of the construction site and it is recommended (refer HHIA, p. 106) that the site be reviewed to ensure the tree can be managed and retained on the edge of the site. Refer also to EPR AR4 referenced above (preparation and implementation of tree protection plans). In relation to the cross-over, it is assumed that this would be required. There are a number of cross-overs on the Toorak Road West frontage of the park, including for the existing toilet block to the east and this is not considered to pose a major adverse impact. As noted earlier, the impact assessment has assumed no major areas of hardstand would be required in association with the emergency access shafts.

For all options for the emergency access shafts, it is recommended that at the detailed design stage there should be a review of the exact siting of these, along with the size, design and associated landscaping, to ensure the adverse visual impacts are minimised as far as is possible.

Recommendations

In relation to the emergency access shafts, the assessment in the HHIA is confirmed. The HHIA references the EPRs CH1, CH5, CH17 and AR4. EPR CH9 (new development to be responsive to heritage places) is also relevant in considering the design of the permanent above-ground structures. The acceptability of the new structures will depend on the final siting, size and design as well as the ability to reinstate landscape. Further work is required in this area to ensure that both above and below ground structure is minimised.

No change is recommended to the existing Environmental Performance Requirements, though EPR CH9 should also be referenced in considering the design of the permanent above-ground structures.

CH9 To the satisfaction of Heritage Victoria and the responsible authority (as applicable), ensure new development is responsive to heritage places in terms of height, massing, form, façade articulation and materials.

6.0 Western Portal precinct

Submissions

Relevant submissions	MM092, MM093, MM101, MM120, MM122, MM124, MM140, MM152, MM158, MM165, MM167, MM168, MM169, MM179, MM192, MM238, MM282, MM293, MM332, MM365
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Submissions have commented that the alternative design should be preferred as it avoids the requirement to demolish graded residences in Childers and Ormond streets. Submission MM332 and MM365 comment that the residences collectively form an important edge to the Kensington Precinct.

HHIA

The HHIA (Technical Appendix A) assesses the impact of demolition of graded residences in the Kensington Precinct (HO9). The assessment notes that there is an opportunity in the case of the alternative design to avoid the impact (pp. 135-136) and that this would be preferred from a heritage perspective.

Additional response:

The contribution of the residences as forming ‘an important edge’ to the precinct has been noted in submissions MM332 and MM365. This interpretation differs from that in the HHIA where it is

commented that the loss of buildings on this edge potentially has a lesser impact than a group of buildings in the main body of the precinct:

... the contribution which the buildings make is less critical to the cohesion of the place, than buildings which are located more centrally (HHIA, 8.6.1.3, p. 135).

The HHIA also noted that the Childers Street residences have a level of separation from other contributory building stock by virtue of the townhouse development at the corner of Tennyson and Childers streets.

The four residences proposed to be demolished in the Concept Design have been assessed as contributory in the revised Heritage Inventory 2016 in the proposed Amendment C258 to the Melbourne Planning Scheme. This appropriately reflects their level of significance and contribution to the precinct.

The preference for the alternative design, from a heritage perspective, is confirmed.

Recommendation:

The assessment in the HHIA is confirmed. No change is recommended to the existing Environmental Performance Requirements.



Figure 6 Recent aerial photograph showing the location of the Childers Street residences

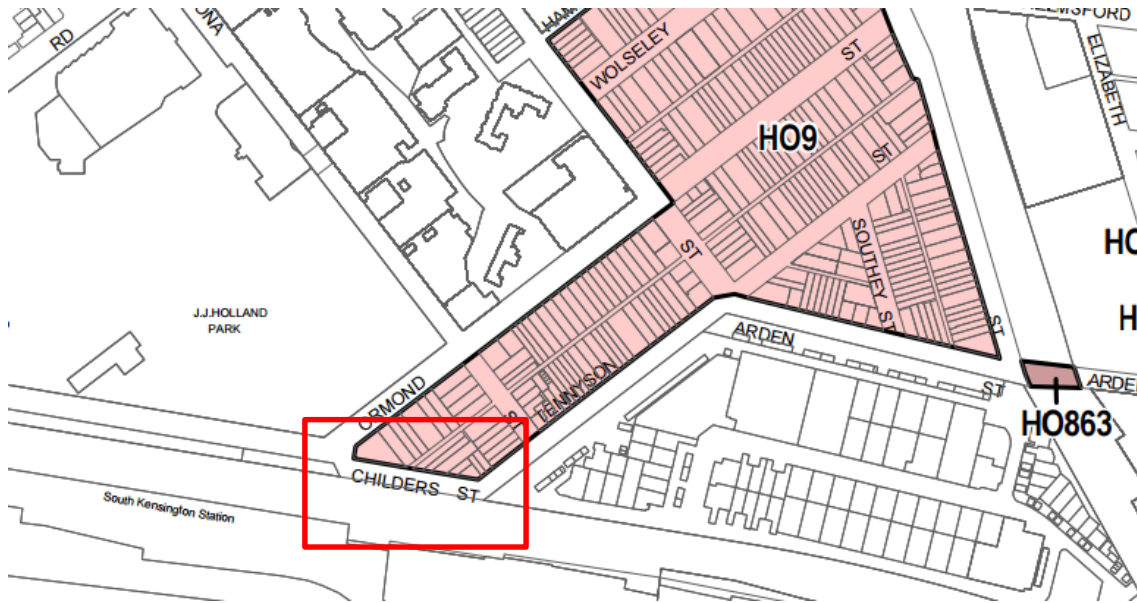


Figure 7 Excerpt from Melbourne Planning Scheme mapping showing the relevant parts of the Kensington Precinct (HO9)

7.0 Arden station precinct

Submissions

Relevant submissions	MM227, MM228, MM233, MM332, MM365
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- Industrial heritage: this area has a rich history associated with the early industry of Melbourne and continues to provide employment (MM227)
- Supports City of Melbourne position - the proposed demolition of heritage structures is contrary to City of Melbourne adopted position (MM228)
- Retaining heritage is a responsibility of government, 183 Laurens Street is of significant historical and heritage significance, and has a strong history of industrial relevance to the timber and carpentry-based history of Melbourne, believes that the main site and associated buildings should be presented and continue to operate as part of Melbourne's living history. Reference to the material in the Hotham History Group's submission to Amendment C207 to the Melbourne Planning Scheme (MM233)
- The Carpenters Shop (later Victorian Railways Printing Works) has undergone sensitive adaptive reuse and has a dual use as a carpentry workshop and event venue, it should be retained if possible or relocation options explored with the City of Melbourne. Recording and interpretation as recommended by Lovell Chen would not adequately compensate for the loss of this complex (MM332)
- The proposed demolition is contrary to the City of Melbourne adopted position, 173-199 Laurens Street proposed for HO controls under Amendment C207, would be preferable to incorporate structures into any station infrastructure or to explore options for removing and reusing them elsewhere within the Arden rail land (MM365).

HHIA

The issue of the railway workshops was addressed in the HHIA at section 9.6.1.3. The assessment included consideration of the potential to relocate one or more of the buildings.

Additional response

Amendment C207 to the Melbourne Planning Scheme has been gazetted in a form which does not apply the HO to this site. This does not alter my view of the significance of the subject buildings and site, however, nor would it alter the assessment in the HHIA.

The subject buildings and broader site are of local (historical) heritage significance. I agree generally with the comments in submission MM227 that the area has a rich history associated with industry and this site is part of that, with specific historical associations with railway infrastructure.

Since the completion of the assessment, I have inspected the broader railways site, including the buildings that were identified for the HO in Amendment C207 and a number of other buildings. My observation based on this review would be that there are other buildings on the site that are broadly contemporary with the former Carpenters Shop and of an equal level of heritage interest.

In the event there is an opportunity to relocate one or more of the buildings or to salvage fabric for incorporation in new development on this site, as suggested in submissions, this could be considered.

The comment in relation to this in the HHIA was that the buildings are not of a level of significance where this would ordinarily be considered to be warranted on heritage grounds. In the light of my more detailed inspection of the site and buildings I confirm that this remains my view.

Recommendations

No change to the existing assessment or EPRs is recommended.

8.0 Parkville station precinct

Submissions

Relevant submissions	M128, MM294, MM318, MM332, MM364, MM365
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- Concern about the loss of elms, 10 in Royal Parade and 14 in Grattan Street, Royal Parade forms a majestic landscape along the western boundary of the University of Melbourne (MM128).
- A CMP should be prepared for Royal Parade, this would provide management parameters for the ongoing conservation of this boulevard of state significance, particularly if additional tram super stops are to be proposed further north along Royal Parade (MM294).
- The design of entrance structures should be complementary to the heritage significance of the surrounding area, especially Royal Parade and the grounds and buildings of the University of Melbourne, the integrated heritage significance and established landscape character of Royal Parade and Grattan Street should be identified as an overarching characteristic that should inform surface works in the area (MM294).
- Minor impacts on VHR and HO places could be effectively managed, notes additional locations of archaeological potential (the former garden and outbuildings of the gatekeeper's lodge and the filled drain and landscape areas on the corner of Royal Parade and Grattan Street)(MM318).
- The re-erected section of fence and gatepost may have potential heritage value and may warrant retention and reinstallation in a suitable alternative location (MM318).
- Station location is supported as it avoids more of the VHR-listed trees in Royal Parade. Accepts that management of the trees may lead to block replanting. Road functional layout needs to allow for reinstatement of trees, supports widening of medians to replant missing trees, spacing in the avenue is important (MM332).
- University of Melbourne heritage buildings and elements not impacted, but impacts on associated plantings should be avoided wherever possible (Gatekeepers Cottage and Main

Entrance Gates, Pillars and Fence) and provision needs to be made to allow for very large trees to be reinstated (MM332).

- Removing trees for University Square and Royal Parade is unacceptable (MM364).
- Removal of trees in Royal Parade should be minimised. Royal Parade requires a State Government/City of Melbourne master plan to accommodate all future sustainable transport opportunities, should acknowledge Royal Parade's key function as a heritage listed tree lined boulevard (as well as other strategies) (MM365).

HHIA

The impacts at the Parkville station precinct are assessed at section 10.6 of the HHIA.

The majority of issues raised in submissions are addressed in the report.

EPRs and proposed mitigation measures have been developed to address the impact on Royal Parade (refer to Table 47 at section 10.7 of the HHIA). In particular, CH12 requires the replacement of elms and the re-establishment of the boulevard formation and as a mitigation measure the review of the road functional layout is recommended to minimise impacts on trees and optimise tree replanting opportunities.

The impact of new structures on heritage buildings and places within the Parkville Station precinct is also addressed in the HHIA, including on Royal Parade and the various University of Melbourne heritage places, and the Carlton Precinct (HO1).

The bluestone gate pillar and cast iron fence at the corner of Royal Parade and Grattan Street (referenced in MM318) are assessed in the HHIA and a mitigation measure is suggested whereby the feature would be integrated into the design for the station entry and surrounds (refer to Table 47 at section 10.7).

Additional response

Royal Parade

The suggestions in MM294 and MM365 that further strategic planning should be undertaken for Royal Parade are supported (potentially a CMP and Master Plan). There is a need to consider heritage issues in planning for the management of trees in the avenue and also for the current and future functionality of the road.

Other trees in the precinct

Trees in the garden of the Gatekeeper's cottage and Main Entrance Gates, Pillar and Fence are not identified as having heritage value, though the retention of mature trees is an objective across the project as a whole.

The trees on the northern section of University Square (within the Carlton Precinct, HO1) are of relatively recent origins and are of no heritage significance.

Historical archaeology

The comments in MM318 in relation to additional sites of potential archaeological significance are noted and this issue has been further investigated.

Andrew Long & Associates undertook a high level overview of archaeological potential on the Parkville campus of the University of Melbourne in 2005 (Andrew Long & Associates, 2005). This was as part of a Heritage Management Strategy prepared for the University of Melbourne (Allom Lovell & Associates, Heritage Management Strategy, for the University of Melbourne, 2005), see Appendix 5 to that document.

This predictive work identified the Gatekeeper's Lodge as having potential for the presence of archaeological deposits relating to the occupation of the building in the nineteenth century.

The history prepared by George Tibbits (Tibbits, 1995) references early structures on the site (including a small wooden temporary lodge (1855, damaged or destroyed by fire) and unspecified outbuildings (1850s and 1860s). Tibbits' analysis suggests that by the 1870s there was a separate kitchen outside and a water closet (Tibbits, 1995: 14-15). The MMBW plans of the 1890s show closets and a larger detached outbuilding (Figure 8, Figure 9).

The Andrew Long & Associates assessment concluded as follows:

The potential for archaeological materials both in underfloor deposits of the main building, as well as structural and artefactual materials relating to the associated outbuildings, is relatively high given the apparent lack of substantial disturbance that have occurred in this area (Andrew Long & Associates, 2005: 11)

This assessment is confirmed based on a review of the historical documentation and the site itself. The site is considered to warrant inclusion in the VHI (Gatekeeper's Lodge historical area). The area of archaeological potential included in the VHI should be defined by the historical boundary of the Gatekeeper's Lodge. It is noted that this area extends beyond the extent of the VHR registration.

Heritage Victoria has been advised of the assessment and has confirmed its view is that site is of significance such that it warrants inclusion in the VHI.

As for other sites potentially affected by the Melbourne Metro, a site card will be prepared and lodged with Heritage Victoria to enable the addition of the site to the VHI.

The site is likely to be disturbed for works for Melbourne Metro for the following activities:

- Services relocation (potentially as part of early works)
- Construction of the station entry west of the Gatekeeper's Lodge

Services relocation works are also proposed as part of enabling works for the project.

Consent applications should be made for any subsurface works and an archaeological management plan will be required for the site prior to major disturbance. It is likely that works for services relocation as part of enabling works would be monitored by an archaeologist to better inform the archaeological management plan.

For all works, there would be a need to adopt agreed archaeological management techniques (these may include excavations, monitoring, recording, reporting, analysis, and artefact conservation).

The relevant EPR is CH6, which relates to the disturbance of VHI sites and requires archaeological management plans to manage disturbance, and investigation in accordance with Heritage Victoria guidelines.

As for other VHI-listed sites, archaeological management will ensure realisation of the research potential of the site and mitigate the disturbance or loss of the archaeological record.

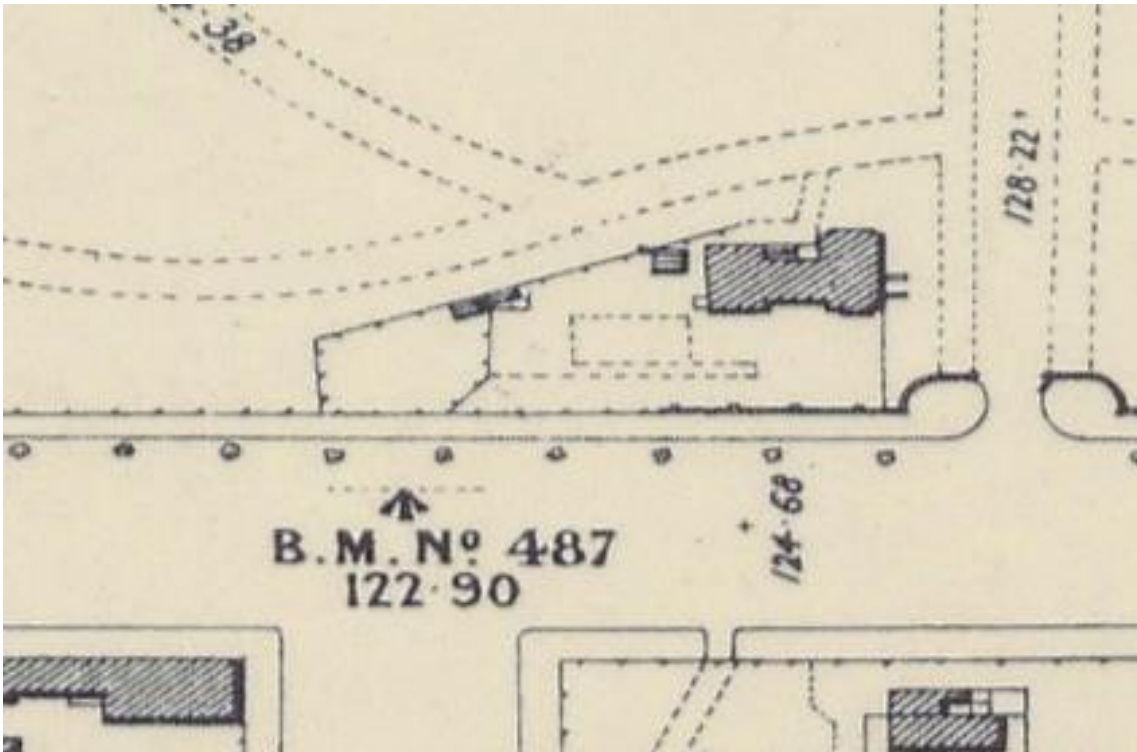


Figure 8 Melbourne and Metropolitan Board of Works plan, 1894
 Source: State Library of Victoria

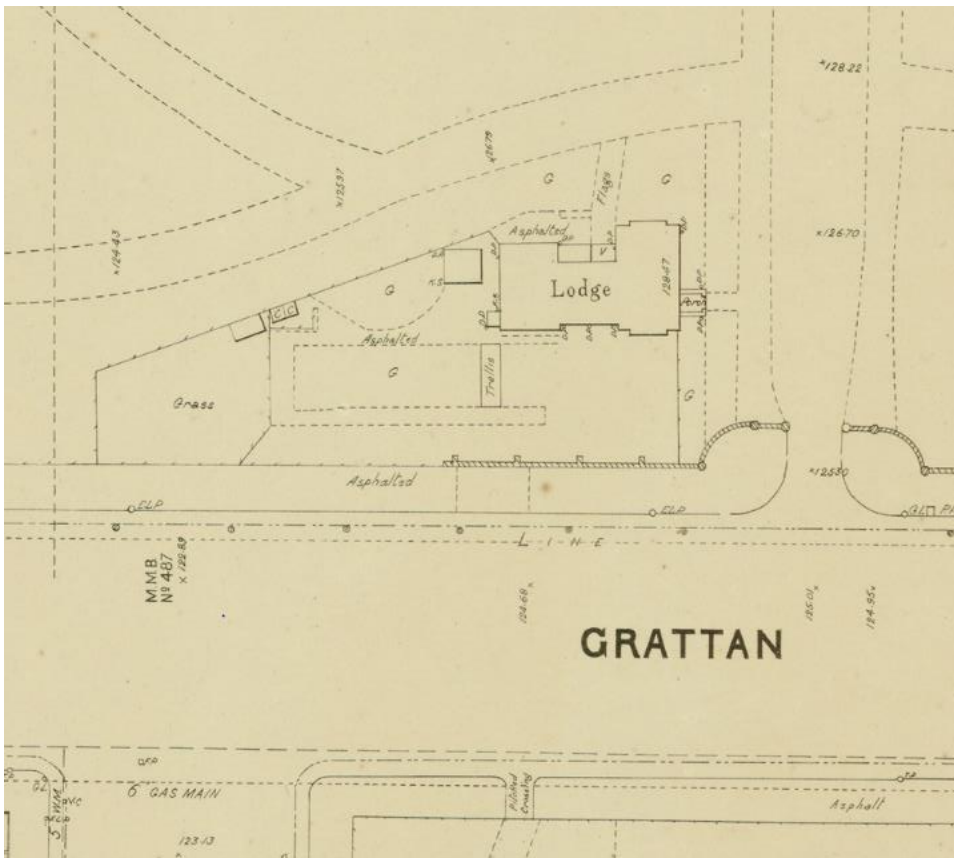


Figure 9 Melbourne and Metropolitan Board of Works detail plan, 1897
 Source: State Library of Victoria



Figure 10 Land to the west of the current garden area associated with the Gatekeeper’s Lodge, view looking north

Submission MM318 also suggested that an area at the corner of Royal Parade and Grattan Street (‘the filled drain and landscaped areas on the corner of Royal Parade and Grattan Street’) may also have archaeological values.

This is not an area that was identified in the 2005 Andrew Long & Associates predictive archaeological assessment. Notwithstanding this, the issue has been further investigated.

The Melbourne and Metropolitan Board of Works plans from the 1890s indicate drains in this location (most likely surface drains, one is labelled ‘asphalt’, refer to Figure 11. Oblique aerial imagery from 1942 also indicates the presence of earlier pedestrian pathways in the general area (refer to Figure 12). It appears unlikely, given the subsequent changes in landscaping, modern pathways and adjacent buildings, that there would be physical evidence of the earlier pathway remaining. It is possible that there may be physical evidence of the drains below the ground surface, however, they are unlikely to be of historical significance, and are unlikely to provide much information that is not already available from other historical and oral sources. Due to the low level of archaeological and cultural heritage significance, this area is not considered further for impacts.

As for all works, in the event historical archaeological artefacts, features or deposits are discovered during works in this area, all works must stop and Heritage Victoria must be immediately contacted. Refer to EPR CH6 which requires the development and implementation of a protocol for managing previously unidentified historical archaeological sites discovered during project works.

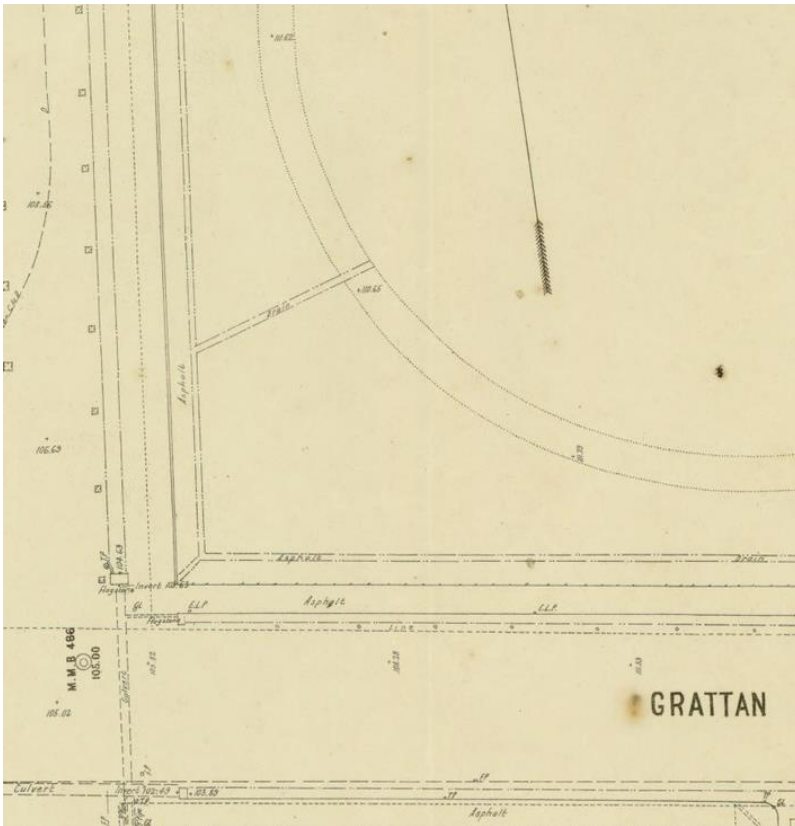


Figure 11 Melbourne and Metropolitan Board of Works detail plan, 1897, showing the north-east corner of Grattan Street and Royal Parade
Source: State Library of Victoria



Figure 12 An oblique aerial view over the University from 1942 shows path in this general location
Source: University of Melbourne Archives

Remnant bluestone pillar and fencing

In relation to the re-erected section of fence and pillar, submission MM318 comments that this may have potential heritage value and may warrant retention and reinstallation in a suitable alternative location.

In commenting further on this issue, the stone pillar appears to have been positioned in this location prior to 1982 (the date noted on the plaque), as it appears in a c. 1970 photograph held by the University of Melbourne Archives (accessed via <https://au.pinterest.com/pin/147985537727363615/>).

As is noted in the HHIA, the boundary treatment to the University is greatly changed. The site was enclosed in the late nineteenth century, however in the late 1930s the Melbourne City Council agreed to take on the responsibility for maintaining the grounds on the condition the perimeter fences were taken down and the grounds made accessible to the general public.

While the University's Parkville site maintains a relatively open presentation, there are some remnants remaining of earlier boundary treatments. Early fencing survives to either side of Gate 10 in Grattan Street and further east in front of the 1888 Building. Elsewhere the evidence is more limited. On Royal Parade and Grattan Street there are surviving sections of plinth, both stone and concrete. A section of palisade fencing is located south of Tin Alley and there is a stone pillar in this location. With the exception of the fencing on Grattan Street none of these remnants are subject to statutory controls, nor would controls be warranted. They are of interest, however, and desirably some elements would be retained to reference the earlier boundary treatment.

In the case of the pillar and fence at Grattan Street and Royal Parade, the comments in submission MM318 are consistent with the assessment in the HHIA which recommends that the feature be incorporated into the design for the entry.

EPR CH16 specifically requires this outcome:

CH16 Integrate the bluestone pillar and cast iron fencing at the corner of Grattan Street and Royal Parade into the design for the station entry and surrounds in consultation with the University of Melbourne

Recommendation:

Recommendation: Prepare an archaeological management plan for the Gatekeeper's Lodge Historical Area site.

The Gatekeeper's Lodge Historical Area site is recommended for inclusion in the HI for its archaeological values (Figure 9). As such the site must be managed and protected during construction. The site is potentially subject to impacts from the proposed works, therefore the preparation of an archaeological management plan is required to manage and mitigate impacts. The archaeological management plan will be prepared in accordance with Guidelines for Investigating Historical Archaeological Artefacts and Sites (Heritage Victoria, 2014) and in consultation with Heritage Victoria.

9.0 CBD North precinct

Other than for the issues of vibration and ground settlement (refer 2.0) no additional precinct-specific issues were raised in submissions.

10.0 CBD South precinct

Submissions

Relevant submissions	MM182, MM195, MM236, MM274, MM281, MM297, MM332, MM326, MM335, MM359, MM365, MM269
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Flinders Street Station Complex (VHR H1083)

- Works are assumed to be consistent with the Flinders Street Station restoration and upgrade project (MM328)
- Comments on the works to Flinders Street Station, and notes that the work should be undertaken in accordance with the Conservation Management Plan (Lovell Chen, 2012) (MM332)
- The remains of Princes Bridge Station are located under Federation Square, these are included in the extent of registration for Flinders Street Station (VHR H1083) and should be assessed as part of the design process (MM332)

Demolition and alteration of buildings in the Flinders Gate Precinct (HO505)

- 9-11 Swanston Street – retention of this building has the potential to mitigate heritage impacts on Young & Jackson’s by operating as a transition between the Hotel and the new station buildings (MM195, MM359 (duplicate submissions))
- MM365 references the grading of buildings to be demolished, notes that these are not heritage places in the sense of having a specific Heritage Overlay. Note that it is always preferred that heritage assets are retained. More detailed comments are provided on two buildings, Port Phillip Arcade and 65 Swanston Street:
 - The significance of the Port Phillip Arcade can be referenced in the design of the station entry and above ground development which should include retail uses and maintain the pedestrian through block link to the laneway network and Flinders Lane to the north. Given the L-shape of the land, it should be possible to also create a future link to the Swanston Street. This should be required as an additional EPR.
 - Retention and reuse of the Charles Bush sculpture is supported but query on how this is to be implemented as the Incorporated Document and EPRs only relate to the construction of the MMRP infrastructure and do not address above site development
 - Re 65 Swanston Street. The recommendation for façade retention is supported and this should be reflected in an additional EPR (MM365).
- MM332 includes comments on demolition within the Flinders Gate Precinct:
 - 65 Swanston Street: opposes demolition, this would be an unacceptable detrimental impact on the precinct
 - Graham Hotel, 67-73 Swanston Street: this is substantially altered, the ‘The Graham’ sign would be an interesting addition if retained and reinstated on a new building
 - 222 Flinders Street: supports retention in full and use of carriageway with conservation works
 - Port Phillip Arcade: supports recording and conservation of the Charles Bush Sculpture and incorporation into the new design
 - Princes Bridge Station Remains: no comment (comment is made on this issue elsewhere in MM332 and this is referenced below)
- MM335 also comments on demolition within the Flinders Gate Precinct:
 - 65 Swanston Street should not be demolished – the justification is that it is ‘contributory to the precinct’ is not sufficient justification, the demolition of all contributory buildings would mean that there would be little precinct left. It is a building that is clearly more significant than its current D grading, and Amendment C258 assesses it as significant, it is clearly the most significant building in the whole block between Flinders Lane and Collins Street, its loss would remove the last

connection between the heritage streetscapes in the flanking blocks, its significance has not been fully examined, it is of high architectural significance. Façade retention should be considered. Alternatively, the use of the podium to the Westpac tower at Collins Street could avoid the need to touch the building.

- 27-29 Swanston Street – should be retained if possible, the significance has not been fully examined, its demolition would mean that only two heritage buildings would remain in this block of Swanston Street between Flinders and Flinders Lane and should be avoided if at all possible.
- Port Phillip Arcade - should be recorded and sculpture retained. The EES notes that it may be of individual significance but does not provide much background for that assessment. Strongly supports a commitment to the Bush sculpture being incorporated into the new build as well as the sailboat sculpture on the internal grill/gate.
- 9-25 Swanston Street, early building remnants – these buildings should be properly investigated before demolition, not just archaeological investigation after demolition.

Relocation of Burke and Wills (within Flinders Gate Precinct, HO505)

- Reference to the EPR dealing with this issue (EPR CH15) but no specific comment is made on the EPR (MM365)
- Recommendation (along with the Royal Society of Victoria) that the monument should be relocated to the grounds of the Royal Society on Victoria Street, the Royal Society was the sponsor of the expedition, when Burke and Wills were laid out for mourning in the hall of the Royal Society, 86,000 Melburnians filed past to pay their respects, this is the logical and respectful location for the monument. The dismantling, storage and reinstatement should be supervised by a suitably qualified conservator (MM332).
- Reference to other artworks, Larry Latrobe and the fountain in the City Square (MM332)
- Burke and Wills statue should be relocated to the grounds of the Royal Society of Victoria 'given the history of the Royal Society of Victoria and its 1859 building and its association with the Expedition and the Heritage trail to the Royal Exhibition Buildings and the Museum Victoria', and its 'ownership, curation and maintenance' should be reviewed (MM269).

Visual impact of station infrastructure

- The visual impact of these structures should be minimised and be designed to maintain the prominence of heritage buildings (MM274).
- St Paul's Cathedral has high heritage significance and is recognised and/or protected through inclusion in the VHR and the HO, as well as through inclusion in the Register of the National Estate and the National Trust classification. It is of architectural, historic, scientific (technical) importance to the State of Victoria) (MM274):
 - The redesign of City Square is of vital interest as it provides the northern setting for St Paul's Cathedral, views to the Cathedral from City Square should be maintained, including the north-south axial view (MM274);
 - Entry in the south-eastern corner of City Square on Flinders Lane is not supported as it would interrupt the established viewing axis, an entrance would be provided at the south-western corner within the current area for a café and associated vents (MM274);
 - The view to the Cathedral's south front from St Paul's Court should not alter from the current when viewed on the north-south axis (MM274), there should be no above ground construction and structures between the two existing shards that would obstruct the view, less intensive and obtrusive urban design treatments that do not impact on views to the Cathedral would be supported. Western shard continues to be unacceptable as it intrudes into some middle distance views of the southern face of the Cathedral. Would like the opportunity to contribute to the final design (M274)

- The view from Princes Bridge is equally important (MM274).
- Support for a station entrance in Federation Square but concern about the location of new structures in the location of the western shard or to its east, these would be likely to impact on significant views to St Paul’s Cathedral from St Paul’s Court and elsewhere in the square (heritage is not specifically referenced, MM365, pp. 76-77, MM332).
- Concern regarding entrances in Federation Square. Federation Square clearly ‘demonstrates heritage significance for aesthetic, social and historical reasons’ and may be ‘one of the city’s iconic heritage places’ in 100 years (MM332). A heritage assessment should be done to guide work at this location, ensuring that insertions do not adversely impact the aesthetic and architectural significance of the place (MM332).
- Cathedral Close – use as public open space (MM274).
- Notes the possible use of the carpark for public open space and the opportunities for the project to review the setting of the Cathedral more generally (MM274).
- Vents, shafts and emergency exits should be sited sensitively to ensure they don’t detract from the appearance of the Cathedral (MM274), in particular they should not be ‘dumped on Flinders Lane as it is considered to be the rear of the Cathedral).

Oversite development

- New development should showcase Young & Jackson’s unique heritage characteristics (MM326).
- New development should honour Young & Jackson’s (MM236, MM281).
- An essential design parameter for the redevelopment of properties on the west side of Swanston Street should be the view to and from and against St Paul’s (MM274), reference to the design of 171 Collins Street as a superior outcome when compared with the Westin Hotel, concept of a curtain wall veil could be supported (MM274).
- Concern about Heritage Overlay and the height for future buildings (MM297).
- Development of more than a few stories around Young & Jacksons would dominate and probably preferably should be restricted to a low height (MM332).

HHIA

The issues identified above were all addressed in the HHIA at the sections referenced in Table 1.

Table 1 References to issues at CBD South station in the HHIA

Issue	HHIA reference
Demolition and alteration of buildings in the Flinders Gate Precinct (HO505)	Section 12.6.6.3, pp. 273-286
Impact on Flinders Street Station Complex (VHR H1083)	Section 12.6.1.3, pp. 264-267
Relocation of Burke and Wills	Section 12.6.6.3, p. 294
Visual impact of station infrastructure	Section 12.6.6.3, pp. 296-298, see Table 63, see also the discussion in relation to Flinders Street Station at section 12.16.1.3, pp. 264-267
Oversite development:	Section 12.6.6.3, pp. 296-298, see Table 63

Additional response

Flinders Street Station

The Flinders Street Station restoration and upgrade project is a current project and is separate from the Melbourne Metro project.

The Conservation Management Plan (Lovell Chen, 2012) is a key reference and provides guidance for future works. Another key reference is the VHR statement of significance and permit policy.

Response on Prince Bridge Station remnants:

- The amended extent of registration includes and references Platform 14 (which extends eastward from Platform 1), this platform extension dates from 1909 (Lovell Chen, Flinders Street Station CMP: 99)
- There is a brick retaining wall on the south side of Flinders Street which historically extended a full block to Russell Street. This is understood to survive below the Federation Square deck level. The wall is not referenced in the VHR statement of significance but would appear to be included in the extent of registration and may be of some interest or significance as an early structure, albeit likely modified.
- If they survive, any remnants of Princes Bridge Station platforms 15 and 16 (an earlier island platform) to the north of the present-day Platform 14 would be likely to be well east of Swanston Street. Again, the VHR statement of significance does not reference these.
- Works to connect the new CBD South station will need to consider if impacts are proposed or required to the retaining wall and to Platform 14, both of which are within the extent of registration, however it is understood that both are unlikely.

Demolition and alteration of buildings in the Flinders Gate Precinct (HO505)

Additional responses are provided in Table 2 below. No response has been provided in the case of 65 and 67-73 Swanston Street, as neither property is required for a station entry (see MMRA Technical Note 014).

Table 2 Additional comments on buildings proposed to be demolished or altered in the Flinders Gate Precinct (HO505)

Address	Additional response
9-25 Swanston Street	<p>Regarding investigation prior to demolition, graded buildings within HO505 (13, 27-29 Swanston Street) would be required to be recorded in accordance with EPR CH3.</p> <p>Given the history of this part of Swanston Street, buildings are likely to retain early fabric that is concealed from the street. This includes not only the graded buildings referenced above but may also include sites which support ungraded buildings and this is acknowledged in the discussion at p. 286 of the Historical Heritage Assessment.</p> <p>While it would not typically be a requirement for an ungraded building in an HO precinct, the HHIA notes that CH3 should also apply to the ungraded buildings in Swanston Street (9-11, 15-19 and 21-25 Swanston Street). It is recognised that Table 63 does not explicitly reflect this and it should be amended to confirm the application of CH3 to these ungraded buildings.</p> <p>Combined with the requirement to undertake archaeological investigations on these sites, this level of investigation and documentation is considered appropriate.</p>
9-11 Swanston Street	<p>This is an ungraded building (confirmed as non-contributory in the City of Melbourne’s review for Amendment C258) and its retention is not warranted on the grounds it could provide a transition to Young & Jackson’s Hotel. The scale of any replacement building on the 9-11 Swanston Street site would need to be resolved having regard for the</p>

Address	Additional response
	impact on the registered hotel complex, as per EPR CH1 and CH9. Oversight development would be subject to a future planning process.
27 -29 Swanston Street	The history of this building and the associations with the architect Harry Norris were explained in in some detail in the HHIA. The historical and architectural significance was also addressed and acknowledged (refer to pp. 273-275). Notwithstanding the associations and architectural qualities of the building, the conclusion was that its contribution to the precinct is modest and the demolition as proposed would not compromise the core values of the precinct. The building was identified as a contributory building in the City of Melbourne’s review for Amendment C258.
Port Phillip Arcade (228-236 Flinders Street)	<p>MM332 notes that the EES documents don’t ‘provide much background’ on the assessment of significance of the building yet information is provided on this issue in the HHIA (refer to the detailed history and assessment at pp. 279-285).</p> <p>It has been suggested that the establishment of through block links to the laneway network and to Swanston Street would be an appropriate reference to an attribute of the Flinders Gate Precinct and to the significance of the Port Phillip Arcade.</p> <p>There is no question that such connections are a tradition in central Melbourne, however this is not considered to be a heritage issue.</p> <p>I agree that the future long term ownership, relocation and management of the Charles Bush Sculpture is an important issue and should be resolved prior to any demolition works commencing. EPR CH14 is relevant to this issue.</p> <p>The decorative gate is not considered to be an element of such significance as to require its incorporation into the new station.</p>

Relocation of Burke and Wills statue

The EPRs of relevance to this issue are those relating to the management of dismantling and reconstruction works to appropriate standards if temporary or permanent relocation is required (CH4) and the location of the statue (CH15). CH15 reads as follows:

CH15 In the event the permanent relocation of the Burke and Wills Monument from its current site is required, resolve the final location of the monument to the satisfaction of the appropriate responsible authority and/or in consultation with the City of Melbourne prior to the commencement of construction.

The City of Melbourne is the asset owner.

Visual impact of station infrastructure

The following additional comments are provided in response to issues raised.

Table 3 Responses to issues raised in relation to visual impacts, CBD south station precinct

Issue	Response
Views to or presentation of St Paul's Cathedral	<p>Concerns have been expressed about structures on the City Square site and at Federation Square and the potential for these to have an adverse impact on key views to St Paul's Cathedral or its presentation.</p> <p>The landmark qualities of the building are recognised in the CMP statement of significance: <i>The St. Paul's Cathedral is socially and historically as a landmark building on one of Australia's busiest intersections. As with the 'clocks' at Flinders Street Railway Station opposite, the Cathedral's soaring and iconic form has had and continues to have, meaning and significance for a wide cross section of the community, not just members of the Anglican Church... the tower and spires have featured in many popular paintings, illustrations and photographs of the city.</i> (Falkinger and Andronas, 2002, p. 38).</p> <p>The VHR statement of significance for the place is silent on this issue.</p> <p>The CMP for St Paul's Cathedral (Falkinger Andronas Architects, 2002) does not identify key views to the building or include relevant policies about development in proximity (outside the site itself).</p> <p>The potential for development in proximity to the Cathedral to have an adverse impact on its presentation and, by virtue of that, on its heritage values, is recognised.</p> <p>This has been the subject of considerable debate and review over the past two decades, including in relation to the design of Federation Square, and more recently that of the tower development at 171 Collins Street.</p> <p>There will be a need to consider this issue further in detailed design. In relation to the Federation Square site (which is outside HO505 and not subject to heritage controls), the view from St Paul's Square from directly south (between the eastern and western shards has been highlighted in submissions and this will need careful review. Longer views to the Cathedral are less likely to be affected by new structures providing these are low scale and carefully sited.</p> <p>It will be important to adopt an understated approach in further design work in this location.</p>

Issue	Response
	<p>To the north, new structures on the City Square can be accommodated without adverse impact on the heritage values of St Paul’s Cathedral.</p> <p>Prior to the development of the City Square, this site was fully built out (buildings were between three and six storeys in height in the interwar period) and there is no historical precedent for a view line to the lower sections of the Cathedral across the space. Equally, it is accepted that the exposure/revealing of the lower northern façade of the Cathedral enhances its presentation.</p> <p>It is also commented that the existing two-storey structures in this location already impede longer views to the Cathedral from within the City Square and to its north.</p> <p>Overall, while there are sensitivities, it is commented that from a heritage perspective, the addition of modest low level structures on either the Federation Square site or on the City Square is unlikely to have an adverse heritage impact.</p>
Impact on Federation Square	<p>It has been suggested (MM332) that Federation Square is of heritage significance, or could be in the future. Federation Square is a key public space of considerable importance and high design quality, and in that context it is conceivable that in time it may be assessed as of heritage value. At present, however, it is not considered that sufficient time has passed to enable a proper assessment of the potential values.</p> <p>This is supported by the following comment from the Heritage Council of Victoria’s <i>Criteria and Thresholds Guidelines</i> (June 2014):</p> <p><i>As a general principle, a generation (or approximately 25-30 years) should pass after the creation of a place or object before that place or object is considered for heritage listing at any level. The passing of time allows the enduring cultural heritage values of a place or object to be more rigorously and objectively assessed (Heritage Council of Victoria, 2014: 3)</i></p>

Oversite development

The EES does not assess future oversite development, which would be subject to future planning approval processes. Accepting this, general comments on potential building forms and relevant considerations are included in Table 63, at pp. 297-298.

Consistent with comments in submissions, it is agreed that new development will need to have regard for particular heritage buildings, including Young & Jackson’s, St Paul’s Cathedral, the Nicholas Building and the former warehouse at 222-224 Flinders Street.

EPR CH9 specifically addresses new development:

CH9 To the satisfaction of Heritage Victoria and/or the responsible authority (as applicable), ensure new development is responsive to heritage places in terms of height, massing, form, façade articulation and materials.

In the case of the CBD South station precinct, it is further suggested, as a mitigation measure, that new development should have regard for the local heritage policies in the Melbourne Planning Scheme (existing and as revised) including the statement of significance for the precinct as well as the Urban Design Strategy.

EPR CH1 also applies:

CH1 Design permanent and temporary works to avoid or minimise impacts on the cultural heritage values of heritage places.

Recommendations

For the ungraded buildings located at 9-11, 15-19 and 21-25 Swanston Street it is recommended that prior to demolition recording occur in accordance with EPR CH3.

Prior to demolition the future ownership of the Charles Bush sculpture should be resolved and on the assumption that it is a public sector body (MMRA, Melbourne City Council or the National Gallery of Victoria) the terms of loan or other arrangements should be determined to enable its installation on the Port Phillip Arcade site in accordance with EPR CH14.

11.0 Domain station precinct

11.1 Shrine of Remembrance (VHR H0848)

Submissions

Relevant submissions	MM193, MM218, MM249, MM332, MM346, MM365, MM370
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- Loss of trees and the visual beauty of the Shrine precinct is an affront to the memory of the soldiers remembered there (MM193).
- General concern about heritage trees (MM218) and trees on sites included in the VHR (includes the Shrine of Remembrance) (MM370).
- The surface impact of proposed design and infrastructure treatments must always be sympathetic to the Shrine and its environs, taking into consideration its significance, iconic status, and reverence, impacts should be minimised or avoided (MM249).
- Comment that the area where tree removals are required includes many dedicated trees (both mature and juveniles), suggesting that these are proposed to be removed and recommending minimising trees to be removed and protocols where removal is required (MM332).
- This is an area of heritage, an area of tourism and also a sacred area through its proximity to the Shrine (MM346).
- Concern about visual and landscape impacts arising from the location of the eastern entrance. References the Landscape and Visual assessment that the vista to the Shrine from the intersection of St Kilda Road and Domain Road is one of the most important, as ‘the first vista presented to visitors travelling north along St Kilda Road and often featuring in historical photos of the area’. Any new structure would interrupt the landscape setting. Above ground structures should be minimised and the entrance carefully sited to minimise visual impacts.

Entrance further east along Domain Road could be considered, as could the co-location of any above ground structures. This entry is only required to service a small proportion of station users. Recommends EPR CH18 be amended to include a requirement to consult with the Shrine of Remembrance Trustees and the City of Melbourne as part of the design review (MM365)

- Access to the Edmund Herring Oval from Dallas Brooks Drive is supported as it would allow the retention of two mature elms [technically within the Shrine Reserve] and there would be no need for a haul road and this would further reduce the potential for impact to mature trees. This should be the subject of a specific EPR (MM365).

HHIA

The HHIA considered the impact on the Shrine of Remembrance at section 13.5.2.3 (pp. 340-347). The impacts were considered in terms of construction and the permanent infrastructure. The emphasis in the impact assessment and recommended EPRs for the Shrine was on avoiding or minimising construction impacts (on trees, paths and structures) and on ensuring that the design of the new entry is responsive to its context and is as recessive as possible in this sensitive location. The impact assessment includes a detailed discussion on issues of siting and design that could be considered in further refinements.

In relation to the access to Edmund Herring Oval, the HHIA recommends consideration is given to establishing access from Dallas Brooks Drive, avoiding the two mature elms on the Domain Road frontage (technically part of the Shrine Reserve).

Additional response

Relatively limited numbers of tree removals are proposed, with the majority being juvenile specimens.

No dedicated trees are proposed to be removed.

In response to the comment on the sacred nature of the area, it is agreed that Shrine of Remembrance is a place of commemoration and, increasingly, education. It has a solemn purpose and great symbolism, and it is recognised that the proposed station entry would be unrelated to these core attributes. Accepting that, it is not considered that the entry would in any sense undermine the purpose of the place or an appreciation of its importance.

The proposed entry is remote from the Shrine building and with further design refinement, it is considered that an appropriate design can be achieved in this location. It will see a change in some views into the reserve including views to the Macpherson Robertson Fountain, but does not impose on the key axial views.

In terms of the specific issues of siting and design, it is agreed (MM249) that all surface impacts of the proposed design need to be responsive to the values of the place, and the level of its significance. EPR CH18 reflects this. The Shrine of Remembrance CMP (Lovell Chen, 2010, currently being reviewed) will be a key reference for Heritage Victoria in considering the proposed entry. CH17 addresses the landscape reinstatement and explicitly references the CMP.

In relation to the elms on Domain Road near the Edmund Herring Oval retention would be preferred.

Recommendations

No change to the existing assessment or EPRs is recommended.

11.2 South African Soldiers Memorial (VHR H1374)

Submissions

Relevant submissions	MM006, MM128, MM133, MM190, MM208, MM214, MM226, MM229, MM232, MM256, MM267, MM268, MM283, MM289, MM311, MM312, MM315, MM343, MM346, MM349, MM356 (duplicate of MM190), MM270, MM375
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- Concern over impacts on the South African Soldiers Memorial (MM006, MM256, MM312).
- Concern over trees (MM128, MM370).
- The memorial, fountain and associated plaques must be removed and stored and relocated and reinstated as public amenity (MM283).
- General concern over heritage trees, monuments, fountain (MM214, MM315).
- MM346 notes the loss of trees in the precinct and comments that this area of St Kilda Road is an area of heritage, an area of tourism, and also a sacred area, because of the proximity to the Shrine of Remembrance.
- Station entrance must be designed to provide an appropriate setting for the memorial and to minimise adverse impacts (MM283).
- MM133 notes as follows: The construction of a new station ... will require the temporary removal, storage and re-siting of the South African Soldiers Memorial. This presents an opportunity to ensure that the future design of the precinct provides a suitable setting and a respectful environment for the memorial and associated ceremonial activities (p. 2). Supports the reinstatement of the memorial on the Albert Road Reserve following construction (p. 18). The submission also contains a series of detailed recommendations and requirements in relation to the planning and management of works on the South African Soldiers Memorial site (Albert Reserve) and in relation to the final design outcome on the site.
 - Recommendation 17: clarify responsibility for engineering requirements and subsequent maintenance as a result of the relocation).
 - Recommendation 18: City of Port Phillip should have final approval over the removal methodology and storage arrangements (for the memorial and the drinking fountain) and be provided with access as needed, contingency measures to be implemented in case of damage. (Pleased that strategies are to be put in place to reduce the risks of damage to the memorial, in line with the Burra Charter. Further information is required regarding the storage and maintenance of the assets to ensure they are returned in a condition consistent with the expectation of the local community).
 - Recommendation 19: during the removal and storage of the memorial, interpretive materials be designed and implemented in the precinct, specifically on the site, to communicate the significance of the precinct and the memorial.
 - Recommendation 20: plan and stage the works to enable the early reinstatement of the memorial, providing it is not placed at risk of damage.
 - Recommendation 32: final approved plan and construction schedule to retain as many trees as possible, in particular the English Elms on the northern edge of the Albert Reserve.
 - Recommendation 33: every effort should be made to retain the Windsor Oak or conserve it off site during construction, if this is not possible, propagate replacement plantings.
 - Recommendation 34: ensure the final design and positioning of the South African Soldiers Memorial:
 - retains the formal and visual prominence of the Memorial to St Kilda Road
 - Is visually prominent from Kings Way and Albert Road looking towards to Shrine provided ease of access from Albert Road and St Kilda Road

- Provides a congregation area surrounding the Memorial that is DDA compliant
 - Is well integrated into the design of Domain Station
 - Recommendation 35: return the Cockbill Fountain, Windsor Oak and plaques to the site post construction. In the event that the Windsor Oak is unable to be conserved, plant a new tree propagated from the original in its place (note that while not part of Recommendation 35, the comment is made that the two plaques and trees – Windsor Oak and Queensland Fire Wheel tree – should be replanted in proximity to the memorial and that the Cockbill Fountain should be replumbed and reinstated on the corner if possible).
 - Recommendation 36: include the following guidelines in the Urban Design Strategy:
 - ...
 - Within Albert Road Reserve, minimise the size and visual prominence of the station entrance so it does not detract from the South African War Memorial
 - Ensure the design of the station entrance provides an appropriate setting for and minimises impacts on the South African War Memorial.
 - Recommendation 41: Undertake the propagation of the Windsor Oak as a matter of priority to maintain the option of an appropriate replacement in the event the original tree is unable to be saved.
 - Supports the report’s recommendation for a heritage interpretation strategy for the project as a whole, including on this site.
 - Recommends expanding the requirements for Development Plans to include additional plans, including Heritage Management Plans (p. 7).
- A number of other submissions offer support for the recommendations in MM133. MM091 includes the full list of recommendations in MM133. MM190 notes support for the recommendations in MM190 in relation to the design and siting of the memorial. Submission MM190 expresses concern over the extent of the construction zone identified (p. 12). Local residents have a strong connection to the park and the memorial, it is a well-established part of the precinct’s history and identity and is well used for social and recreational purposes (p. 14), the community has a sense of ownership ‘based on history and usage’. MM208 supports the recommendations in MM133 regarding trees (recommendation 32). MM226 supports recommendations in M133, including recommendation 20 (re the planning of construction works), recommendation 34 (re the siting of the memorial) and recommendation 35 (regarding the reinstatement of the fountain, Windsor Oak and plaques). MM226 notes the fountain should be reinstated to its current position. MM226 also notes, based on the CMP commissioned by the City of Port Phillip, that the Windsor Oak is of state significance and the mature Elms at the perimeter of the reserve are of local significance. MM229 supports recommendations 32 and 33 in relation to trees. MM315 supports the recommendations in MM133 and MM190. MM370 also supports the recommendations in MM133 in relation to the management and siting of the memorial.
- MM256 notes a particular attachment to the memorial and the fountain on the reserve, concurs with the policies in the CMP commissioned by the City of Port Phillip, and with the recommendations in MM133 and with those in MM190 (refer above).
- MM268 notes that the trees to be removed should be kept to an absolute minimum and due consideration should be given to the temporary removal, restoration and replacement of the memorial.
- MM289 notes that the memorial, fountain and plaques must be reinstated and the station entrance should be designed so it provides an appropriate setting and ‘protects proper sightlines from St Kilda Road’ and minimises adverse impacts.
- A series of submissions support an alternative location for the proposed Domain station (in the Shrine Reserve), and note this would not require the relocation of the memorial (MM311, MM343, MM349). Some note that a small entry could be provided in the Albert Reserve if required.

- The open cut should be located wholly in Domain Road (Albert Reserve, South African Soldiers Memorial, trees could be largely left alone, MM312).
- MM375 provides a historical overview of the South African Soldiers Memorial and changes that have occurred to the setting of the memorial (development in close proximity) and suggests that these changes have led to the diminution in its heritage and social values. Notes that the works for Melbourne Metro will see it suffer a further loss of social relevance during and following works if it is retained on this site. Emphasises the significance of the memorial and notes that it 'deserves to be restored to as position of prominence as intended by its originators'. Advocates the relocation of the Memorial to the Shrine Reserve. Notes that services are not held at the Memorial because of confined space and safety considerations and sets out functional requirements for the use of the memorial for services. Comments that the relocation to the Shrine Reserve would be consistent with the Burra Charter. Reference is made to particular Burra Charter provisions considered relevant.

HHIA

The issues associated with this site were addressed at section 13.5.3.3 (pp. 349-353). The impact assessment addressed the majority of issues raised in submissions, being:

- the significance of the place and the various elements on the site, including the memorial itself, the drinking fountain and mature trees
- removal of trees as part of works (impact assessment assumed full clearance of the site)
- temporary removal and reinstatement of the memorial and the drinking fountain
- the design of the proposed station entry and the implications for the siting of the reinstated memorial with an appropriate setting

It is noted that the impact assessment recognised that the Concept Design was not an appropriate design outcome on this site and acknowledged further design work is required.

This is reflected in the EPR CH19:

CH19 To the satisfaction of Heritage Victoria, review the siting and design of the western Domain station entry in detailed design to ensure the South African Soldiers Memorial has an appropriate landscaped setting if relocated on this site. If no appropriate setting can be established, consider options for relocation of the memorial to an alternative site.

The CMP would be considered by Heritage Victoria as part of this process. The impact assessment also provided more detailed guidance on the approach (refer to Table 83, and particularly the mitigation measures proposed on p. 377). These included minimising tree removals on the site, the reinstatement of landscape, management of temporary removal and subsequent reinstatement of the memorial and the fountain and the establishment of an appropriate setting for the memorial in the final design for the site.

Additional response

Since the impact assessment was completed, further research, investigation and assessment of the heritage values of the place has been undertaken (as part of the CMP prepared by Context Pty Ltd and David Young for the City of Port Phillip). The CMP includes additional historical research and involved consultation with various interested parties.

The CMP will be a key reference in the future management of the memorial and the reserve and for Heritage Victoria in considering permit applications for the site. It is referenced in the EPR CH17, which addresses the replacement of trees and reinstatement of landscape. It would also be a document which will be considered as part of the design review work under EPR CH19, which requires a review of the siting and design of the station entry to ensure an appropriate setting for the memorial.

In terms of heritage values, the CMP recognises the significance of elements on the site not specifically referenced in the VHR documentation, including the drinking fountain, the trees and the plaques. The HHIA also recognised these elements as of interest or significance, including as part of the setting to the memorial.

Submission MM133 captures the majority of issues raised in submissions and provides a useful structure to comment on these issues. It sets out a series of recommendations relevant to this site, some of which are supported by other submitters, and a summary response to these is set out below.

Table 4 Comments on the recommendations in submission MM133

No	Issue	Response
17	Responsibility for engineering requirements and subsequent maintenance	No comment.
18	Authority to approve dismantling methodology and storage arrangements	No comment. Relates to the ownership of the memorial and the Heritage Victoria application process
19	Temporary interpretation of site during works	This would be a positive action but does not have a bearing on the heritage impacts of the project. Note that a permanent interpretation strategy is also recommended (see EPR CH7).
20	Plan and stage works to allow for early reinstatement without damaging memorial	No comment, relates to construction program.
32	Retain as many trees as possible, particularly the Elms on the northern frontage of the site and the Windsor Oak	Retention of significant trees wherever possible on this site and in other heritage places is supported. The requirement to remove significant trees for construction purposes should be minimised wherever possible. This is consistent with EPR AR1 and the mitigation measures recommended in Table 83 of the HHIA.
33	Retain Windsor Oak on site or conserve off site during construction, if this is not possible propagate replacement plantings	This is consistent with the HHIA and the mitigation measures recommended in Table 83. As for any significant trees, avoidance of the impact is to be preferred if possible (refer to EPR AR1). The management of the tree (retention and protection <i>in situ</i> , removal and reinstatement, removal and replanting of propagated specimen) is in large part an arboricultural issue. The ability to retain or reinstate the tree ultimately relates to the design for the reserve and the establishment of an appropriate setting for the memorial.

No	Issue	Response
		It is understood that work to propagate replacement plantings is occurring as a safeguard.
34	Specific recommendations for siting of the Memorial (on St Kilda Road)	No specific recommendation has been made for the siting of the memorial, while recognising that the key issue is the establishment of an appropriate setting for it on this site. In relation to the proximity and prominence on St Kilda Road, while there might be a preference for a siting on the St Kilda Road edge, it is my view that it would also be possible to establish an appropriate setting for the memorial in an alternative location further west on the reserve. I do not consider there are important visual connections to the memorial from Kings Way, nor through to the Shrine of Remembrance. The Shrine is relatively remote from this memorial and there are no significant views between the two.
35	Return the Cockbill fountain, Windsor Oak and plaques to the site post-construction	This recommendation is consistent with the HHIA and the recommended mitigation measures in Table 83, subject to arboricultural advice in relation to the tree.
36	Specific recommendations for the Urban Design Strategy as related to the South African Soldiers Memorial	Generally, the objectives of minimising size and visual prominence for the new entry and establishing an appropriate setting for the memorial are supported. This is on the basis that limiting the scale and visual prominence of the entry is more likely to result in a comfortable relationship with a reinstated memorial and allow for the establishment of an appropriate setting for it.
41	Propagation of Windsor Oak	Consistent with HHIA and the recommended mitigation measures in Table 83.

The majority of submissions support the retention or reinstatement of the memorial on the Albert Reserve. One submission raises the possibility of relocation to a different site, this is MM375, which recommends the memorial be relocated to the Shrine Reserve.

In response, the HHIA comments on relocation to an alternative site, but such an option would only become relevant in the event that an appropriate siting could not be achieved on this site. This is as acknowledged in the relevant EPR CH19.

It is recognised that the current site may have shortcomings in terms of the aspirations for particular activities on the site, including for commemorative events. My view is, however, that notwithstanding this, providing an appropriate and respectful setting can be achieved, the strong preference would be that the memorial be retained or reinstated on this site.

The Shrine of Remembrance is itself a sensitive site and while it the Shrine Reserve can accommodate a level of change including the introduction of additional memorials and monuments, it is commented that it is highly unlikely that a memorial of this scale and height could be accommodated within the Reserve without an adverse impact in terms of the Shrine's key aesthetic and presentational characteristics. This comment is made having regard for the policies in the Shrine of Remembrance CMP (Lovell Chen, 2010).

Finally, the proposed alternative Domain station location (in the Shrine Reserve) raised in some submissions has not been assessed. This option is presented as one that would avoid impacts on the

South African Soldiers Memorial. It is commented, however, that it is highly desirable from a heritage perspective that impacts on the Shrine are minimised, both in terms of construction and permanent infrastructure.

In conclusion, as identified in the HHIA, further design work is required to refine the response on this site, both in terms of the construction impacts (tree removal) and the design for both the western station entry and the site as a whole. My view remains that an appropriate heritage outcome can be achieved, subject to this additional design work as specified in the relevant EPRs and with due consideration to the heritage values of the place.

Recommendations

No change to the existing assessment or EPRs is recommended.

11.3 St Kilda Road (VHR PROV H2359)

Submissions

There are numerous submissions which address the issue of tree removal in St Kilda Road and it is an issue of considerable concern in submissions on the Domain station precinct.

While all submissions referencing St Kilda Road have been considered, many of these do not explicitly reference the issue of heritage. For example, submissions may reference the boulevard layout and treed character of St Kilda Road, or its status as a major boulevard in the Victorian or national contexts, but without necessarily linking these characteristics to the issue of heritage.

This may be because St Kilda Road may not necessarily be considered a heritage place (the proposal to add it the Victorian Heritage Register has yet to be determined by the Heritage Council). In any event, the removal of trees and other changes in St Kilda Road are considered to be heritage issues, and on that basis all submissions raising this issue have been considered, including those that have not explicitly referenced heritage.

Significance

- Streetscape of St Kilda Road and in particular the areas around the Shrine are an integral part of Melbourne and her history (MM172), trees are our connection with the past (MM333).
- St Kilda Road is one of Australia's great boulevards, also internationally, one of the southern hemisphere's great boulevards (MM151, MM190, MM242, MM256, MM260, MM290, MM313, MM315, MM356, MM370).

Tree removal

- Concern over loss of mature trees along St Kilda Road and associated visual impact (MM006, MM059, MM128, MM180, MM089, MM137, MM177, MM188, MM200, MM201, MM202, MM241, MM244, MM252, MM256, MM265, MM267, MM289, MM312, MM313, MM315, MM333, MM336, MM346, MM370, MM374).
- Tree removal should be limited as far as possible (MM153, MM208, MM214, MM218, MM226, MM254, MM268, MM370).
- EPR AR1 suggests the project should retain trees wherever possible (MM365).
- St Kilda Road is one of Victoria's most significant landscapes, removal of these old established elms and plane trees (some planted in the late nineteenth century) will destroy this reputation, it is not clear how many trees are to be returned, whether they will be replaced by the same species and how long this will take (MM290).

Tram diversion works

- Submission MM365 refers to the Early Works to divert the No. 8 tram from Domain Road to Toorak Road and notes that these will have heritage impacts (amongst others) that require mitigation and there should be specific EPRs.

Other impacts

- Concern about ventilation structures in the boulevard (MM343).
- New station entrances in the tram interchange of St Kilda Road should be small scale minimalist insertions that respect the heritage character of the parklands and the importance of St Kilda Road and its viewlines (MM133, supported by MM091).
- The relocated Domain level access tram stop needs to be carefully designed to ‘complement the formal boulevard setting’ (MM133, supported by MM091).
- Ventilation shafts, chiller plant and tram substation are proposed to be located in the streetscape (MM133, supported by MM091).

Mitigation/reinstatement

- Reinstatement of boulevard form is important (MM133, supported by MM091).
- Where required, tree removal and replacement should be subject to expert advice, replacement should occur consistent with strategies such as the City of Melbourne’s Urban Forest Strategy. The final outcome should be consistent with the parkland environment along St Kilda Road (MM254). Replacement of many trees may be required regardless of whether the project proceeds, but the area is subject to many constraints and sufficient soil volume and irrigation needs to be provided to achieve a boulevard with equal or improved landscape characteristics (MM332).
- Trees should be carefully removed and stored and then reinstated (MM190, MM268, MM356, MM370).
- Seeks additional information on transplantation and/or reinstatement of significant trees (MM260, MM356, MM370).
- New plantings will not reinstate the heritage values (MM189), will take 25-30 years to grow again (MM234, MM260, MM289, MM059), boulevard nature will be lost for ever (MM306, MM313).
- Trees that are replaced must not be replaced with native species (MM283).
- The City of Melbourne has plans to progressively roll out a tree replacement program for the aging elm trees along the full length of St Kilda Road and elms will be replaced with elms as per City of Melbourne policy. The MMRP provides an opportunity to advance and integrate with the City of Melbourne tree replacement project (MM265).

Design alternatives

- TBMs should be launched from Fawkner Park and Domain station should be cavern construction, this would prevent the destruction of the historic St Kilda Road boulevard and the removal of more than 200 trees (MM283).
- Deep cavern mining should be adopted to avoid tree removals (MM242, MM252, MM260, MM298, MM313).
- Preference for the station to be sited within the Shrine Reserve (MM290, MM343, MM349) MM311 notes this would only involve the loss of approximately 10 trees in St Kilda Road.
- Concern about impact on parks and boulevards, prefer deeper alignment, reference to great stands of elms (MM322).
- Open cut should be located wholly in Domain Road (MM312, Albert Reserve, South African Soldiers Memorial, trees could be largely left alone, MM312).

HHIA

The HHIA considered the impact of the works on Kilda Road at section 13.5.6.3 (pp. 360-372). This addressed the key issues of tree removals, alterations to the road layout, including medians, the construction of new infrastructure, both as related to the station and the tram stops, and the reinstatement of trees as part of the new design.

Additional response

At the time of the HHIA, while St Kilda Road was not subject to statutory heritage controls within the Domain station precinct, it had been identified as of heritage value during the existing conditions phase of the work. St Kilda Road had also been nominated to the VHR and was being assessed by the Executive Director, Heritage Victoria. Lovell Chen had prepared supporting documentation for the nomination and a summary of the values of the place as identified in the nomination was provided (refer to section 13.5.6.2 of the HHIA, p.360).

As noted earlier, on 13 May 2016, the Executive Director recommended St Kilda Road be included in the VHR. A copy of the recommendation is attached at Appendix C. The statement of significance in the Executive Director's recommendation confirms the significance as historical and aesthetic, broadly consistent with the values identified in the HHIA.

In addition to the statement of significance, it is relevant to note the Executive Director's draft Permit Policy, which includes an overview of cultural heritage significance as follows:

St Kilda Road is historically significant as one of Melbourne's longest and grandest major thoroughfares. For over a century this European-style has had an iconic status as the southern gateway to the city. Dating from the 1850s, St Kilda Road was developed into a magnificent tree-lined boulevard during the late nineteenth century. Its significance is evident across the width of the full carriage way including the grassed medians, kerbing, bluestone kerbs and channels, footpaths and consistent tree plantings. It is of aesthetic significance as a place of beauty and a visually outstanding element in Melbourne's urban landscape. The sweeping views between the Shrine of Remembrance, St Kilda Road and Swanston Street are significant for their emphasis on St Kilda Rd as a processional route between the Shrine and the city. There are also important visual associations with the Queen Victoria Garden and Domain Parklands and Alexandra Gardens to the east.

Tree removal is a major concern in the majority of submissions, and there is no doubt that the removal of trees on the scale that has been assessed will have an aesthetic impact in the short to medium term. This does not mean that the heritage values of the place are permanently diminished, but rather that there is an impact in this location which will mean that these values are not as readily understood as at present. As noted in the impact assessment, providing appropriate provision for landscape reinstatement is made, this will change over time.

In the first instance, it would be desirable to limit the removal of trees as far as is possible, consistent with the EPR AR1. The area required for construction activities, for example, could be further reviewed to consider whether this could be reduced.

As, or even more important, however, is the establishment of a new functional road layout and design where works do occur that allows for the re-establishment, as far as is possible, of the boulevard form and character through the planting of new trees. This overall objective should be a priority in detailed design. The issue of the placement and design of tram stops and ventilation and other structures is also important to the extent that these should be designed and sited in a manner which as far as possible allows for the same heritage objective, that is, the reinstatement of the boulevard form and plantings.

It is also important to recognise that heritage landscapes do require active management and tree replanting in this area will ultimately occur in the context of the management of the avenue as a whole. This is as acknowledged in submission MM365, which references the City of Melbourne's plans for a tree replacement program.

In relation to the tram diversion works proposed as part of Early Works, these are assessed at section 16.5.7 of the HHIA. Two additional elms would be required to be removed and these have also been considered in the report as part of the impact assessment for St Kilda Road. The relevant EPRs are

identified in Table 83 and include CH1, CH20, AR1 and AR1. It is not considered that an additional EPR tailored specifically to these works is required.

The assessment and evidence of Mr John Patrick in relation to arboricultural issues is directly relevant to the above considerations.

Recommendations

No change to the existing assessment or EPRs is recommended.

12.0 Eastern portal precinct

Other than for the issues addressed at 2.0, no additional precinct-specific issues were raised in submissions.

13.0 Western turnback precinct

Submission 332 supports the recommendation to retain and protect the Cross Street substation. No other heritage issues were raised in submissions.

14.0 Early works

Issues related to early works generally appear to have been raised with reference to the relevant precinct.