



CBD NORTH PRECINCT DEVELOPMENT PLAN

TAS-CYP-CBN-ZWD-PLA-XLP-TNC-X0001

REV J AMENDMENT – MINISTERIAL SUBMISSION

Friday, 6 September 2024



ACKNOWLEDGMENT TO COUNTRY

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

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

DOCUMENT CONTROL AND AMENDMENT

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

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

REVISION RECORD

Revision	Date	Reason for Issue	Prepared by
A	25/10/2017	Stakeholder Consultation	Jenna Beckett
B	27/11/2017	Public Display	Jenna Beckett
C	25/01/2018	Submission to the Victorian Government for review	Jenna Beckett
D	09/03/2018	Submission to the Minister for Planning	Jenna Beckett
E	21/02/2022	Amendment: Stakeholder Consultation Draft	Sabrina Chapman
F	24/03/2022	Amendment – Draft for Public Display	Sabrina Chapman
G	12/05/2022	Amendment: Review by Victorian Government Development Plan Review Committee	Sabrina Chapman
H	27/06/2022	Amendment – Ministerial Submission	Sabrina Chapman
I	18/10/2023	Minor Amendment – Ministerial Submission	Camila Eviston
J	06/09/2024	Minor Amendment – Ministerial Submission	Camila Eviston

APPROVALS

Name	Signature	Date
Camila Eviston		06/09/2024
Mat Peel		06/09/2024
Caitlin Jackson		06/09/2024

DEFINITIONS

STANDARD TERMS AND DEFINITIONS

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

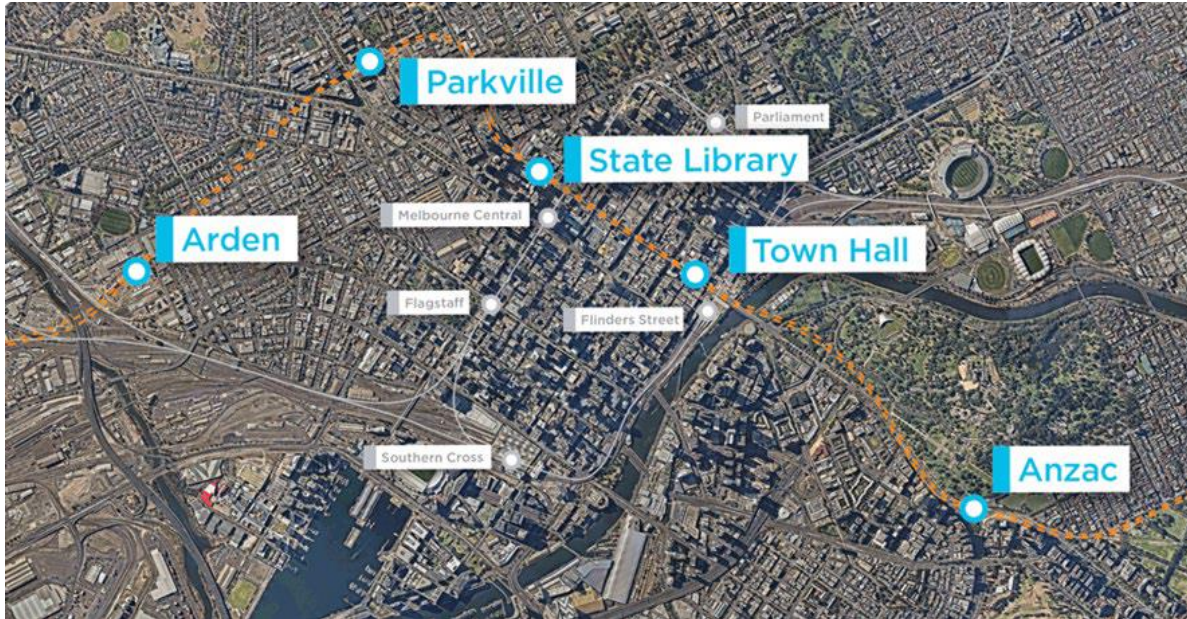
ABBREVIATIONS

Term	Definition
AS	Australian Standard
ARI	Average Recurrence Interval
CBD	Central Business District
CoM	City of Melbourne
CPTED	Crime Prevention Through Environmental Design
CYP	Cross Yarra Partnership
DoT	Department of Transport
DPRC	Development Plan Review Committee
EES	Environment Effects Statement
EMF	Environmental Management Framework
EPA	Environment Protection Authority Victoria
EPR	Environmental Performance Requirements
HV	Heritage Victoria
MTM	Metro Trains Melbourne
OVGA	Office of Victorian Government Architect
PS&TR	Project Scope and Technical Requirements
PSA	Planning Scheme Amendment
PTV	Public Transport Victoria
MTPO	Metro Tunnel Project Office
RIA	Rail Infrastructure Alliance
MTPO	Metro Tunnel Project Office

Term	Definition
TBM	Tunnel Boring Machine
TfV	Transport for Victoria
The Project	The Metro Tunnel Project
UDAAP	Urban Design Architectural Advice Panel
UDS	Urban Design Strategy
WSUD	Water Sensitive Urban Design

PROJECT AND SCOPE

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



CONSORTIUM STRUCTURE



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EXECUTIVE SUMMARY

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

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

CYP has designed the CBD North precinct to reflect the area's eclectic, vibrant and colourful character, whilst strengthening the identity of this city threshold and the Swanston Street civic spine. State Library Station will be located directly below Swanston Street providing direct transport interchange with the existing tram network and City Loop. Passengers can enter and exit the station via the main entry on La Trobe and Swanston Streets, at the corner of Franklin and Swanston Street or via Melbourne Central Station concourse.

The Project will result in a number of benefits to the public realm, including a redesigned Franklin Street and A'Beckett Street prioritising pedestrian movement. These spaces will provide additional areas for public interaction while incorporating ancillary station infrastructure.

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

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

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

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

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

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

- Site layout plan (refer to Appendix A: CBD North Precinct Site Layout Plan)
- Architectural plans and elevations (refer to Appendix B: CBD North Precinct Architectural Plans and Elevations)
- Landscape plans (refer to Appendix C: CBD North Precinct Landscape Plans and Elevations)

- Public realm plans and elevations (refer to Appendix D: CBD North Precinct Public Realm Plans)
- An explanation demonstrating how this Development Plan is in accordance with the approved Urban Design Strategy (refer to Section 4.3 and Appendix E: CBD North Precinct Urban Design Strategy guidelines assessment)
- An explanation demonstrating how this Development Plan is in accordance with the approved Environmental Management Framework particularly the Environmental Performance Requirements (refer to Section 4.4 and Appendix F: CBD North Precinct Environmental Performance Requirements assessment).

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

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

- Monday 27 November to Friday 15 December 2017
- Thursday 24 March 2022 until Thursday 14 April 2022

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

The previous version of this CBD North Precinct Development Plan was approved by the Minister for Planning on Tuesday 5 December 2023. In accordance with Condition 4.7.8 of the Project's Incorporated Document, CYP is seeking to amend this Development Plan.

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

Consultation with key stakeholders has been ongoing during the preparation of this amendment. This includes with RMIT University, State Library Victoria and list of stakeholders identified in the Incorporated Document comprising the Office of the Victorian Government Architect, City of Melbourne, Heritage Victoria, Department of Transport (previously VicRoads, Public Transport Victoria and Public Transport Victoria) and Melbourne Water.

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

CHANGE REGISTER

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

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

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

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

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

Table 1: Amendment to this CBD North Precinct Development Plan, since Ministerial Approval Sunday 15 April 2018

Section	Amendment
Executive Summary	Details added to outline that this CBD North Precinct Development Plan was previously approved by the Minister for Planning on Sunday 15 April 2018 and that CYP are now seeking an amendment to the architectural layout, landscape design and public realm design of this Development Plan
1. Introduction	Details added to outline that the CBD North Precinct Development Plan was previously approved by the Minister for Planning on Sunday 15 April 2018 and that CYP are now seeking an amendment to this Development Plan
1.2 Incorporated Document conditions	Table 2 Clauses 4.7.5, 4.7.6, 4.7.7 and 4.7.8 responses amended to reflect the revised Incorporated Document (May 2018), CBD North Precinct Development Plan approval process to date and the amendment going forward
1.3.2 Stakeholder engagement during detailed design	New section added to outline stakeholder engagement post-Ministerial Approval of this CBD North Precinct Development Plan, and during detailed design
Figure 1	Updated to include the additional consultation process post-Ministerial Approval of this CBD North Precinct Development Plan
Figure 3	Figure updated to reflect the revised design
4.1 Design development	Updated to reflect that some amendments have been made to the design since the approval of the CBD North Precinct Development Plan by the Minister for Planning. Details have been added regarding the amendments including a list of changes to the architectural layout, landscape design and public realm components of the Project.

	Changes can be found in Appendix B: Architectural Plans, Appendix C: Landscape Plans and Elevations and Appendix D: Public Realm Plans.
Figure 4	Updated to reflect the revised design
4.3.1 Architectural response	<p>Updated to reflect the changes to the architectural design including:</p> <ul style="list-style-type: none"> • The removal of green roof and green wall installations at Franklin Street West and A'Beckett Street, to be replaced by proprietary water proofing membrane system • Reduced footprint and refined shape of ancillary structures to provide increased public open space • Change from a glazed structure to solid metal for the fire egress lift at Franklin Street East and A'Beckett Street • Introduction of a vent at Franklin Street (East) • Removal of skylight at Little Latrobe Street (West) • Change to roller door integration at La Trobe Street Portal • Changes to materials and finishes at the La Trobe Street station entrance • Increase in building massing of the eastern building of Little La Trobe Street to mitigate impact on noise levels caused by the cooling towers. <p>Changes can be found in Appendix B: Architectural Plans, including Ground Floor Level Plan TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A731000-DP.</p> <p>Post public display, architectural drawings have been revised to reflect updates to the Little La Trobe Street buildings, Franklin Street ancillary buildings and Literature Lane. Changes can be found in Appendix B.</p>
Figure 5	Updated to reflect the revised design
4.3.2 Landscape response	<p>Updated to reflect changes to the tree retention, removal and planting as part of the design development, including:</p> <ul style="list-style-type: none"> • Reduced effective footpath width (2.5m) at Franklin Street northern footpath to accommodate reinstatement of trees • Retention of existing trees on Swanston Street • Water sensitive urban design principles and its integration into the CBD North precinct • Increased and simplified garden beds facing onto Franklin Street. <p>Changes can be found in Appendix C: Landscape Plans and Elevations.</p>
4.3.3 Public realm response	Updated to outline changes to the public realm design, including arrangement of the plinths at Franklin Street, relocation of the Rail Replacement Bus Bay from Franklin Street to Victoria Street, scope of surface works on Franklin Street, and removal of informal sports area at A'Beckett Street.

	<p>Changes can be found in Appendix D: Public Realm Plans, including Hardscape Plan TAS-CYP-CN-00-DRG-AUD-CBN-732102-DP and TAS-CYP-CN-00-DRG-AUD-CBN-732103-DP and TAS-CYP-CN-00-DRG-AUD-CBN-732101-DP</p>
4.3.4 Community experience	<p>Updated to provide further information on the provision of bicycle infrastructure throughout the precinct, including dedicated bicycle lanes on Swanston Street and separated bicycle lanes on Franklin Street.</p> <p>Changes can be found in Appendix D: Public Realm Plans, including Hardscape Plan TAS-CYP-CN-00-DRG-AUD-CBN-732102-DP and TAS-CYP-CN-00-DRG-AUD-CBN-732103-DP.</p>
4.3.4.2 Pedestrian access	<p>Updated to include information about changes that increase footpath widths and prioritise pedestrian movement in the precinct.</p> <p>Changes can be found in Appendix D: Public Realm Plans, including Hardscape Plan TAS-CYP-CN-00-DRG-AUD-CBN-732102-DP and TAS-CYP-CN-00-DRG-AUD-CBN-732103-DP.</p>
4.3.4.3 Bicycle access	<p>Updated to provide further information on the provision of bicycle infrastructure throughout the precinct, including 172 bike-parking spaces, bicycle share facilities and the provision of dedicated bicycle lanes on Swanston Street and separated bicycle lanes on Franklin Street.</p> <p>Changes can be found in Appendix D: Public Realm Plans, including Hardscape Plan TAS-CYP-CN-00-DRG-AUD-CBN-732102-DP and TAS-CYP-CN-00-DRG-AUD-CBN-732103-DP.</p>
4.3.4.4 Transport integration	<p>Updated to provide detail on changes to parking and relocation of the Rail Replacement Bus Bay from Franklin Street to Victoria Street.</p> <p>Changes can be found in Appendix D: Public Realm Plans, including Hardscape Plan TAS-CYP-CN-00-DRG-AUD-CBN-732103-DP.</p>
Figure 8	Updated to reflect the revised design
Figure 9	Updated to reflect the revised design
Figure 10	Updated to reflect the revised design
4.3.7 Ancillary Features	<p>Updated to reflect the reconfigurations of ancillary buildings throughout the precinct, which have changed in size and shape during detailed design to provide additional public open space in the precinct.</p> <p>Changes can be found in Appendix B: Architectural Plans, including Ground Floor Level Plan drawings TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A731000-DP.</p>
4.3.8 Materials and Finishes	<p>Details added regarding the updates to the materials and finishes as part of the design development including the change of the fire egress lift from a glazed structure to a solid metal and the inclusion of the colour red as per the station wide approach.</p> <p>CYP has also updated the Material Schedule to include 'Vermillion' for the Franklin Street ancillary building vents in consultation with key stakeholders including OVGA, MTPO and City of Melbourne.</p>

	Changes can be found in Appendix B: Architectural Plans, Material Schedule TAS-CYP-CN-SCH-ARC-CBN-A734035-DP and TAS-CYP-CN-00-SCH-ARC-CBN-A734036-DP.
4.3.9 Crime prevention through environmental design (CPTED)	Updated to outline the CPTED issues and relevant response strategies that have been developed as part of the CPTED review of the CBD North precinct.
4.4.2 Arboriculture	<p>Updated to reflect the changes to the tree removal, retention and planting figures as follows:</p> <ul style="list-style-type: none"> • A maximum of 57 trees are proposed for removal for the Project (57 trees were proposed for removal in the previous submission of this Development Plan), noting measures taken to avoid tree removals during detailed design and ongoing in construction • A minimum of 63 new trees are proposed for planting, noting planting is informed by above and below ground constraints and coordination with stakeholders.
5 Conclusion	Updated to reflect changes throughout the CBD North Precinct Development Plan
Appendix A	Drawings updated to reflect the revised design
Appendix B	Drawings updated to reflect the revised design.
Appendix C	Drawings updated to reflect the revised design
Appendix D	Drawings updated to reflect the revised design
Appendix E	Responses to the Urban Design Strategy updated to reflect the revised design.
Appendix F	Responses to the Environmental Performance Requirements updated to reflect the revised design.

1. INTRODUCTION

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

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

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

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

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

In December 2016, the Minister for Planning released his Assessment of the environmental effects of the Project. The Minister subsequently approved a Planning Scheme Amendment for the Project, which inserted the *Melbourne Metro Rail Project Incorporated Document May 2017* into the Melbourne, Port Phillip, Stonnington and Maribyrnong Planning Schemes.

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

The previous version of this CBD North Precinct Development Plan was approved by the Minister for Planning on Tuesday 5 December 2023. Under the Project's Incorporated Document, and in accordance with Clause 4.7.8, CYP is seeking an amendment to this CBD North Precinct Development Plan.

1.1. PURPOSE OF THIS DEVELOPMENT PLAN

This CBD North Precinct Development Plan presents the scope and extent of the built form of CYP's works in the CBD North precinct, including the new State Library Station from the entrances to the ticket gate. This Development Plan does not include the potential over-site development at State Library Station, which is subject to a separate planning process (refer to the *Metro Tunnel: Over Site Development – CBD North Incorporated Document (October 2017)*), but it demonstrates integration with over-site development to ensure a seamless design response. In accordance with Clause 4.7.3 of the Incorporated Document, this plan includes:

- Site layout plans

- Architectural, landscape and public realm plans and elevations, including lighting, signage, pedestrian access, bicycle access and other ancillary features
- An explanation demonstrating how this Development Plan is in accordance with the relevant sections of the approved Urban Design Strategy and Environmental Management Framework particularly the Environmental Performance Requirements.

1.2. INCORPORATED DOCUMENT CONDITIONS

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

Table 2: Response to conditions of the Incorporated Document

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

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

Clause	Conditions	Response
4.7.8	<p>A Development Plan may be prepared and approved in stages or parts, and may be amended from time to time with the approval of the Minister for Planning. The Minister must require an application for approval of an amendment to a Development Plan to comply with the requirements of Clauses 4.7.3, 4.7.4, 4.7.5 and 4.7.6 unless, in the opinion of the Minister:</p> <ul style="list-style-type: none"> a) the proposed amendment: <ul style="list-style-type: none"> i. does not result in a material detriment to any person; or ii. a person who may suffer a material detriment as a result of the Minister’s approval of the amendment has already been sufficiently consulted in respect of the amendment; and b) any amendment does not involve any change to an approved Environmental Performance Requirement. 	<p>This Development Plan presents the built form of CYP’s works in the CBD North precinct.</p> <p>CYP are seeking an amendment to the CBD North Precinct Development Plan, in accordance with Clause 4.7.8, and approval will be sought from the Minister for Planning.</p>
4.7.9	<p>For land to which a Development Plan applies, development must be carried out in accordance with an approved Development Plan.</p>	<p>CYP will develop the CBD North precinct in accordance with this Development Plan</p>

1.3. COMMUNITY AND STAKEHOLDER ENGAGEMENT

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

- The Early Engagement Period sought to gain targeted feedback from key stakeholders to help inform drafts of the Development Plan, whilst the Public Display Period sought to obtain further feedback from the broader community
- Following approval of the CBD North Precinct Development Plan on Sunday 15 April 2018, further stakeholder engagement during detailed design has been undertaken. This sought to refine any outstanding design issues with key stakeholders.

1.3.1. EARLY ENGAGEMENT AND PUBLIC DISPLAY PERIOD

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

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

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

In accordance with the Incorporated Document, the CBD North Precinct Development Plan was made available for public inspection for 15 business days from Monday 27 November 2017 until Friday 15 December 2017 on the Metro Tunnel website along with an opportunity to provide written comments. As part of this process a notice was published in The Age and Herald Sun newspapers to inform the community on Monday 27 November 2017.

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

- RMIT University
- GPT (Melbourne Central)
- State Library Victoria.

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

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

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

Three of the community information sessions were held in the Melbourne CBD at the Melbourne Town Hall, two sessions on Tuesday 5 December 2017 and another on Tuesday 12 December 2017. Additionally a CBD reference group session was held on Friday 15 December 2017. Metro Tunnel social media accounts also posted links to this CBD North Precinct Development Plan and online submission portal, and featured information on the time and locations of the community sessions.

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

Overall, 1,507 public submissions were received across all five station precincts and 116 of these submissions provided comments on this CBD North Precinct Development Plan.

As part of the previous submission to the Minister for Planning, CYP provided all written comments received during the early engagement and public display period, and a summary of consultation and responses to the issues and queries raised.

1.3.2. STAKEHOLDER AND COMMUNITY ENGAGEMENT DURING DETAILED DESIGN

The Minister for Planning approved the CBD North Precinct Development Plan on Sunday 15 April 2018. Since approval, the design for the CBD North precinct has progressed through to detailed design. In accordance with the Incorporated Document, ongoing consultation has taken place with key stakeholders throughout this period through design presentations, meetings, workshops and formal design package reviews. The key stakeholders included:

- Office of the Victorian Government Architect
- City of Melbourne
- Department of Transport (previously VicRoads, Public Transport Victoria and Transport for Victoria)
- Melbourne Water
- Heritage Victoria
- Rail Projects Victoria
- Metro Trains Melbourne
- RMIT University
- State Library Victoria.

In close collaboration with the above stakeholders, a number of changes have been made to the Project to improve the design. As a result, there have been amendments to the architectural layout, landscape design and public realm components of the Project. These amendments have been made to improve wayfinding, provide increased public realm areas, and better integrate with RMIT University and the wider precinct. Section 4.1 includes a full list of those changes. Where relevant, the proposed changes have been incorporated into the Project's response to the Urban Design Strategy under the relevant sub-headings in Section 4.3.

In accordance with the Incorporated Document requirements, the amended version of this CBD North Precinct Development Plan was made available for public inspection for 15 business days from Thursday 24 March 2022 until Thursday 14 April 2022. During this time, it was available on the Engage Victoria website along with an opportunity to provide written comments. As part of this process a notice was published in The Age and Herald Sun newspapers to inform the community on Thursday 24 March 2022.

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

- City of Melbourne
- RMIT University
- Bicycle Network Victoria
- State Library Victoria
- Scape
- Brady Hotel.

During the public inspection period, CYP held one online community information session on Tuesday 5 April 2022 – 6:00pm-7:00pm via Zoom meeting.

At the online information session, attendees were able to ask questions about the CBD North Precinct Development Plan and technical specialists were available to answer any queries. An invitation to the online session was distributed to 3,650 stakeholders within the Project's identified

CBD North notification catchment. At the session, instructions on how to access the online submission portal were provided.

Targeted emails were sent to stakeholders advising of the upcoming release of the amended Development Plan for public consultation and offering a meeting for a presentation and discussion on the amendments. Specific stakeholder meetings were held with several key stakeholders. Additionally, a session that presented this Development Plan was held with the CBD North Community Reference Group on Friday 11 March 2022.

Overall, six public submissions were received on this CBD North Precinct Development Plan.

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

Following approval of the CBD North Precinct Development Plan by the Minister for Planning, the detailed design process has progressed and led to minor amendments to materials and finishes and public realm. As part of this process, consultation has taken place with key stakeholders on the amended materials and finishes and public realm including City of Melbourne, MTPO and OVGA.

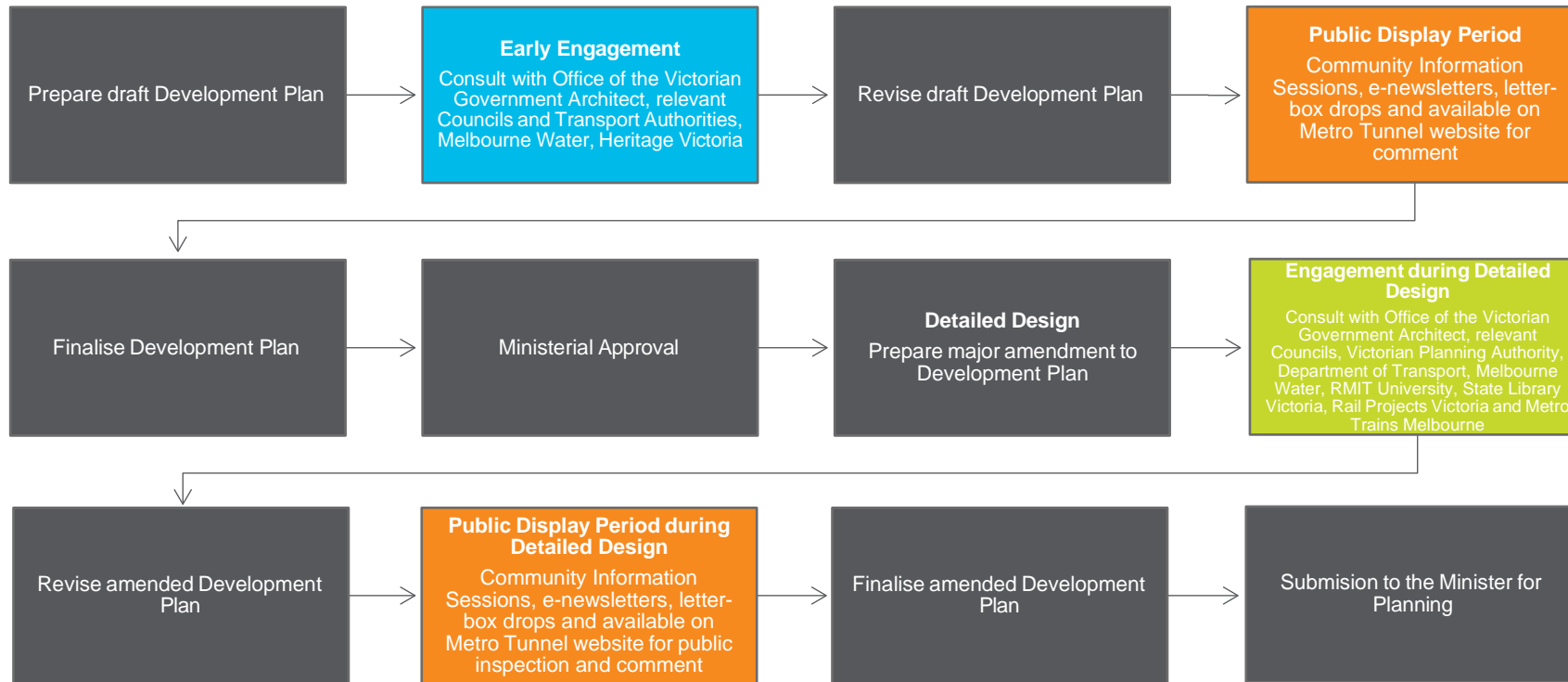


Figure 1: Development Plan consultation process (blue refers to Early Engagement, orange refers to Public Display Period, and green refers to Stakeholder Engagement during detailed design)

2. SITE CONTEXT

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

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



Figure 2: Five minute walking catchment of State Library Station

2.1. BROADER CONTEXT AND STRATEGIC POSITIONING

In 2012, the City of Melbourne released its City North Structure Plan, articulating the framework for growth and development within the area. The aim of the plan, to intensify the area's residential and employment populations, has seen much of the area transformed by modern apartment buildings, boasting some of the highest residential densities in Australia.

The public domain associated with the CBD North precinct will effectively become the base for the next stage of evolution for this fast growing part of the Melbourne CBD. CBD North precinct will act as a catalyst for the ongoing development of the areas public realm, which is capable of being supported by the growing and energetic population moving into this area.

By encouraging greater amenity and encouraging people to linger longer in the precinct, it is envisaged that this part of the city will change to become more vibrant, where local residents are part

of a community. In turn, new activities, businesses and services will develop to meet growing demands, bringing direct and indirect benefits to the community.

Another significant change occurring within the CBD North precinct is RMIT University's reconfiguration of its 'blank buildings' on Swanston and Franklin streets with the New Academic Street project which was completed in 2017. The aim of this Project has been to encourage more 'outward' facing buildings that engage with the surrounding streets, including the new Franklin Street promenade.

2.2. HISTORICAL AND NATURAL CONTEXT

As described in the EES, prior to European settlement the site area was predominantly Plains Grassy Woodland (Ecological Vegetation Class (EVC) 55). The area has an elevated position within the immediate landscape and is part of the Elizabeth Street Creek drainage catchment. Up until the mid-19th century a Wurundjeri campsite was located close by. However, since European settlement, this precinct has undergone substantial commercial, urban and residential development.

Remaining buildings of significant historical value include the City Baths, the State Library of Victoria, and the Old Melbourne Gaol. Aboriginal freedom fighters, Tunnerminnerwait and Maulboyheenner, were the first people to be executed in Victoria, at the Old Melbourne Gaol in 1842, with a monument now placed at the intersection of Franklin and Victoria Streets to commemorate this.

2.3. EXISTING SITE CONDITIONS

The CBD North precinct is an energetic and highly vibrant precinct with a strong education and retail presence. The northern edge of the site is home to the main campus of RMIT University and its associated buildings, attended by both local and international students. The station is also an access point for Melbourne Central, QV and the Queen Victoria Market.

The CUB site currently under development on Swanston Street is a major development site to the north. There are also many other sites under development west of Swanston Street, including many student accommodation projects. These will all add to the areas vitality.

Swanston Street is mostly closed to traffic, except north of Franklin Street, and sections of it on the south side. Franklin Street is currently a wide street with two by two lanes of traffic, parallel parking on each side, and central 90 degree parking. Tree planting is not dominant.

3. SCOPE OF WORKS IN CBD NORTH PRECINCT

This CBD North Precinct Development Plan presents the scope and extent of the built form of CYP's works in the CBD North precinct, including the new State Library Station up to the ticket gate. Figure 3 shows these works within the CBD North precinct which includes:

- New underground train station under Swanston Street
- Underground pedestrian connection to Melbourne Central Station platforms
- Two station entries to new underground station, one at the corner of Swanston and Franklin streets, and another at the corner of Swanston and La Trobe streets
- The ground level of the Swanston and La Trobe Street entry features a new station concourse that integrates with the existing public realm, with an extension of Literature Lane that connects La Trobe Street to Little La Trobe Street
- New civic promenade and biodiversity corridor along Franklin Street provided through increasing habitat links and by incorporating diverse multi-level garden beds
- The transformation of A'Beckett Street into a pedestrian space, to include station ancillary structures
- Provision for future over-site development at the corner of Swanston and La Trobe streets above the main station entry.

State Library Station is designed to accommodate over-site development, however it is subject to a separate planning process. It should be noted that provision for these developments are included within the station precinct architectural design responses. The images of the over-site development within the architectural drawings are indicative only and not representative of any built form and subject to planning approval.

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

The CBD North precinct associated works area generally includes a portion of Literature Lane and adjacent buildings at 12-14, 16 and 18-20 Little La Trobe Street and part of 24-46 A'Beckett Street, the footprints generally bound by Little La Trobe Street, Swanston Street and La Trobe, east of the Aurora development, and following road reserves:

- Swanston Street between La Trobe and Victoria Street
- Victoria Street between Therry and Orr Street
- Franklin Street between Victoria and approximately 58 Franklin Street
- A'Beckett Street between Swanston Street and approximately 111-125 A'Beckett Street
- Little La Trobe Street between Swanston Street and approximately 62 Little La Trobe Street
- La Trobe Street between Rodda Lane and approximately 260 La Trobe Street.

This associated works area is shown on the plan included in Appendix A: CBD North Precinct Site Layout Plan.

As considered in the EES, the nature of works within the CBD North precinct associated works area will change over time and will be characterised by the following CYP activities:

- **Site establishment:** Site establishment at the CBD North precinct includes set-up of site offices and staff amenities, laydown areas, and plant and equipment required for construction. Construction sites will be established on Franklin Street, A'Beckett Street (and adjacent RMIT basketball courts), and within the OSD sites on Little La Trobe and La Trobe / Literature Lane
- **Civil / Structural:** A mined cavern method will be used to construct the CBD North precinct and adits. The station will be accessed through excavated shafts (at Franklin Street and A'Beckett Street), and road headers then used to mine the cavern. Works will include construction of station entrances and connections to Melbourne Central Station. Acoustic sheds remain in place at A'Beckett Street and Franklin Street (from Early Works Managing Contractor). The final phase of this stage includes associated road works, including tram works and bike and pedestrian infrastructure
- **Fit out:** This phase of the Project includes the fit out of station infrastructure, surface and subsurface levels, including ticket halls, station platforms, passenger access, emergency egress, ventilation and smoke controls, staff rooms and equipment rooms. This stage of the Project also includes the landscaping of the station precinct
- **Mechanical, Electrical and Process:** This phase of the Project includes the installation of power and electrical infrastructure to the station and platforms
- **Testing and commissioning:** These works ensure that all new station infrastructure, from ticket gates and vertical transport to signalling and rolling stock (by others) meet the requirements of Victorian Rail Safety legislation and is fit for purpose on day one
- **Operation:** The operational phase of the Project will include activities associated with the day to day operation of the train station, including but not limited to, train services (by others). CYP will undertake maintenance of station assets to ensure reliability and availability of station infrastructure. CYP will hand back assets to the relevant land manager to allow facilitation of OSD.

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

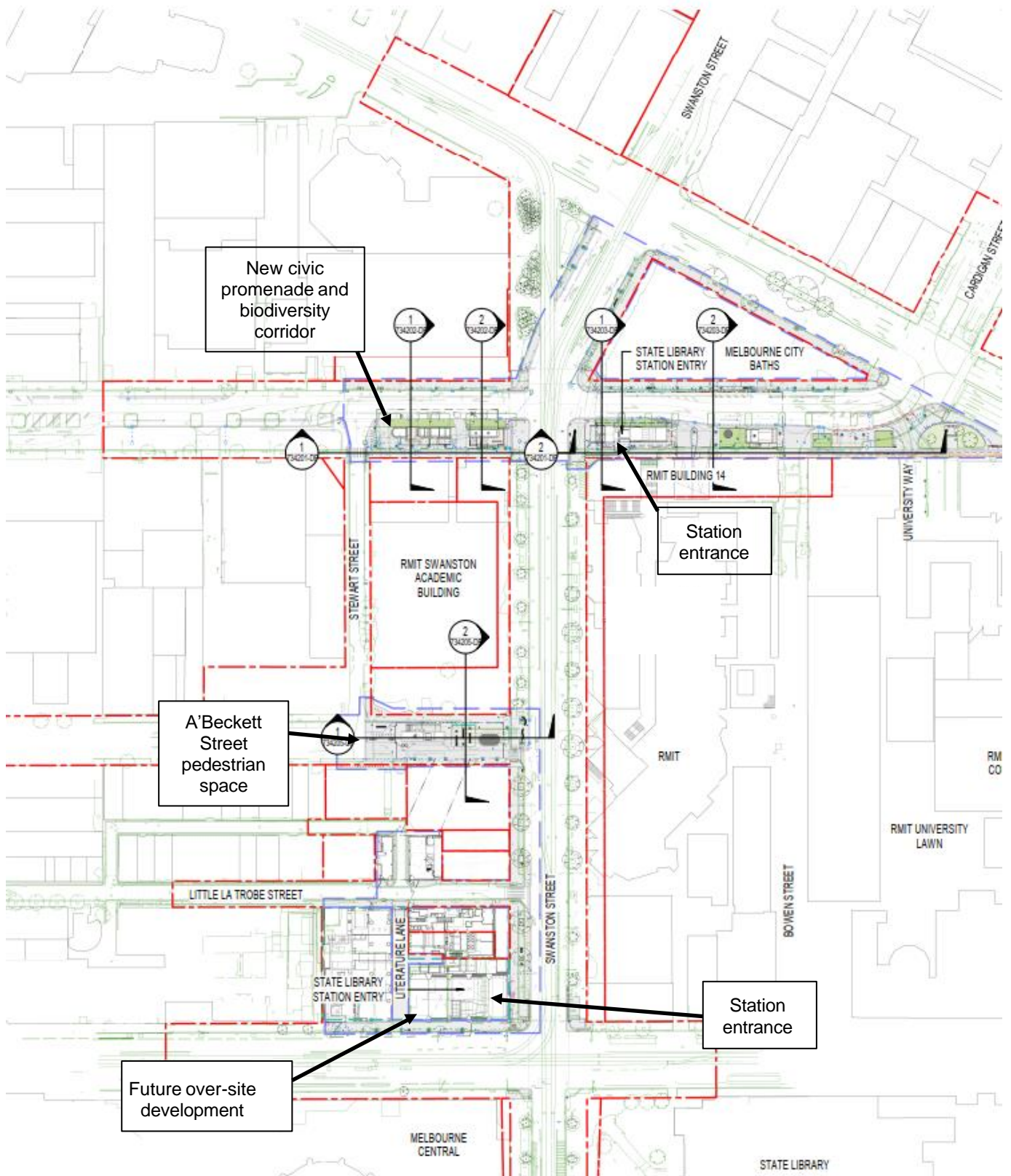


Figure 3: CBD North precinct works

- - - PROJECT LAND BOUNDARY
- - - EXTENT OF WORKS - LANDSCAPE ARCHITECTURE PACKAGE

4. DESIGN RESPONSE

4.1. DESIGN DEVELOPMENT

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

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

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

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

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

Since the public display period of this CBD North Precinct Development Plan was approved by the Minister for Planning on Sunday 15 April 2018. Following an iterative consultation period during detailed design, amendments to the architectural layout, landscape design and public realm components of the Project include:

Architectural layout and design

- Amended plans show further detail on the integration of roller shutters at the La Trobe Street station entrance in accordance with the Project Scope & Technical Requirements (refer to Section 4.3.1)
- Rearranged ancillary features including changes to the orientation, size and shape of ancillary buildings to increase public open space and an additional free-standing vent located in Franklin Street East (refer to Section 4.3.7)
- Changes to materials and finishes of ancillary buildings and station structures up to the ticket gate (refer to Section 4.3.8)
- Changes to the materials and finishes of lift overruns at Franklin Street West, Franklin Street East and A'Beckett Street (refer to Section 4.3.8)
- Removal of skylights from the design at Little La Trobe Street and green roof and green wall installations have been removed at Franklin Street West and A'Beckett Street, replaced with architecturally designed metal and precast panels
- The proposed commercial enterprise has been relocated from A'Beckett Street to Little La Trobe Street (refer to EPR SC8)
- Increase in building massing of the eastern building on Little La Trobe Street to mitigate impact on noise levels caused by the cooling towers.

Landscape design and public realm components

- Rail Replacement Bus Bay being relocated from Franklin Street East to Victoria Street. Area redesigned to include seating node and large garden bed with grove of trees between Bowen Street and University Way (refer to Section 4.3.4.4)
- Reduced effective footpath width (2.5m) at Franklin Street northern footpath to accommodate reinstatement of trees, in consultation with City of Melbourne (refer to Section 4.3.2)
- Plinth re-design arrangement on Franklin Street to better integrate ancillary structures and seating in the design (refer to Section 4.3.3)
- Updated tree planting, paving and furniture in response to amended road design as part of the design development (refer to Section 4.3.3)
- Provision of separated bicycle lanes east and west bound at Franklin Street (refer to Section 4.3.4.3)
- Increased and simplified garden beds facing onto Franklin Street
- Removal of informal sports area and provision of seating and tree shaded plaza at A'Beckett Street
- Existing bluestone paving and tree surrounds retained at Little La Trobe Street
- Two large existing trees retained on Swanston Street and reduction in proposed trees along La Trobe Street

General

- Reduced footprint and refined shape of ancillary structures to provide increased public open space
- Updated tree species selection, pavement design and materials and finishes as part of the design development
- Revised bicycle parking locations, including addition of bike parking at A'Beckett Street, and introduced future bicycle parking locations
- Updated tree removal and retention across the precinct due to the design development. In total, 57 trees will be removed within the CBD North precinct, which is the same number of trees as the previously approved Development Plan.

4.2. DESIGN PRINCIPLES FOR METRO TUNNEL PROJECT

4.2.1. VISION AND KEY DIRECTIONS

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

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

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

- Make new and improved connections
- Make great public places
- Balance line-wide consistency with site responsiveness

- Support integrated site redevelopment
- Design to help manage construction impacts
- Design for the future.

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

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

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

Principle	Principle integrated into design	Design response for CBD North precinct
Performance for people	Our public realm design provides for seamless, simple and intuitive experiences for people in each of the station precincts.	CBD North precinct has some of the most congested footpaths and intersections in central Melbourne. The new station will provide integrated transport with Swanston Street and La Trobe Street to facilitate improved pedestrian movement. Franklin Street will be repositioned as a promenade, providing a high mobility walking street from Victoria Street to Elizabeth Street. This will provide an enhanced passenger transfer experience to surrounding locations. Additional laneway linkages leading to Literature Lane and Stewart Street will repair the inner city blocks, which over time, have lost their inter-connectivity.
More Melbourne	There will be more and better-quality public spaces proposed as a result of the Metro. New cultural and creative programs generated and tested in the lead up to Day 1 operation will inform the design of each public realm space.	The Project provides 2,700sqm of new public realm area (that was previously road or car park) between Victoria Street and Stewart Street. The highlight of this is the Franklin Street promenade, which will be a significant and exciting new pedestrian place for Melbourne. Franklin Street will be repositioned as a primary pedestrian link between Victoria Street and Elizabeth Street. The design modifies the street cross-section to create wider footpaths, dedicated on-street bicycle lanes, and reductions in motor vehicle speeds. This has liberated a significant area of public open space, which will become a new pedestrian promenade and biodiversity corridor.
Context and nature	The public realm has been designed to promote views, wayfinding and help draw daylight and fresh air into and through each station. This helps to amplify the local character of each station's neighbourhood and authentically reflect the nature and character of each place. This approach is supported through planting, the careful use of materials and finishes as well as the design and placement of civic furniture.	The precinct's unique characters, connection to country and natural systems have been embraced in the design of the Franklin Promenade. This is expressed through the landscape of the biodiversity corridor; local species selection and reference to the six seasons. In addition, some of the planting along the Promenade will represent indigenous food sources, providing a 'link' to the Queen Victoria Markets.
Sustainable and resilient	The public realm designs associated with each station are focused on being ecologically conscious and designed to be resilient and adaptable to climate change. Resources required to maintain the landscape are reduced because of the quality and detailing proposed.	The many sustainability features include promotion of walking and cycling, enhanced ecological value through tree pits and garden beds, water sensitive urban design and increased tree canopy coverage. The trees

Principle	Principle integrated into design	Design response for CBD North precinct
	Urban forestry, water use and biodiversity strategies have been employed that reference the MTPO's Urban Design Strategy, Environmental Performance Requirements and the Living Infrastructure Plan.	within the public realm will provide shade and assist with maintaining air quality. The design allows for the flexibility of a future extension of Franklin Street Promenade, from Elizabeth Street to Stewart Street.
Functional, efficient and safe	Legible, accessible and clearly defined public realm spaces provide for a highly functional and efficient environment for people to use. Increased passenger space in each station is supported by safe, inviting and generous public realm areas. This provides a seamless transition for passengers from the moment they leave the train through to the public realm.	Access routes to the station entries and within the public realm to transit facilities will be legible and safe for pedestrians of all abilities. A new bicycle link on Franklin Street will open up a new and safe connection for the bicycle network.
A quality legacy	The quality of each public realm space proposed supports the move towards a "turn up and go" Metro system. The investment in the quality of the public realm spaces proposed for today can help provide the confidence for others to invest time, capital and energy into further precinct development.	Attention to detail and design quality on all the infrastructure elements that touch the public realm will be a legacy for years to come. Ancillary elements such as emergency stairs and vent shafts in A'Beckett Street have been integrated within the public realm – through seating and planting. Through such measures these become positive additions to the public realm.

4.2.2. PRECINCT-SPECIFIC DESIGN ISSUES

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

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

Sub-precinct	Design objective
La Trobe – Little La Trobe Street	<p>Create a station entry that is integrated with the precinct built form while clearly defining and celebrating the Metro Tunnel entry.</p> <p>Connect pedestrians from the station entry into the local streets and to other transport services in Swanston Street and La Trobe Street.</p> <p>Protect the amenity of the State Library forecourt as one of the central city's key public open spaces.</p> <p>Facilitate the redevelopment of properties acquired for the Project to improve land utilisation, pedestrian permeability and urban amenity in the precinct.</p> <p>Accommodate a mixture of uses that contribute to:</p> <ul style="list-style-type: none"> • The accessibility and amenity of the station entry • Retail activation and adjoining streets and laneways • Commercial returns from the properties. <p>Make a positive architectural contribution to one of Melbourne's most important civic precincts.</p>
Franklin Street	<p>Improve Franklin Street as a pedestrian and cyclist link across the north side of the CBD.</p> <p>Connect pedestrians from the station entry into local streets and to other transport services in Swanston Street.</p>
Local Access Network	<p>Maximise capacity and safety in Swanston Street for pedestrians, trams and bicycles.</p>

Sub-precinct	Design objective
	Enhance A'Beckett and Little La Trobe Streets for local access by vehicular traffic and to improve pedestrian capacity and amenity.

4.3. CONSISTENCY WITH URBAN DESIGN STRATEGY

The CYP design vision for the CBD North precinct is a station that supports and reflects the area's eclectic, vibrant and colourful character, whilst strengthening the identity of this city threshold and the Swanston Street civic spine.

The CBD North precinct design features the underground train station immediately beneath Swanston Street to include an effective and convenient transfer to existing tram stops on Swanston and La Trobe Street. Entry to the station is provided via one of three entries, from the main station entry at Swanston and La Trobe Street, Swanston and Franklin Street or via Melbourne Central Station.

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

- A new promenade and biodiversity corridor along Franklin Street
- An enhanced civic spine along Swanston Street
- A reinstated public plaza at the corner of Victoria Street and Swanston Street
- A new public realm pedestrian space along A'Beckett Street, delivering a 'pocket park'.

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

The design drawings of the resultant built form for the CBD North precinct are shown at:

- Site layout plan (Appendix A: CBD North Precinct Site Layout Plan)
- Architectural plans and elevations (Appendix B: CBD North Precinct Architectural Plans and Elevations)
- Landscape plans and elevations (Appendix C: CBD North Precinct Landscape Plans and Elevations)
- Public realm plans (Appendix D: CBD North Precinct Public Realm Plans).

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

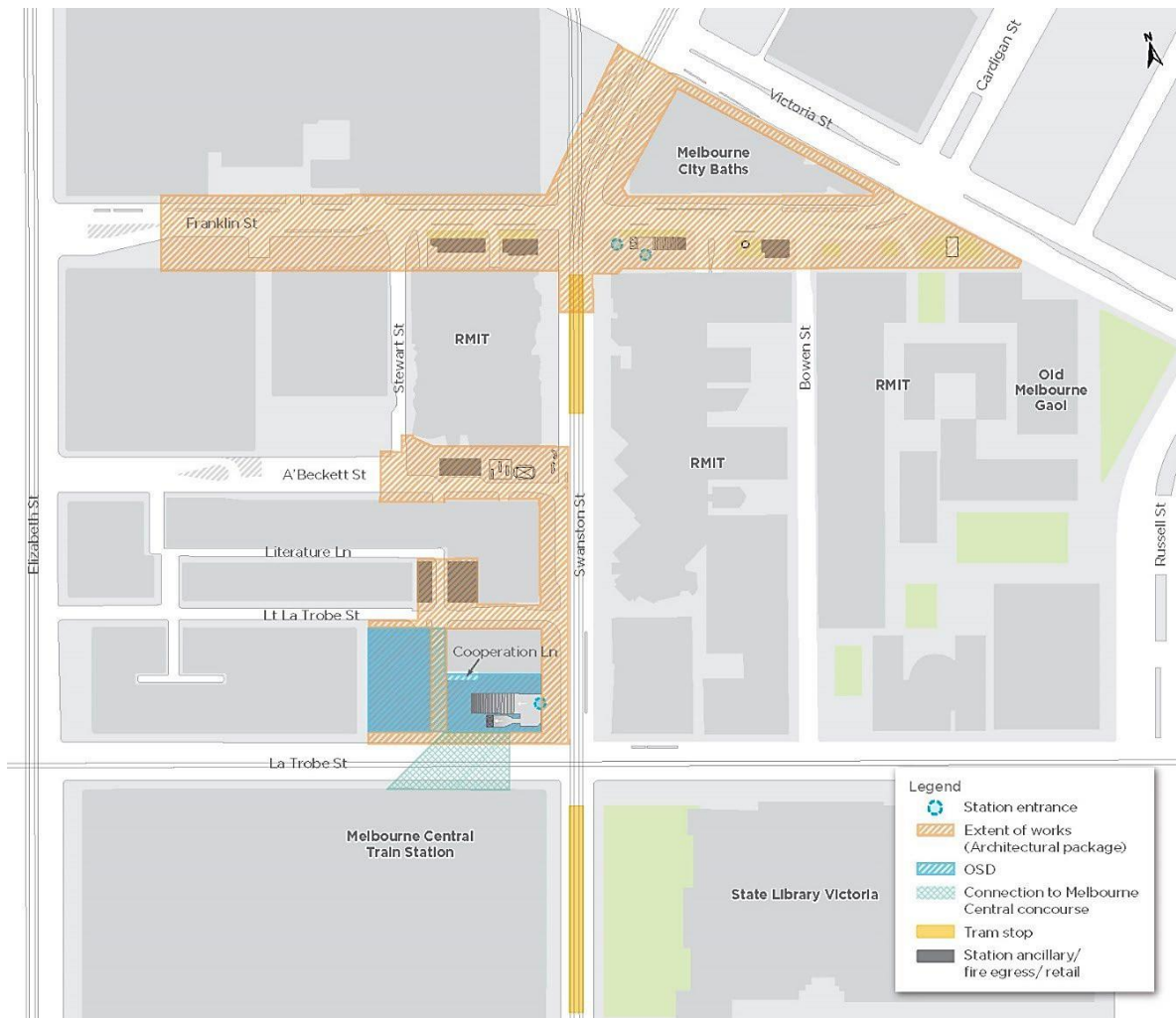


Figure 4: CBD North precinct components and station entries

4.3.1. ARCHITECTURAL RESPONSE

The CBD North precinct has been designed to integrate seamlessly with the surrounding built environment. While separate from the scope of works relative to the station, the design of the main station entry on the corner of Swanston and La Trobe Streets anticipates the development of a significant structure above. As such the station has been designed to anchor both this development and this important civic part of the city, as somewhat of a northern gateway. It is intended that the station will facilitate the redevelopment of surrounding properties, optimising land utilisation, pedestrian permeability and urban amenity in the CBD North precinct.

Through the use of design features and materials, State Library Station reflects the architectural line-wide identity of other project stations. The design ensures common treatment and elements in the built form subtly link the stations to one another while ensuring local context driven design. This is particularly evident at the secondary State Library Station entry at Swanston and Franklin, where the entry portal canopy is designed to architecturally reflect those at other project stations.

In addition to these station architectural design outcomes, the operational elements of the Project stations will also be consistent with the broader public transport system in metropolitan Melbourne. Steps have been taken to ensure architectural design allows for consistency of the new stations with the existing network, particularly in relation to station elements such as ticketing machines, ticket

barriers and customer service facilities through adherence to requirements such as Metro Trains Melbourne (MTM) standards and the Project’s contractual Project Scope & Technical Requirements (Project Scope & Technical Requirements). State Library Station’s architectural response also addresses the need for amenities, such as public toilets, locating them in paid zones, beyond ticket gates, similar to other stations across the network.

Design development processes have been undertaken to ensure the design of the station and these operational elements work together and result in a space which is highly useable and provides a seamless orientation.

Figure 5, represented in Appendix B: CBD North Precinct Architectural Plans and Elevations, provides an indicative architectural illustration of the entrance off Franklin Street (East-west cross section). Figure 6 shows Melbourne Central concourse and service level plan, illustrating paid and unpaid concourse.

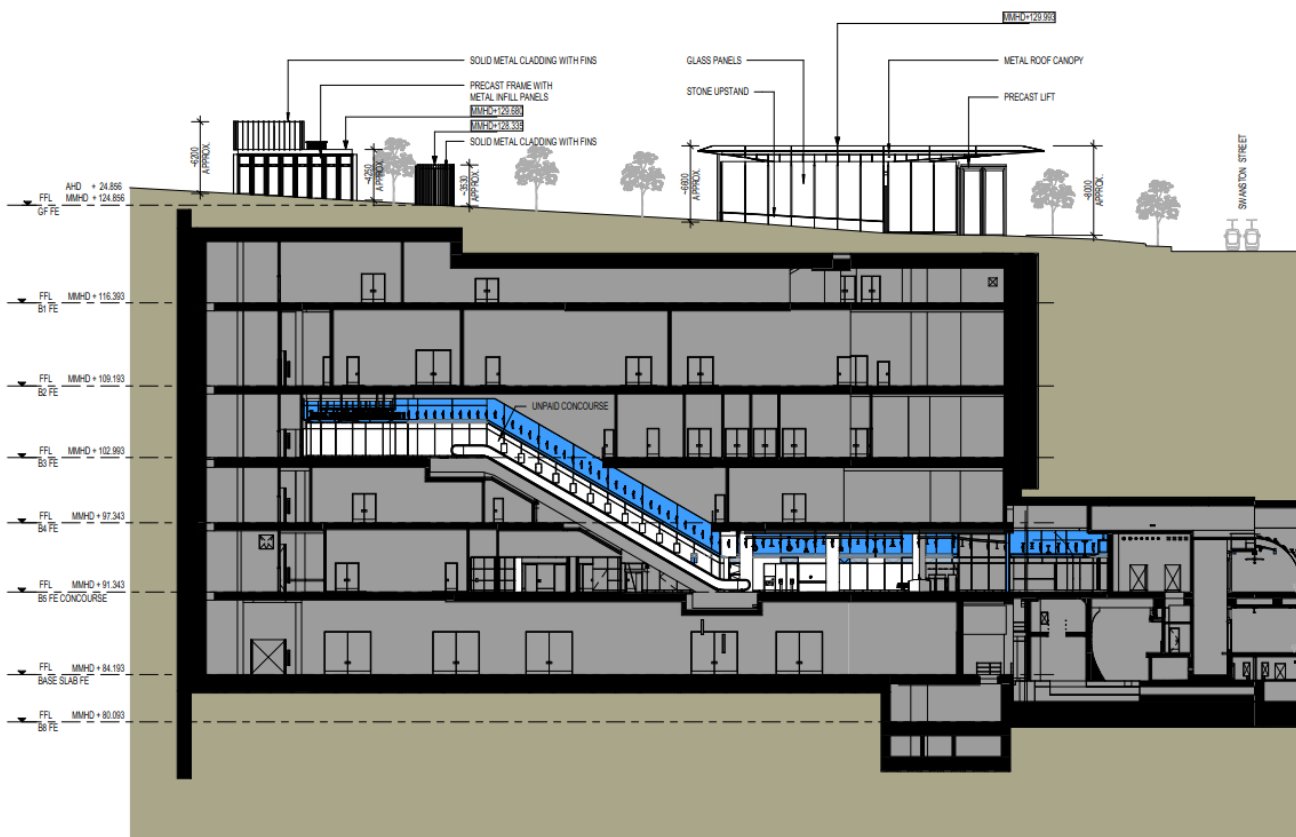


Figure 5: Indicative architectural illustration – East West cross section – Franklin Street

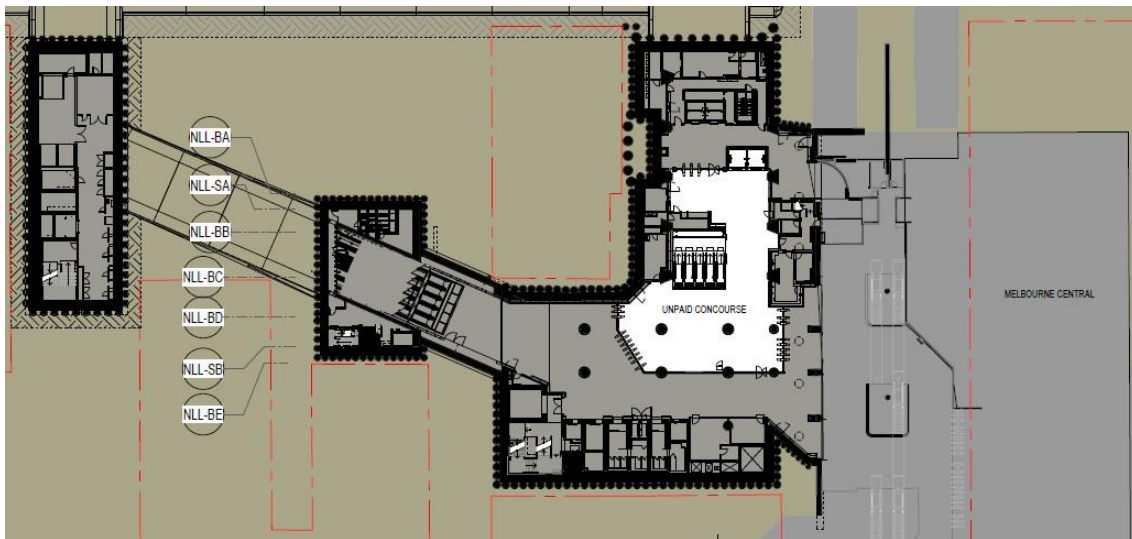


Figure 6: Melbourne Central concourse and service level plan (showing paid and unpaid concourse)

The La Trobe Street station entrance provides sheltered spaces to ensure adequate weather protection. Station entrances have been strategically placed to ensure successful pedestrian movement and interaction with existing facilities within the precinct.

CBD North precinct presents an opportunity for over-site development above the station entry on Swanston Street. As part of architectural plans the provision for future over-site development has not been precluded. Over-site development at State Library Station is subject to a separate planning process, and therefore does not form part of this Development Plan.

The design of the CBD North precinct anticipates growth in Melbourne's population and any subsequent changes in activity patterns resulting from the Project. As such the CBD North precinct has been designed to meet expected 2046 patronage figures, with an additional 25% demand capacity to take into account any sharp spikes in transit use or rapid population growth.

The detailed design process has led to a number of changes in consultation with key stakeholders, including the integration of roller doors at the La Trobe Street Station entry and amendments to materials and finishes throughout the precinct, such as the plinths and seat walls featuring a light grey stone granite to complement the established City of Melbourne bluestone paving.

Further changes to the architectural design include the removal of one floor level at Little La Trobe Street (West), and the addition of Level 1 retail and rooftop plant at Little La Trobe Street (East). At the La Trobe Street entry, building elevations have been revised from the ground floor to Level 3, with changes including increased size of columns and beams and changes to materiality, as well as reconfiguration of the entrance bridge to the lifts. The fire egress lift has changed from a glazed structure to solid metal, and a vent has been introduced on Franklin Street (East). The building massing of the eastern building of Little La Trobe Street has increased to mitigate impact on noise levels caused by the cooling towers.

The skylight at Little La Trobe Street (West) has been removed to minimise excessive daylight into the retail tenancy and the green roof and green wall installations at Franklin and A'Beckett Streets have been removed and replaced by proprietary water proofing membrane system.

The relevant architectural drawings showing works at ground level are attached in Appendix B: CBD North Precinct Architectural Plans and Elevations:

- TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A731000-DP
- TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A732001-DP
- TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A732002-DP.

The relevant architectural drawings showing works below ground level are attached in Appendix B: CBD North Precinct Architectural Plans and Elevations:

- TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A731020-DP
- TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A731030-DP
- TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A731050-DP.

The relevant architectural elevation drawings showing works at ground level and underground are attached in Appendix B: CBD North Precinct Architectural Plans and Elevations:

- TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A733001-DP
- TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A734010-DP
- TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A734011-DP
- TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A734015-DP
- TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A734021-DP
- TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A734022-DP
- TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A734023-DP
- TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A734025-DP
- TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A734032-DP.

4.3.2. LANDSCAPE RESPONSE

Melbourne's unique character, connection to country and natural systems have been embraced in the design of the landscape response for the CBD North precinct. This is most dominant in the Franklin Street promenade, which will become a biodiversity corridor, featuring local species referencing the six Indigenous seasons. The selection of plant species will be designed to strongly represent two key themes, being local seasonal knowledge and aboriginal food sources. This will provide a strong pedestrian 'link' to the Queen Victoria Markets, whilst providing an opportunity to educate and connect people to local indigenous knowledge systems. This green promenade will be strengthened by the narrowing of the Franklin Street roadway creating an extended area of public open space from Victoria Street to the Queen Victoria Market. Potential opportunities (e.g., stone plinth vertical faces and a vertical panel on Franklin Street) for implementation of the Connection to Country strategy are identified in Appendix D: Public Realm Plans. The design at Franklin Street also includes multi-level garden beds (trees with understorey vegetation). CYP design and works relate to Franklin Street between Victoria Street and Stewart Street. Remaining works to Elizabeth Street will be delivered by a third party.

In accordance with the Project Scope and Technical Requirements, removal of existing trees within the precinct has been minimised wherever possible. In the CBD North precinct, there are 57 trees that require removal for the Project, which is the same number of trees as the previously approved Development Plan. Furthermore, the CYP design reinstates more existing trees than currently exist, particularly at Franklin Street and A'Beckett Street. 69 new trees will be planted within the CBD North precinct that will contribute to the Project's overall objective to double tree canopy. Median areas will be planted with native and indigenous low planting. As part of this, a tree replacement program has been developed in consultation with the City of Melbourne. The Franklin Street biodiversity corridor will include diverse multi-story planting to strengthen botanical resilience.

Trees will be planted in several different conditions:

- Directly in garden beds or biofiltration areas where there will be large natural soil conditions
- Within paved areas, trees will be planted in tree pits with structural soil volumes below the pavement. This will provide passive irrigation and water treatment of stormwater

- Above the underground station structure, trees will have a 1.5m soil depth, with subsoil drainage, irrigation and structural soil pits where the surface is paved.

Tree pits located in paved areas will have an indicative size of 3m wide by 6m long, with a 1.2m depth. The pits will have a structural soil cell composition, which will allow uncompacted soil to be placed under ridged surface pavements. The exact size and configuration of tree pits will be subject to underground utilities.

Water sensitive urban design (WSUD) principles have been integrated into the CBD North precinct design. The Project has implemented design measures to address the objectives of the 2015 City of Melbourne Elizabeth Street Catchment Integrated Water Cycle Management Plan, which the CBD North precinct is part of. These objectives include:

- Reducing flood risk in lower elevated areas of the Elizabeth Street catchment
- Increasing soil moisture
- Mimicking the natural water cycle by retaining more rainwater in the upper section of the catchment (i.e. the CBD North precinct area) and reduce stormwater runoff
- Providing passive irrigation to plants reducing potable water demand.

In order to meet these objectives, the following design measures have been implemented in the CBD North precinct design:

- Bio-retention landscaped areas which help with stormwater management by collecting, infiltrating and filtering the regular rainfall event runoff
- Increasing the amount of vegetated surface area across the precinct by approximately 1000 square metres allowing for greater natural rainfall infiltration
- Provision of tree pits containing large soil volumes providing passive irrigation, fed by drainage gates integrated into the public realm hardscape design.

The detailed design process has led to increased open space throughout the precinct, increasing opportunities for planting throughout the precinct, including along Franklin Street, between Bowen Street and University Way. The effective footpath width (2.5m) at Franklin Street northern footpath has also been reduced to accommodate reinstatement of trees, in consultation with City of Melbourne, whilst existing trees have been retained on Swanston Street. Two trees have been removed due to the location of a Tunnel Ventilation System vent on the façade of the station building in La Trobe Street. Locating trees in front of this vent may direct smoke down to street level resulting in an unacceptable safety issue and thereby a non-compliant outcome.

The detailed design process has also led to the removal of green walls (vertical climbers) and green roofs on Franklin Street and A'Beckett Street due to being inconsistent with the resilience of the associated structures which have a design life of 50 years and will likely be in use beyond the design life, and because of access and maintenance constraints.

Within the CBD North Station precinct landscape, the design increases the quality of this urban habitat to support biodiversity and human well-being through the incorporation of diverse species and the inclusion of multi-level planting of trees with understory planting. Opportunities are provided for people to connect with nature through the location of seating adjacent to garden beds.

Details regarding the specific plant species to be used across the CBD North precinct are detailed in Appendix C: CBD North Precinct Landscape Plans and Elevations – Planting Sheet TAS-CYP-CN-00-DRG-AUD-CBN-730011-DP.

The relevant landscape drawings are attached in Appendix C: CBD North Precinct Landscape Plans and Elevations:

- TAS-CYP-CN-00-DRG-AUD-CBN-730001-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-730200-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-730011-DP

- TAS-CYP-CN-00-DRG-AUD-CBN-732202-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-732203-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-732204-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-732205-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-734201-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-734202-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-734203-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-734204-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-734205-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-734206-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-734207-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-736201-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-736202-DP.

4.3.3. PUBLIC REALM RESPONSE

The public realm design response for the CBD North precinct has responded to both the project wide and precinct specific design principles to create unique and engaging public spaces. Importantly, the CBD North precinct functions as the central city's northern threshold, an eclectic, place of energy and street performance. Project works will require alteration to Swanston, Franklin and A'Beckett Streets, shifting the emphasis towards sustainable transport choices such as active transport. The design will reinstate a greener more sustainable Franklin Street, a Swanston Street which prioritises public transport and cycling, and A'Beckett Street closed to traffic and landscaped for community space.

The public realm enhancement at Franklin Street will be achieved through the modification of the street to provide wider footpaths on the southern side of the street, dedicated on-street bicycle lanes and reduced motor speed vehicles. This will liberate a significant area of public open space which will become a civic promenade and biodiversity corridor. With the footpath widened on southern side of the street (which is north facing and so the sunny-side of the street), the promenade will effectively be a linear park with areas for socialisation, outdoor dining, shaded trees, recreation, gardens and public art. The promenade will provide an additional space for students and locals to connect and relax. Ultimately this approach could also be applied to Therry Street to create a pair of pedestrian focused streets that connect State Library Station to the Queen Victoria Market.

The detailed design process has led to changes to ancillary structures throughout the precinct, including a re-arranged plinth design. This will reduce the visual obstruction, subsequently enhancing the public realm space. Station ancillary structures housing vents and staircases have been grouped together, where possible, to reduce their footprint in the public realm, reduce visual impact and prevent the formation of antisocial spaces between elements. Ancillaries have been designed to be as small in footprint and height as allowed by site or compliance constraints.

The public realm design at Swanston Street proposes to retain the existing civic character and primary pedestrian circulation paths along Swanston Street. Existing plane trees will be retained where possible, and additional trees are proposed where practicable to strengthen the continuous avenue of trees. Existing trees outside the station entry on Swanston Street between La Trobe and Little Latrobe are now to be retained. An open and widened pedestrian circulation space is proposed outside the Swanston Street station entry.

The Rail Replacement Bus Bay has also been relocated from Franklin Street East to Victoria Street, providing a large garden bed with grove trees and enabling a seating node between Bowen Street and

University Way. Changes also include the removal of the informal sports area and provision of seating and tree shaded plaza at A'Beckett Street and addition of bike parking.

Additionally, the public realm design features materials, furniture, fixtures and fittings that reflect the City of Melbourne's durable and distinctive palette, including bluestone paving and stainless steel furniture. This approach helps to connect the CBD North precinct public realm as part of Melbourne's municipal brand identity.

Figure 7 provides an indicative hardscape plan, which is also illustrated in Appendix D: CBD North Precinct Public Realm Plans.

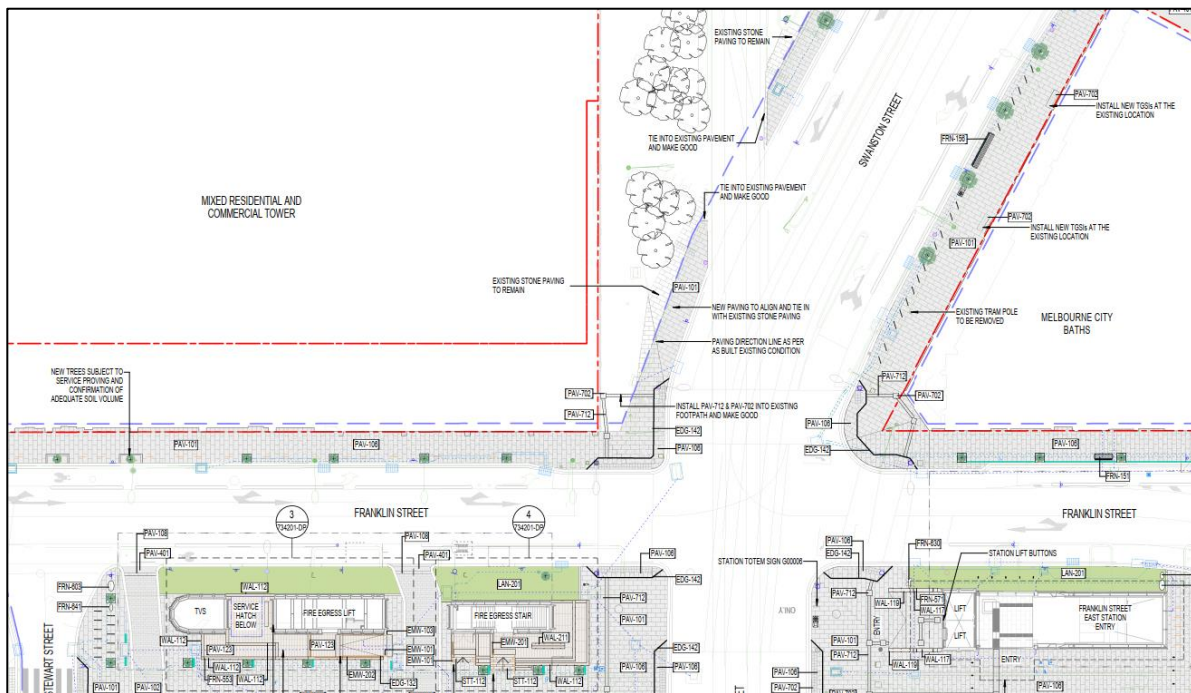


Figure 7: Public Realm hardscape plan – Franklin Street

A'Beckett Street has been designed as an urban plaza which facilitates a shared zone function to fulfil service and access requirements. The proposed design includes new tree planting and furniture to create a shaded, open visually permeable plaza space. Bike parking is also proposed within this area. This pedestrianised space will facilitate and encourage activation of the public realm within the CBD North precinct, encouraging students, residents and workers to engage with the space.

Swanston Street, between Victoria and Franklin Street, is effectively the northern gateway leading into Melbourne's CBD. The redesign of Swanston Street will reinforce and shape the new public space with a widespread canopy tree planting. The removal of the left hand turn into Franklin Street has enabled a widened footpath width, effectively increasing space for pedestrians outside the station entry and tree planting. Additionally, reduced vehicular access between A'Beckett and La Trobe Street has allowed for expansion of pedestrian pavement and additional street trees.

The existing public plaza space on the corner of Swanston Street and Victoria Street will be reinstated as part of the operational phase of the Project.

Integrated art that reinforces the above themes will also be provided, where possible, in consultation with relevant stakeholders. By celebrating the unique character of the precinct, and amplifying these qualities, it supports a unique identity and connection to place and country.

The relevant public realm drawings listed below are attached in Appendix D: CBD North Precinct Public Realm Plans:

- TAS-CYP-CN-00-DRG-AUD-CBN-730001-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-732101-DP

- TAS-CYP-CN-00-DRG-AUD-CBN-732102-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-732103-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-732104-DP
- TAS-CYP-CN-00-DRG-AUD-CBN-732105-DP.

4.3.4. COMMUNITY EXPERIENCE

The CBD North precinct has been designed to allow seamless movement through both the station and public realm. In particular, emphasis has been given to create unique and engaging public spaces that function as the central city's northern threshold whilst providing safe and convenient intermodal transport access.

The CBD North precinct presents an opportunity to transform Franklin Street and A'Beckett Street in order to shift the precinct focus to pedestrian movement and provide increased public realm space. This will be encapsulated through the proposed biodiversity corridor along Franklin Street and the pedestrianised A'Beckett Street. The precinct is located at the intersection between La Trobe Street, Swanston Street and Franklin Street, a space that has a high concentration of pedestrian and cyclist movement due to the location of RMIT University, various businesses and surrounding residential apartments. Existing conditions at the site focus on transport connections to the tram network, and access to the education and business institutions. The precinct design will transform this space to prioritise pedestrians and cyclists and their access to the station, whilst also providing a strong intermodal transport link.

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

- Be integrated into the broader pedestrian network via existing pedestrian paths along Swanston and Franklin Streets
- Have cyclist access through the precinct. New on-road bicycle lanes will be provided in both directions along Swanston Street and separated bicycle lanes on Franklin Street improving the existing cycling safety conditions. These paths will tie into the existing cycle paths beyond the precinct boundary. Space for one bike share station will also be provided in accordance with the Project Scope & Technical Requirements, enhancing the intermodal transport facilities existing at the precinct
- Integrate with the existing public transport provided within the precinct, providing connections to further destinations within Melbourne. The orientation of the station entrances ensures that pedestrian movement between the two transport modes is direct, efficient and safe
- Allow users to access the new station at State Library from multiple locations, via escalators or lifts. Two sets of escalators are provided throughout the precinct. A set of escalators is provided on Franklin Street, near the intersection with Swanston Street, and a further set of escalators is provided on the corner of La Trobe Street and Swanston Street. A set of lifts is provided at each of these locations. Additional access to the station platforms will be provided via Melbourne Central Station. Mobility impaired users will be able to get from the station entrance to the platform, step free
- Have a station concourse area that will feature station facilities, such as ticket machines. The station has been designed in a manner to reduce the need for signage, encouraging intuitive wayfinding through the station
- Provide a pedestrianised A'Beckett Street, resulting in a safe circulation for passengers and pedestrians
- Provision for over-site development and retail spaces will be provided as part of the Day 1 look of the precinct.

An indicative outline of the user experience design is provided in Figure 8.

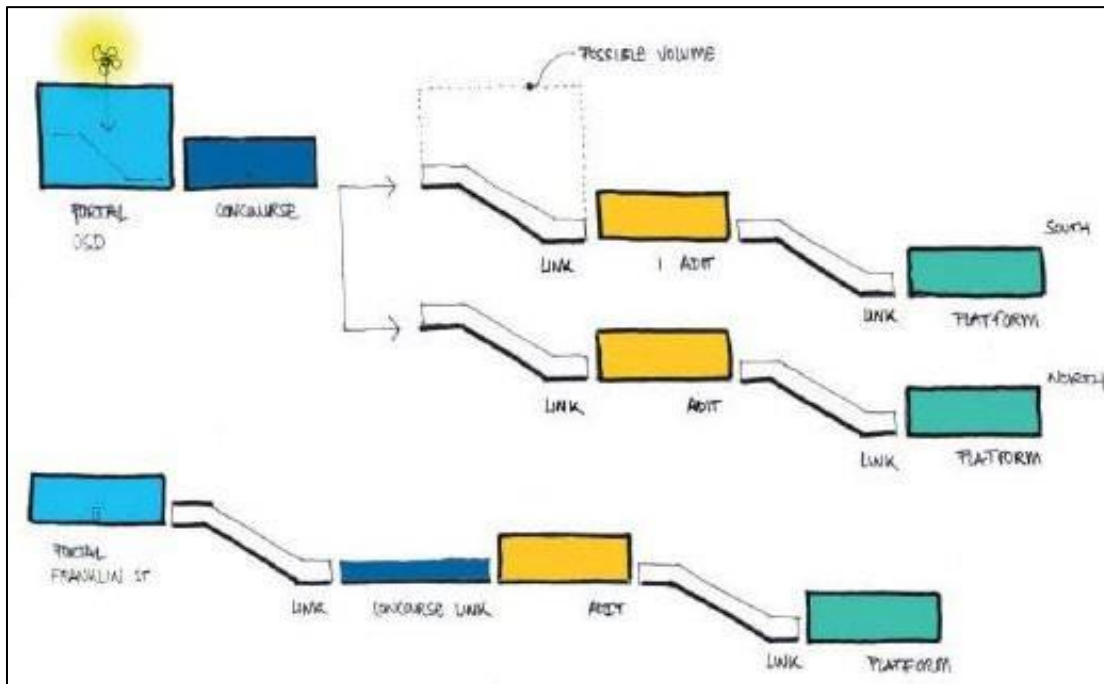


Figure 8: User experience design

4.3.4.1. UNIVERSAL ACCESS

Universal access has been incorporated into the design of the CBD North precinct. Provision has been made for universal access requirements, with ramps and walkways provided at station entries where required. Three *Disability Discrimination Act 2002* bays for disabled parking are provided within the precinct. Two *Disability Discrimination Act 2002* parking bays are located on Franklin Street, and the other is located on Swanston Street. The amended design has shifted the *Disability Discrimination Act 2002* bays on Franklin Street further west, and the other bay on Swanston Street further north.

There is step-free access to the station platform, via the various lifts located throughout the precinct. These features ensure that all precinct users can access the station regardless of physical ability on opening and into the future.

The amended design has investigated opportunities to further promote the universal access across the precinct and has been designed to tie-in with existing footpath levels to provide universal access. Access and egress to the station has been reviewed and approved by the Project's *Disability Discrimination Act 2002* Consultant.

4.3.4.2. PEDESTRIAN ACCESS

The CBD North precinct has some of the most congested footpaths and intersections in central Melbourne. As overcrowding can potentially discourage people from walking and visiting the city, the CBD North precinct design will help with the dispersal of people from the Metro, through the siting of the station entries and improvements to local walking networks. Significant destinations close to State Library Station include:

- RMIT University
- Melbourne City Baths
- Melbourne Central and QV Shopping Centre
- The State Library

- Old Melbourne Gaol
- Lygon Street
- Eight Hour Day Monument
- Queen Victoria Market
- University of Melbourne
- Carlton Gardens
- Nearby residential, office, activity and commercial buildings.

There are three station entries, the main entry is located at the corner of Swanston and La Trobe Streets (within a future over-site development). Another entry is located at the intersection of Swanston and Franklin Streets by RMIT University and the City Baths. The third entry is provided via Melbourne Central Station, connecting State Library Station to the existing City Loop. Passenger congestion has been addressed in the design of the station by providing multiple entries to disperse pedestrian movement, reducing pressure on the intersection of Swanston and La Trobe Streets.

Improved public realm areas are being implemented on the west side of Swanston Street between Little La Trobe and A'Beckett Streets where vehicular access is being removed. A'Beckett Street, between Stewart and Swanston Streets, will also have vehicular access discontinued. A shared zone will provide required access to existing buildings. Literature Lane will be extended to provide a pedestrian connection between Little La Trobe Street and La Trobe Street. The result will provide a safer environment for circulation of both station passengers and pedestrians.

The most significant improvement is the repositioning of Franklin Street as a promenade, resulting in a high mobility walking street from Victoria Street to Elizabeth Street. The footpath along the south side of Franklin Street will be widened to provide an increased space for pedestrian movement. The footpath widening is achieved by reducing the number of traffic lanes in both the east and west direction and removal of the centre parking. Future provision of this promenade could ultimately extend all the way to Victoria Market.

Care has been taken to ensure the station and precinct have been designed in a manner which provides mobility and vision impaired passengers with a user experience comparable to fully abled persons. In line with the *Disability Discrimination Act 1992*, passengers will be able to get from the street level to the train without having to use steps. The station has been designed in a manner to allow intrinsic movement through spaces, reducing passenger's dependence on actual signage.

During the design development, pedestrian modelling has been undertaken which resulted in a number of changes to improve pedestrian access and connectivity across the precinct, including widening of existing footpaths on Swanston Street and the southern footpath of Franklin Street to prioritise pedestrian flow and provide sequential, efficient and universal access for all users. Footpaths have been designed to accommodate the forecasted passenger demands to the station and around the precinct.

The pedestrian movement network through the CBD North precinct is shown in Figure 9.

4.3.4.3. BICYCLE ACCESS

There is considerable bicycle usage around the CBD North precinct due to the high student population accessing areas within and around the precinct. With Swanston Street and Franklin Street subject to significant modifications to allow for the new station entrances, there is an opportunity to provide safety whilst addressing increasing demand for bicycle access.

The amended design provides dedicated bicycle lanes comprising a combination of on road and separated bicycle lanes throughout the precinct, as permitted by the functional design. On Franklin Street, the amended design has introduced dedicated safe and separated bicycle lanes as well as a significant widening to the southern footpath.

On Day One, 172 bike-parking spaces will be provided associated with the station. A Bike Share station will be provided on Franklin Street near University Way.

Ultimately, the increase in provision for bicycle users will see a shift towards more sustainable modes of transport within the precinct.

Figure 10 shows the location of bicycle facilities within the CBD North precinct.

4.3.4.4. TRANSPORT INTEGRATION

The CBD North precinct has been designed with a transport modal hierarchy that focuses on pedestrians followed by cyclists and trams, local vehicles and through traffic and finally local access trucks. Refer to Figure 11.

The design of the CBD North precinct has been optimised to encourage modal transfer between trains and trams along Swanston Street and La Trobe Street, with the station entrances designed to directly link passengers with the existing public transport network.

An underground connection is provided to the existing Melbourne Central Station on the City Loop through the paid concourse. This will provide an effortless connection between various train lines, providing passengers on the Sunbury and Dandenong line access to many destinations throughout metropolitan Melbourne.

Bicycle parking is provided close to station entries to make cycling not only attractive but a safe and inviting form of transport (refer to bicycle facilities in Figure 10).

Service vehicle bays for loading and waste have been provided on Franklin Street and near the corner of Swanston Street. These loading bays will help facilitate servicing requirements to neighbouring buildings along Swanston Street and Little La Trobe Street. The pedestrianized section of A'Beckett uses a shared path zone to assist with intermittent vehicle and servicing access requirements.

Detailed design has led to the Rail Replacement Bus stop being relocated from Franklin Street to Victoria Street in response to feedback from key stakeholders. This change has allowed increased public space on Franklin Street, which has been reconfigured to include seating and a large garden bed.

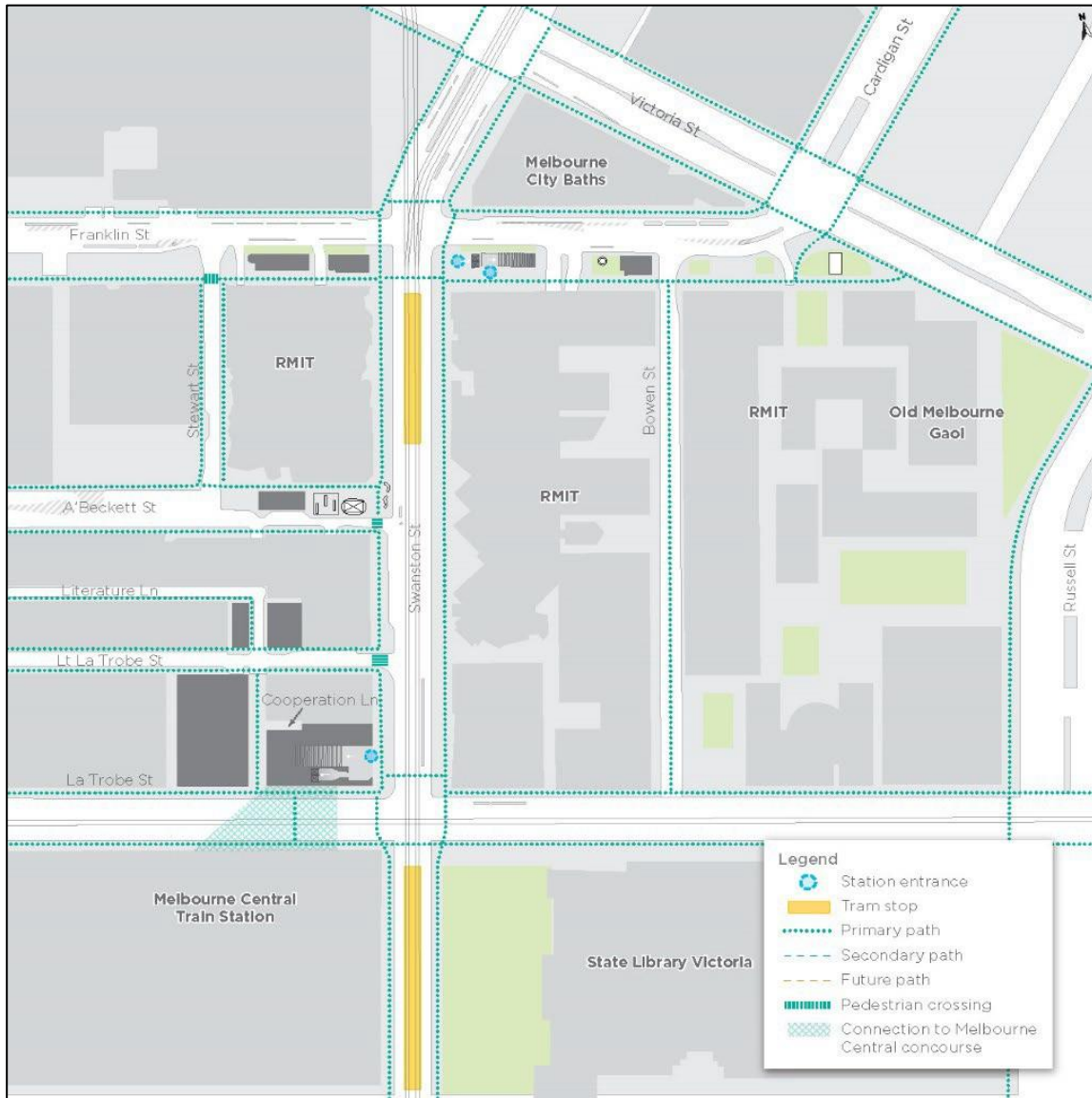


Figure 9: Pedestrian network at CBD North precinct

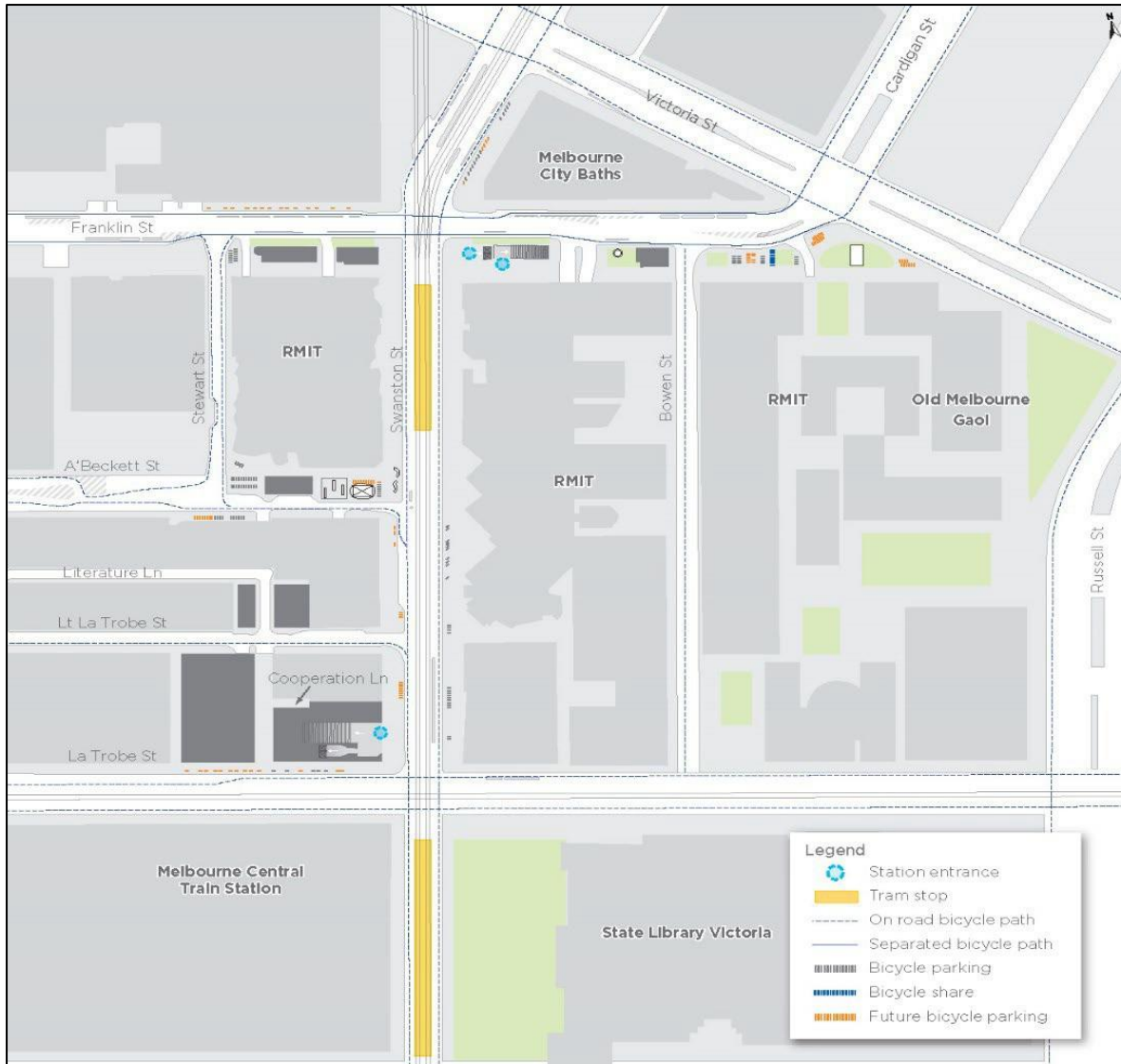


Figure 10: Bicycle facilities at CBD North precinct



Figure 11: Transport integration at CBD North precinct

4.3.5. LIGHTING

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

Street and pathway lighting will be provided by pole-mounted lighting, at a scale and form to suit the purpose and local context. Street furniture, walls and play areas will have localised, low level lighting, inviting passengers to spend a moment interacting with the station precinct and the local community.

The station forecourt will be integrated into the station architecture, and the entrances will act as beacons in the streetscape, clearly guiding customers into and out of the stations.

Feature lighting throughout the precinct will assist with performance, safety and to aid in intuitive wayfinding to the station. This includes low level recessed lighting integrated into seats on A'Beckett Street, and low-level recessed lighting integrated into walls on Franklin Street – East (between Bowen Street and University Lane).

During detailed design skylights have been removed from the design at Little La Trobe Street to minimise excessive daylight into the retail tenancy.

4.3.6. SIGNAGE

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

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

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

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

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

The indicative wayfinding signage plan is shown in drawing TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A731001-DP which provides an illustration of where signage will be located.

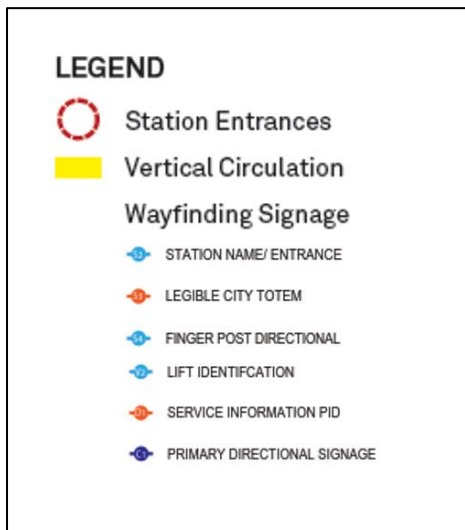


Figure 12 Indicative wayfinding signage

4.3.7. ANCILLARY FEATURES

Station ventilation structures have been placed within Franklin Street, to the east and west of the intersection with Swanston Street. This placement makes them less visibly obtrusive, reducing their potential to impede on sightlines and vistas to significant landmarks. Being placed away from the main tram network helps to separate these structures from pedestrian areas. The ventilation structures are approximately 6 metres in height and vary in width, scaled architectural elevations of the ancillary features are shown in TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A734021-DP. They will be visually screened by tree planting.

During the detailed design, there have been changes to the design of the ancillary features including to the location, size and shape of ancillary buildings throughout the precinct to make them more visually recessive and improve sight lines. Along Franklin Street, the proposed station ancillary buildings are bedded into a public realm solution which has been considered holistically from the top of Franklin Street and potentially in future down to the Queen Victoria Market. The landscape in which these forms emerge provides visual cohesion to the eastern end of Franklin Street.

The Franklin Street ancillaries and the station entrance have taken into consideration setbacks to existing driveways and maintaining sightlines. The footprints and heights of the structures have been minimised where possible to reduce their visual and physical impact on the public realm. The length of the station entrance has reduced to maintain clearances to the RMIT service driveways.

Further changes to the ancillary features include the introduction of a vent structure on Franklin Street east, a reduced footprint and refined shape of ancillary structures in A'Beckett Street to provide increased public open space, and the removal of green wall and roof installations at Franklin Street and A'Beckett Street due to the proposed risk to station infrastructure, maintenance and access constraints. The green wall and roof installations will be replaced with architecturally designed metal and precast panels.

An additional free-standing vent has also been included at Franklin Street East, which is shown in TAS-HWW-CBN-ZWD-DRG-ARC-TNC-A734021-DP.

4.3.8. MATERIALS AND FINISHES

A palette of indicative materials and finishes has been prepared to highlight the intended colour tones and textures of the CBD North precinct. Materials such as bluestone, steel, granite and timber have been carefully selected as part of the station's design to add to the CBD North precinct design vision

to enhance the existing eclectic and vibrant landscape. These indicative materials and finishes have been selected in consultation with the City of Melbourne and Office of Victorian Government Architect and comply with the City of Melbourne Design Standards as per the Project Scope and Technical Requirements.

Other finishes, such as metal roof coverings, glass screening, concrete upstands and steel structures is reflective of the other project stations and strengthens the line wide identity.

The station ancillary building plinths and seat walls feature light grey stone granite paving steps and wall as a complement to the established City of Melbourne bluestone paving finish. Design development has seen the materials and finishes of the lift overruns at Franklin Street West, Franklin Street East and A'Beckett Street change from being glazed to a solid metal structure.

Figure 13 provides an indicative palette of materials to be used in the CBD North precinct. A copy of the indicative material and finishes palette is provided in Appendix B: CBD North Precinct Architectural Plans and Elevations, refer to schedule TAS-CYP-CN-SCH-ARC-CBN-A734035-DP and TAS-CYP-CN-00-SCH-ARC-CBN-A734036-DP.

In the amended design, further details have been provided for materials and finishes as shown in Appendix D: CBD North Precinct Public Realm Plans.

4.3.9. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Natural access control and passive surveillance, in addition to territorial reinforcement, make up the three basic strategies of Crime Prevention through Environmental Design (CPTED).

The design concept of access control is directed primarily at decreasing criminal accessibility. Natural access control restricts criminal intrusion, in particular into areas where they are not easily observed. This is achieved by limiting access and increasing natural surveillance. To achieve this, design initiatives integrated into the CBD North precinct include the use of walls, footpaths, landscaping and lighting to:

- Clearly guide the public to and from specific entrances and exits
- Prevent or discourage public access to or from dark or unmonitored areas
- Enable intruders to be more easily recognised.

Natural, or passive surveillance, is a design concept that aims to keep potential offenders and intruders under observation through the creation of environments where there is sufficient opportunity for people engaged in their normal behaviour to observe the space around them. This is sometimes referred to as “eyes on the street”. Design features of the CBD North precinct which have been employed to increase natural and passive surveillance include:

- Design and placement of physical features to maximise visibility
- Plantings to be selected to maximise visibility via high-canopy trees, and low growing shrubs and ground covers (less than 500 millimetres high)
- Placement of persons or activities to maximise surveillance possibility, such as commercial retail units which encourage persons to linger in the vicinity, helping underpin perceptions of safety.

Territorial reinforcement, the third basis of CPTED, focuses on the delineation of private space from semi-public and public spaces, creating a sense of ownership. This in turn identifies intruders, making them less likely to offend. While not necessarily required for the CBD North precinct given its status as a public building, simple design measures have been employed to reduce the potential for anti-social behaviour including:

- Reinforcing existing natural surveillance and natural access control strategies with additional symbolic or social ones to enhance a feeling of legitimate ownership
- Designing a space to accommodate long-term and continued use and to fit its intended purpose

- Using pavement treatments, landscaping, art, signage, screening and fences to define and outline ownership space.

These principles of CPTED have been adopted in the CBD North precinct to ensure the space not only feels safe but is safe. The physical qualities of the precinct are important to establish the invitation for people to use the public spaces. The invitation to enjoy and spend time in the public spaces associated with the State Library Station helps to underpin perceptions of safety.

The station entry points and station plaza have been sited and designed to provide clear sight lines using key initiatives such as:

- Hiding locations designed out from all public areas
- Quality and uniform lighting throughout the public spaces.
- Plantings will be selected to maximise visibility and increase passive surveillance in the public realm.

State Library Station has been configured to allow natural pedestrian flows from both the existing area and future redevelopment within the precinct. This helps to guide and manage pedestrian access while providing natural or passive surveillance qualities. The Day One invitation to spend more time in the space assists with a key CPTED principle of encouraging passive surveillance into and within the space.

A CPTED review of CBD North precinct has been undertaken since the CBD North Precinct Development Plan was approved by the Minister for Planning on 15 April 2018. The outcome of this review indicated a number of CPTED issues in relation to the design. Those issues and associated response strategies are discussed below.

Furthermore, the indicative location of protective bollards is identified in the hardscape plans detailed in Appendix D: CBD North Precinct Public Realm Plans. The final design and location of the bollards is not confirmed at this stage and will be developed in consultation with the City of Melbourne. Both removable and permanent bollards are proposed to facilitate protection of pedestrians in the public space whilst also providing flexibility for events and other uses.











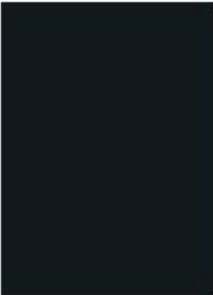










Table 5: CPTED issues and relevant response strategies

Issue	Response strategy
Potential pinch point and loitering in alleyways and loading dock off Literature Lane and Little La Trobe Street.	<ul style="list-style-type: none"> • Activate spaces throughout the precinct by incorporating retail, recreation areas and social enterprises.
Staff safety has been raised as a concern by MTM owing to the potential interaction between intoxicated persons and staff members due to the station's proximity to bars and pubs.	<ul style="list-style-type: none"> • Installation and use of CCTV and Lighting throughout the precinct to create passive surveillance opportunities.
Ancillary station structures and portal (e.g. emergency access stairs, lift shaft and entrance) will provide some obstruction to passive surveillance in the area – cutting of cross-road sightlines. The lift shaft creates a pinch-point where an individual could wait to target pedestrians using the modest portal entry.	<ul style="list-style-type: none"> • The size of Ancillary Structures has been reduced, and rounded corners have been implemented to improve sight-lines.
The areas on A'Beckett Street outside the Oxford Scholar Hotel has been identified as a potential risk owing to its potential use by intoxicated persons (presenting additional safety concerns). The use of these areas by potentially vulnerable users late at night (e.g. RMIT students studying late) is a concern.	<ul style="list-style-type: none"> • Seating will facilitate space activation and in doing so has the potential to enhance passive surveillance in the area.
The northern end of Literature Lane leading behind RMIT Art School has been identified as a risk owing to its lack of passive surveillance, anticipated low	<ul style="list-style-type: none"> • Retail glazed shop fronts activate Literature Lane and provide passive surveillance during operating hours. • A planned social enterprise activates the entrance to the back of house alcove.

occupancy and potential use by vulnerable users (e.g. students).

The entrance to back of house creates an alcove between the existing building structures that may present an opportunity for criminal/ antisocial activity.

Similarly, the alleyway to the west of Literature Lane has a nook that may be used as a potential pinch point to target pedestrians.

							
Metal Roof covering or similar	Glass screen above portal up-stand walls	Painted steel to handrails - Black	Precast concrete to ancillary building walls - class 2	Bronze castellated aluminum cladding to La Trobe entry	Plinth - Dark Grey	Painted steel to portal structure - White	RAL 2002 Vermillion to Franklin Street Portal Entry Primary Steel Frame, to lift overruns cladding, ECS Drum, and ventilation cowls top flashing
							
White Granite to Public Realms plinths & walls	Stone paving or similar to internal floors and up stand walls	Painted steel to lift structure - Dark gray	Colourback glass to low level internal walls - White	Aluminum cladding to upper level internal walls -gray	Glass reinforced concrete to portal entrance - escalator incline cladding	Stainless Steel Rimex Inco Black Granex to Ancillary Infill Panels	Universal Satin Charcoal Grey in anodised aluminium finished to the ancillary lift overrun fins and ventilation cowls.
							
Bluestone Paving or similar, consistent with COM Design Standards 400x800	Combination of precast beams and in-situ columns to form the portal structure- Class 2	stainless steel for furniture / tree grates / bollards or similar	Asphalt Paving or similar	Top : Bluestone with white granite TGS1 or similar Bottom: White Granite with black granite TGS1 or similar			

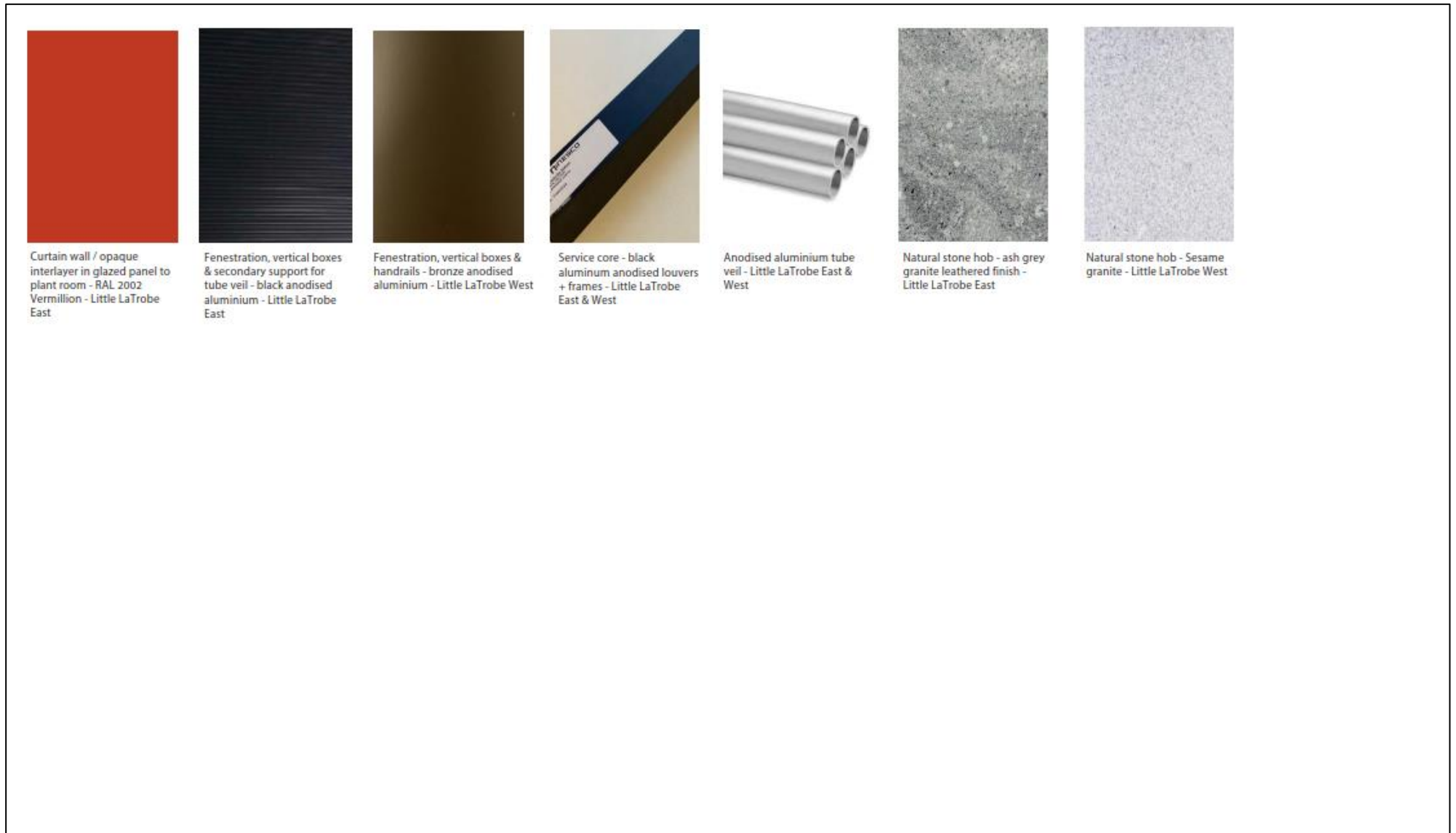


Figure 13: Indicative material and finishes palette for CBD North precinct

4.4. CONSISTENCY WITH ENVIRONMENTAL MANAGEMENT FRAMEWORK

The Environmental Management Framework provides a transparent and integrated governance framework to manage the environmental aspects of the entire project. A summary of the framework is provided in Table 6.

Table 6: Summary of MTPO Environmental Management Framework

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

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

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

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

Following from this, the key matters relevant to this CBD North Precinct Development Plan are the EPRs. An assessment of each EPR is provided in Appendix F: CBD North Precinct Environmental Performance Requirements assessment including cross references to where each relevant EPR is addressed in this Development Plan.

4.4.1. AQUATIC ECOLOGY AND RIVER HEALTH

Table 7 provides the CYP design response to the relevant aquatic ecology and river health EPRs.

Table 7: Design response to relevant aquatic ecology and river health EPRs

EPR	Design Response
<p>EPR AE1: Stormwater treatment</p> <p>EPR AE7: Stormwater treatment</p>	<p>The design of CBD North precinct was developed in consultation with Melbourne Water and the City of Melbourne.</p> <p>Water sensitive urban design (WSUD) principles have been integrated into the CBD North precinct design. The Project has implemented design measures to address the objectives of the 2015 City of Melbourne Elizabeth Street Catchment Integrated Water Cycle Management Plan. These objectives include:</p> <ul style="list-style-type: none"> • Reducing flood risk in lower elevated areas of the Elizabeth Street catchment • Increasing soil moisture • Mimicking the natural water cycle by retaining more rainwater in the upper section of the catchment (i.e. the CBD North precinct area) and reduce stormwater runoff • Providing passive irrigation to plants reducing potable water demand. <p>In order to meet these objectives the following design measures have been implemented in the CBD North precinct design:</p> <ul style="list-style-type: none"> • Bio-retention landscaped areas which help with stormwater management by collecting, infiltrating and filtering the regular rainfall event runoff • Increasing the amount of vegetated surface area across the precinct by approximately 1000 square metres allowing for greater natural rainfall infiltration • Provision of tree pits containing large soil volumes providing passive irrigation, fed by drainage gates integrated into the public realm hardscape design <p>Note that green roof and green wall installations at Franklin and A'Beckett Streets have been removed and replaced with architecturally designed metal and precast panels.</p> <p>Landscape drawings in Appendix C: CBD North Precinct Landscape Plans and Elevations show the location of these water sensitive urban design plantings across the CBD North precinct, incorporating water sensitive urban design measures.</p>

4.4.2. ARBORICULTURE

Table 8 provides the CYP design response to the relevant arboriculture EPRs.

Table 8: Design response to relevant arboriculture EPRs

EPR	Design Response
<p>EPR AR1: Maximise tree retention</p>	<p>The design of the CBD North precinct has been developed in consultation with the City of Melbourne.</p> <p>As part of project works, a total of 57 trees will be removed within the CBD North precinct, which is the same number of trees as the previously approved Development Plan. The removal of trees has been avoided, where possible, to maximise the retention of mature trees. This has been achieved through strategic placement of street furniture, ancillary structures and road layout to maximise the existing trees within the CBD North precinct. The existing trees outside the station entry on Swanston Street between La Trobe and Little LaTrobe, are now to be</p>

EPR	Design Response
	<p>retained. Two trees are proposed to be removed due to the location of a Tunnel Ventilation Shaft vent on the façade of the station building in La Trobe Street. Locating trees in front of this vent may direct smoke down to street level resulting in an unacceptable safety issue and thereby a non-compliant outcome.</p> <p>As part of project works, Franklin Street will become a tree lined boulevard and A'Beckett Street a pedestrianised community green space. In addition to new tree plantings at the station entry on La Trobe Street, the Project design will reinstate more trees than currently exist in the CBD North precinct.</p> <p>The retained and removed trees are shown on the landscape plans in Appendix C: CBD North Precinct Landscape Plans and Elevations.</p>
<p>EPR AR2: Tree soil and water supply</p>	<p>The design of the CBD North precinct identifies soil zones for tree planting. At CBD North, trees will be planted in several different conditions:</p> <ul style="list-style-type: none"> • Directly in garden beds or lawn areas where there will be natural large soil volumes • In paved areas – where tree pits with structural soil systems allowing soil volume to be created below the pavements. These will typically also allow stormwater to enter the tree pit providing passive irrigation and water treatment. Tree pits in paved areas will have an indicative size of 3m wide by 6 metres long by 1.2 metres depth, with structural soil cell system, which allows uncompacted soil to be placed under ridged surface pavements. The actual size and configuration will be subject to underground utilities • Above station structure – these trees will have 1.5 metres soil depth, with subsoil drainage, irrigation and structural soil pits where the surface is paved. <p>CYP has worked with a specialist soil scientist and the City of Melbourne to develop a high-performance soil specification and profile that balances the optimal soil requirements for storm water drainage, as well as for long term tree growth.</p> <p>The soil zone for tree planting and water sensitive urban design is shown on landscape plans in Appendix C: CBD North Precinct Landscape Plans and Elevations.</p>
<p>EPR AR3: Tree replacement</p>	<p>The design for the CBD North precinct includes reinstating more trees than currently exist across the precinct, particularly at Franklin Street and A'Beckett Street. This equates to 63 new trees within the CBD North precinct that will contribute to the Project's overall objective to double tree canopy. As part of this, a tree replacement program has been developed in consultation with the City of Melbourne.</p> <p>The reinstatement of trees in the CBD North precinct will involve:</p> <ul style="list-style-type: none"> • Boulevard tree plantings along Franklin Street, as part of a 'biodiversity' corridor. This will encourage linkages between the station precinct and the Queen Victoria Markets. This corridor will include diverse multi story plantings, strengthening botanical resilience. • A'Beckett Street will be closed to traffic and landscaped with dense canopy trees adjacent a community space to encourage public realm activation. <p>Reinstated trees are shown on the landscape plans in Appendix C: CBD North Precinct Landscape Plans and Elevations.</p>

4.4.3. HISTORICAL CULTURAL HERITAGE

Table 9 provides the CYP design response to the relevant historical cultural heritage EPRs.

Table 9: Design response to relevant historical cultural heritage EPRs

EPR	Design Response
<p>EPR CH1: Minimise heritage impact</p> <p>EPR CH10: Response to heritage places</p>	<p>The design of the CBD North precinct was developed in consultation with Heritage Victoria and City of Melbourne.</p> <p>The precinct design has sought to avoid and minimise impacts on cultural heritage values, namely the built environment, with the City Baths (listed on the Victorian Heritage Register), the heritage tram stop, 63-67 Franklin Street, 401-403, 407-409</p>

EPR	Design Response
	<p>and 411-423 Swanston Street all contributing to the precincts cultural heritage. Additionally the Victorian State Library (also listed on the Victorian Heritage Register) is located adjacent the proposed main State Library Station entry on Swanston Street.</p> <p>The design of the station has sought to minimise impacts and be responsive to heritage places in the following manner:</p> <ul style="list-style-type: none"> • The location of station entries has either been restricted to the public realm or integrated into building fabric where significant cultural heritage does not exist • The scale of the station entries adjacent important heritage buildings has been undertaken in a manner to ensure new structures do not detract from the heritage fabric of the precinct, ensuring entrance canopies are within the height of the mature tree canopy. This is particularly relevant at the Franklin Street entry, adjacent the City Baths • Placement of station ventilation structures within A'Beckett Street have been incorporated into the public realm community space to reduce dominance within the landscape and visual impact on nearby heritage places • Ancillary features in Franklin Street (west), including emergency egress, will be located within a widened footpath/public realm to reduce their dominance against the adjacent heritage buildings • The design of the precinct does not impede land or vistas towards the State Library. <p>The measures to be integrated into design to minimise impact on heritage values are shown on the Public Realm drawings in Appendix D: CBD North Precinct Public Realm Plans.</p>
EPR CH23: Heritage street fabric	<p>The design of the CBD North precinct has been undertaken in consultation with Heritage Victoria and the City of Melbourne.</p> <p>Where heritage street fabric and infrastructure in Swanston, Franklin or A'Beckett Street is impacted by the works, it will be conserved and/or reconstructed in accordance with statutory controls to be separately approved by Heritage Victoria and/or City of Melbourne as relevant.</p> <p>Any temporary impacts to heritage street fabric and infrastructure will be managed separately in accordance with <i>Heritage Act 2017</i>.</p> <p>The design of the State Library Station and its impact on heritage fabric is shown on the public realm plans in Appendix D: CBD North Precinct Public Realm Plans.</p>

4.4.4. LAND USE AND PLANNING

Table 10 provides the CYP design response to the relevant land use and planning EPRs.

Table 10: Design response to relevant land use and planning EPRs

EPR	Design Response
EPR LU1: Minimise impact on existing land use	<p>The design of CBD North precinct was developed in consultation with the City of Melbourne and Office of Victorian Government Architect. The Project has minimised impacts on existing land uses in the following ways:</p> <ul style="list-style-type: none"> • The design of the station precinct will not result in any permanent change of use for land that is currently used for public open space on the basis of the minimal existing public opens space within the area. The small area of public open space near the heritage tram stop will be retained <i>in-situ</i> • The footprint of permanent infrastructure on public land has been reduced throughout the design process • While ancillary features, such as ventilation shafts and emergency egress will be located within the future public open space created by the partial closure of A'Beckett Street, the creation of this community space in addition to the widening of Franklin Street, overall will result in a net gain of public open space within the precinct. These ancillary features at A'Beckett and Franklin Street have been incorporated into the public realm and integrated into retail units, seating, community spaces or green infrastructure

EPR	Design Response
	<ul style="list-style-type: none"> Impacts from permanent infrastructure on recreational uses, namely City Baths, has been mitigated through design. Station entries have been located on the south side of Franklin Street to avoid any physical or visual intrusion on the facility Impacts on nearby residential uses has been minimised by locating new above ground infrastructure in public places, generally the road reserves of Franklin and A'Beckett, adjacent non-residential land uses. These facilities will be collocated where possible and their visual presence mitigated through creative landscaping. <p>The public realm shown on the public realm drawings is included in Appendix D: CBD North Precinct Public Realm Plans.</p>
EPR LU2: Master plans	<p>While there is no relevant open space master plan applicable to the entirety of the CBD North precinct, the design has taken the objectives of the Project's Urban Design Strategy into account and also responds to the broader objectives of the Queen Victoria Market Precinct Renewal Master Plan (2015) and City North Structure Plan (2012), where relevant.</p> <p>A response for how the design is in accordance with the Urban Design Strategy is provided in Section 4.3 and Appendix E: CBD North Precinct Urban Design Strategy guidelines assessment.</p> <p>While the CBD North precinct outside the structure plan area of the Queen Victoria Market Precinct, the design of the station precinct has responded to this plan in the following manner:</p> <ul style="list-style-type: none"> The design of Franklin Street prioritises local traffic distribution, namely pedestrian and cycle movements The design develops an integrated design for Franklin Street which can be extended from the station precinct to the market The design implements wide footpaths beyond the market, reducing space allocated to centre of road parking. <p>The public realm shown on the public realm drawings is included in Appendix D: CBD North Precinct Public Realm Plans..</p>
EPR LU4: Urban Design Strategy	<p>The design of the CBD North precinct was developed in consultation with members of the Urban Design and Architectural Advice Panel (UDAAP). A detailed assessment of consistency with the Urban Design Strategy is provided in Section 4.3 and Appendix E: CBD North Precinct Urban Design Strategy guidelines assessment.</p>

4.4.5. LANDSCAPE AND VISUAL

Table 11 provides the CYP design response to the relevant landscape and visual EPRs.

Table 11: Design response to relevant landscape and visual EPRs

EPR	Design Response
EPR LV1: Reduce visual impact	<p>The design of the CBD North precinct was developed in consultation with the Office of the Victorian Government Architect and City of Melbourne.</p> <p>The CBD North precinct is highly developed, including contemporary and heritage architecture in a streetscape that has been subject to significant change and building works over the last few years. The precinct is heavily dominated by uses associated with RMIT University and bookended by civic buildings including the City Baths and Victorian State Library.</p> <p>Visual impacts have been reduced on sensitive receptors, namely RMIT University and City Baths, where possible and broader landscape character of heritage values enhanced in the following manner:</p> <ul style="list-style-type: none"> RMIT University – The design of the Franklin Street station entry sits within a landscaped setting, where the station canopy sits within the nearby trees. Landscaping will provide a visual break between the hard surface of the RMIT buildings and Franklin Street and is intended to provide a third space for students and locals to connect and relax City Baths – Similar to RMIT, the Franklin Street promenade will provide an improved public realm surrounding the City Baths. The civic promenade and biodiversity corridor, created through the narrowing of Franklin Street and removal

EPR	Design Response
	<p>of the left hand turning lane into Franklin Street will provide increased space for pedestrians and tree planting where currently there is none. The existing memorial to Aboriginal prisoners wrongfully executed by the State on the corner of Victoria and Franklin Street will be retained, encouraging ongoing activation of the public realm</p> <ul style="list-style-type: none"> • A'Beckett Street – The partial closure of this street will create space that can be used for community interaction. Above ground station infrastructure elements including the maintenance access and ventilation structure will be located and designed to ensure optimal flexibility in use of the public open space. The proposed design includes new tree planting and furniture to create a shaded, open visually permeable plaza space. Consideration has been given to the integration with other streetscape elements, such as lighting and signage, in order to minimise clutter in the street space. <p>The public open space is shown on the landscape plans in Appendix C: CBD North Precinct Landscape Plans and Elevations.</p>
EPR LV2: Re-establishment of public open space	<p>The design of the CBD North precinct was developed in consultation with the Office of the Victorian Government Architect and City of Melbourne.</p> <p>There is currently very little public open space within the CBD North precinct. The Project however will result in an overall net increase of public open space due to:</p> <ul style="list-style-type: none"> • The development of the Franklin Street biodiversity corridor. This will effectively be a linear park with areas for socializing and outdoor dining with shade trees, gardens and public art • Extension of Literature Lane as pedestrian space between Little La Trobe and La Trobe streets • The closure of A'Beckett Street (between Stewart and Swanston Street). This will become a new community space containing a multipurpose sports and events facility, street furniture integrated with station infrastructure such as ventilation shafts and emergency stairs. Further liaison will be required with RMIT regarding this design. <p>The new areas of public open space is shown on the landscape and public realm drawings in Appendix C: CBD North Precinct Landscape Plans and Elevations and Appendix D: CBD North Precinct Public Realm Plans respectively.</p>

4.4.6. SOCIAL AND COMMUNITY

Table 12 provides the CYP design response to the relevant social and community EPRs.

Table 12: Design response to relevant social and community EPRs

EPR	Design Response
EPR SC8: Re-establish public open space	<p>The design of CBD North precinct was developed in consultation with the City of Melbourne.</p> <p>A'Beckett Street will be pedestrianised, providing a new public space for the students, workers and the wider community. The public realm will generate positive social outcomes to strengthen the economic, social and environmental wellbeing of the community.</p> <p>The amended design includes tree planting, paving, furniture, and bike parking updated in response to the revised road and parking arrangement. The basketball court has been removed and the social enterprise has been relocated out of A'Beckett Street to Little Latrobe Street.</p> <p>Franklin Street will be reinstated as a biodiversity corridor, providing an additional area of public space within the precinct. Through-traffic will be reduced to one lane of traffic in each direction, enabling wider footpaths along the southern side of the street. The increased public realm space along this street will provide space for street furniture, street gardens and social interactions.</p> <p>The public open space plaza at the corner of Victoria Street and Swanston Street will be reinstated as part of the operational phase of the Project.</p>

EPR	Design Response
	The public open space is shown on the landscape plans in Appendix C: CBD North Precinct Landscape Plans and Elevations.
EPR SC9: Franklin Street	<p>The design of CBD North precinct was developed in consultation with City of Melbourne.</p> <p>The CYP design will narrow Franklin Street, to one lane in either direction providing additional public realm land to create a biodiversity corridor. It is intended this will link the State Library Station and Queen Victoria Market and will effectively be a linear park with areas for socialising and outdoor dining with shade trees, gardens and public art.</p> <p>The additional public open space created by the widening of the Franklin Street footpath is shown on the landscape plans in Appendix C: CBD North Precinct Landscape Plans and Elevations, particularly TAS-CYP-CN-00-DRG-AUD-CBN-732202-DP.</p>

4.4.7. SURFACE WATER

Table 13 provides the CYP design response to the relevant surface water EPRs.

Table 13: Design response to relevant surface water EPRs

EPR	Design Response
EPR SW1: Flood design EPR SW2: Water sensitive urban design	<p>The design of the CBD North precinct was developed in consultation with the City of Melbourne and Melbourne Water. Surface water movement has been addressed in the CBD North precinct in the following manner:</p> <ul style="list-style-type: none"> Water sensitive urban design principles have been applied to project design providing an important sustainability and visual aspect of the CBD North precinct. Stormwater run-off will be slowed, mitigated and collected for reuse via rain-gardens and street planters while the permeable surface of the CBD North precinct has been increased by approximately 1000 square metres A ramp and plinth has been added at Franklin Street (west) outside the emergency egress lift threshold and access hatch to suit flood protection, access and maintenance and accessible design requirements Water sensitive urban design is a key part of the landscape concept - trees and garden beds will be passively irrigated, and used to detain and clean stormwater. <p>The proposed station entrances are outside of the Melbourne Water's floodplain therefore any station entrance flood protection requirement will be to Project Scope & Technical Requirements. Impacts to overland flow will to the satisfaction of City of Melbourne. Melbourne Water's interest will be to ensure that there is no increase in runoff.</p> <p>The design intent of water sensitive urban design is shown on the landscape plans in Appendix C: CBD North Precinct Landscape Plans and Elevations, and a detailed assessment of consistency with the Urban Design Strategy is provided in Appendix E: CBD North Precinct Urban Design Strategy guidelines assessment and Section 4.3.</p>

4.4.8. TRANSPORT

Table 14 provides the CYP design response to the relevant transport EPRs.

Table 14: Design response to relevant transport EPRs

EPR	Design Response
EPR T7: Operational road transport	The design of the CBD North precinct has been developed in consultation with City of Melbourne and the Department of Transport (previously known as Transport for Victoria, VicRoads and Public Transport Victoria). Operational changes to the road network include:

EPR	Design Response
	<ul style="list-style-type: none"> Franklin Street – The design of Franklin Street between Victoria Street and Stewart Street will be optimised to encourage greater activation of the public realm. This will be achieved by widening footpaths with integrated street plantings and the introduction of separated bicycle lanes. This will require the narrowing of Franklin Street to one lane in each direction and the removal of the central median car parking Franklin Street – The detailed design and construction of Franklin Street between Stewart and Elizabeth Streets will be completed by another party. It is intended that this design will align with the CYP design, which has been designed to meet the objectives of the vision for Franklin Street in the Queen Victoria Market Precinct Renewal Master Plan. This vision seeks to shift the focus of Franklin Street from private vehicles to active transport A'Beckett Street – A'Beckett Street will be closed to traffic between Stewart and Swanston Streets, allowing ancillary features to be integrated into a new community space. The removal of vehicle access from Swanston Street will result in safer pedestrian circulation throughout the precinct. Residential car parking access to 31 A'Beckett will be maintained via a shared zone arrangement. This is shown on TAS-CYP-CN-00-DRG-AUD-CBN-732104-DP Swanston Street – Swanston Street will be reconfigured between A'Beckett and Little La Trobe Street, only allowing north bound traffic between La Trobe and Little La Trobe Streets. All other vehicle movements will be removed. <p>For the design, the needs of service and emergency vehicles and <i>Disability Discrimination Act 2002</i> requirements has been taken into consideration in the following manner:</p> <ul style="list-style-type: none"> Service vehicle bays for loading and waste have been provided on Franklin, Swanston and Little La Trobe Streets. Loading and waste bays have been provided at strategic locations to avoid potential pedestrian conflict. <i>Disability Discrimination Act 2002</i> parking will be provided outside the City Baths on Swans Street and between La Trobe and Little La Trobe Streets near both station entries. <p>The road design for CBD North precinct is shown in Appendix D: CBD North Precinct Public Realm Plans.</p>
EPR T8: Operational public transport	<p>The design of the CBD North precinct has been developed in consultation with City of Melbourne and the Department of Transport (previously known as Transport for Victoria, VicRoads and Public Transport Victoria).</p> <p>Incorporation of the Project into the metropolitan transport network will change the dynamic of public transport movements in the Melbourne CBD, with less reliance on the Swanston Street tram corridor for access to the CBD. This will include:</p> <ul style="list-style-type: none"> Reconfiguration of nearby tram and bus routes servicing the CBD North precinct will be subject to review closer to the commencement of metro tunnel services. Rail replacement bus services have been accounted for in design, with a space provided on Victoria Street. The design of State Library Station has been optimised to encourage modal transfer between trains and trams, with station entries orientated towards tram services along Swanston Street and La Trobe Street (namely the RMIT/Franklin Street and Swanston/La Trobe Street stops). Providing a direct interchange with these existing tram stops will encourage optimisation of existing transport infrastructure and allow rationalization of infrastructure for future requirements. The design of the station has been undertaken in tandem with pedestrian movement modelling to ensure the station entrances are orientated towards passenger destinations to reduce congestion, encourage ease of access, and optimize use of footpath areas. Design measures have been implemented at State Library to reduce the potential for congestion around the station entry through providing additional footpath widths and separation of nearby structures A wayfinding strategy has been prepared to reduce the amount of signage required across the precinct. Internal and external spaces have been designed to support intuitive movement where reliance on signage is kept to a minimum. Signage is presented in a logical sequence based on providing the right information, at the right time and in the right place. A family of sign types has been developed and applied consistently across all stations and their precincts. Signs are categorised into four main functional groups including: identification signs,

EPR	Design Response
	<p>directional signs, information signs and statutory signs. The intuitive movement concept within the wayfinding strategy will also assist mobility and vision impaired persons.</p> <p>Public transport interface is shown on the Public Realm drawings in Appendix D: CBD North Precinct Public Realm Plans.</p>
<p>EPR T9: Operational active transport</p>	<p>The design of the CBD North precinct has been developed in consultation with City of Melbourne and the Department of Transport (previously known as Transport for Victoria, VicRoads and Public Transport Victoria).</p> <p>The following active transport design measures have been integrated into the CBD North precinct:</p> <ul style="list-style-type: none"> • Following completion of the Project, bicycle lanes along Swanston Street will be provided • Upon completion CBD North precinct will provide additional bicycle parking associated with the station. 172 bike-parking spaces, and a bike share station, will be provided across the precinct. There will also be a potential social enterprise bicycle mechanic located on Little La Trobe Street. The Project will deliver 1.8 metre wide separated bicycle lanes in each direction along Franklin Street • State Library is highly congested with pedestrian traffic from RMIT and the nearby existing Melbourne Central Station. To address existing and future demands, multiple entry points to the State Library Station will be provided to cater for more efficient and safe dispersal of passengers. The main station entry has been designed at the intersection of La Trobe and Swanston Streets providing direct entry into the Melbourne Central Shopping Centre and station as well as on the corner of Franklin and Swanston providing RMIT users with a direct station entry • The Project will provide an enhanced pedestrian environment along Franklin Street, encouraging a high mobility walking street from Victoria Street to Elizabeth Street, which can ultimately extend all the way to the Victoria Market. <p>Infrastructure associated with active transport is shown on the Public Realm drawings in Appendix D: CBD North Precinct Public Realm Plans.</p> <p>Figure 9 and Figure 10 show the pedestrian movement network and locations of bicycle facilities within the Station precinct.</p>
<p>EPR T10: Waste collection</p>	<p>A precinct-wide waste management strategy will be incorporated into the design of the CBD North precinct. This will include a separate over-site development waste strategy which will include an off-street loading dock.</p> <p>Loading/Waste collection bays will be provided on A'Beckett Street, Little La Trobe Street and Swanston Street between Little La Trobe and A'Beckett Street. Figure 11 shows the location of these waste collection bays.</p> <p>Two Refuse Collection Rooms are provided in the CBD North precinct.</p> <p>Consultation will be undertaken with affected businesses, land owners, residents, private waste collection services and City of Melbourne.</p>

5. CONCLUSION

CYP has designed the State Library Station to reflect the area's eclectic, vibrant and colourful character, whilst strengthening the identity of this city threshold and the Swanston Street civic spine.

State Library Station will be located directly below Swanston Street providing direct transport interchange with the existing tram network and City Loop. Passengers can enter and exit the station via the main entry on La Trobe and Swanston Streets, at the corner of Franklin and Swanston Street or via Melbourne Central Station concourse. The Project will result in a number of benefits to the public realm, including a redesigned Franklin Street and A'Beckett Street prioritising pedestrian movement. These spaces will provide additional areas for public interaction while incorporating ancillary station infrastructure.

This CBD North Precinct Development Plan presents the scope and extent of the built form of CYP's works in the CBD North precinct, including for the new State Library Station from the station entrances to the ticket gate. In accordance with Clause 4.6 of the Incorporated Document, this plan includes:

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

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

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

The previous version of this CBD North Precinct Development Plan was approved by the Minister for Planning on Tuesday 5 December 2023. In accordance with Clause 4.7.8 of the Project's Incorporated Document, CYP is seeking to amend this Development Plan.

The amendments to this Development Plan improve the design in line with the design principles for Metro Tunnel Project and includes changes to the architectural layout, landscape design and public realm components of the Project. These amendments have been made to improve wayfinding, provide increased public realm areas, and better integrate with RMIT University and the wider precinct. Consultation with key stakeholders has been ongoing during the preparation of this amendment. This includes with RMIT University, State Library Victoria and list of stakeholders identified in the Incorporated Document comprising the Office of the Victorian Government Architect, City of Melbourne, Heritage Victoria, Department of Transport (previously VicRoads, Public Transport Victoria and Public Transport Victoria) and Melbourne Water.

This Development Plan presents the scope and extent of the built form of CYP's works in the CBD North precinct with associated construction works to occur within the Project Land boundary and

construction impacts to be managed in accordance with the approved Environmental Management Framework. This includes separately prepared Environmental Management System, Construction Environmental Management Plan, Site Environmental Implementation Plans and aspect-specific management plans (as specified in the Environmental Performance Requirements).