APPENDIX E CBD SOUTH PRECINCT URBAN DESIGN STRATEGY GUIDELINES ASSESSMENT

CBD South Precinct Development Plan - Urban Design Strategy guideline assessment

Cross Yarra Partnership

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Section	Clause	Design Guideline	Design Response
3.1	**Make new and improved connections**		
	3.1.c.1.	Station precinct environments must support safe and predictable movements that are prioritised along the following transport hierarchy: - active transport - pedestrian and cycling, including people entering the station as well as passing the station entrances - sustainable transport - train, tram, bus and coach - emergency and short term vehicles - emergency vehicles, service vehicles, commercial / private transport, taxi ranks, kiss-and-ride - private transport - disabled-access car parking, staff and maintenance car parking, park and ride car parking.	The transport modal priority for CBD South precinct is presented in Section 4.3.4 of the Development Plan. Sections 4.3.4.2 and 4.3.4.3 provide specific detail on Pedestrian and Bicycle access.
	3.1.c.2.	Provide for integration of all transport modes in line with the modal hierarchy above: - locate, orient and design station entries to connect via public routes into the wider pedestrian network. - ensure clear visual and physical connections to nearby bus, tram and taxi stops and kiss-and-ride facilities. - maximise bicycle parking facilities associated with stations where it will expand access to Metro services by connecting to major cycling routes and key catchments, in particular at Arden, Parkville and Domain stations.	The transport modal priority for CBD South precinct is presented in Section 4.3.4 of the Development Plan.
	3.1.c.3.	Minimise conflicts between transport modes and intersecting routes of travel: - design station entries with adequate space for people to transition from stairs, escalators and lifts to travel routes along the ground surface so that congestion in surrounding thoroughfares is minimised and appropriately managed. - define pathways and promote awareness of crossing transport modes, e.g. using changes in surface treatments and other visual cues. - ensure that aboveground station infrastructure does not create unnecessary barriers or obstructions to pedestrian or cycle flows in the streets. - integrate balustrades and other required barriers and safety devices into the overall precinct design.	The transport modal priority for CBD South precinct is presented in Section 4.3.4 of the Development Plan. Pedestrian access to Town Hall Station is presented in Section 4.3.4.2. Bicycle access to Town Hall Station is presented in Section 4.3.4.3.
	3.1.c.4.	Support ease of wayfinding - create well-structured paths and clear sightlines so that wayfinding is intuitive and reliance on directional signage is minimised. - orient stations entries onto public streets where possible. Ensure that paths of travel to and from station entries that are not directly connected to main streets are easy to find and follow, and are clearly identifiable as being accessible to the general public. - design stations to capitalise on view lines to existing local landmarks and spaces that will assist with orientation. - create new visual markers and treatments that will assist with orientation and recognition of specific locations. - provide clear, consistent and easy-to-follow directional signage, responding to the particular local requirements and nearby destinations. - establish appropriate links between directional signage provided as part of Melbourne Metro and directional signage used in surrounding precincts.	The wayfinding strategy for CBD South precinct is presented in Section 4.3.6 of the Development Plan.
	3.1.c.5.	Create and improve strategic walking and cycling routes that connect the stations into surrounding areas. - create opportunities for public pedestrian links through non-ticketed areas of station buildings to provide safe crossings of major streets. - create convenient and safe alignments of footpaths and walking routes that facilitate access to the stations and to the other destinations in the precinct. - consider the needs of future growth, long-term development patterns, and changes to demand. - provide generous path widths, safe and accessible slopes and cross-falls, and the placement of features to maintain clear circulation space, with priority generally given to circulation areas along the building line. - design of crossings and Shared Zones (where pedestrians, cyclists and motorised traffic share the same road space) to ensure safety and prioritisation according to the modal hierarchy. - provide bike paths, shared paths and on-street bike lanes, with widths and treatments that maximise safety and allow for future growth in demand.	Strategic walking and cycling routes that connect Town Hall Station into surrounding areas are presented in Section 4.3.4.1 and Section 4.3.4.2 of the Development Plan.
	3.1.c.6.	Provide universal access throughout public spaces and stations, with intuitive paths of travel for people with visual impairments, accessible grades along paths, and appropriate use of ramps, kerb ramps, and tactile paving.	Universal access to Town Hall Station, including DDA compliance, is presented in Section 4.3.4.1 of the Development Plan.
	3.1.c.7.	Provide for vehicular traffic lanes as appropriate, with consideration of lane widths, kerb radials at corners and intersections to suit swept paths, and appropriate levels, slopes and cross-falls.	Vehicular traffic lanes at Town Hall Station are presented in Sections 4.3.1 and 4.3.3 of the Development Plan.
	3.1.c.8.	Provide for vehicle parking, as appropriate, with consideration of locations and arrangements, management systems (ticket machines etc.) and motorcycle parking.	Vehicle parking for Town Hall Station is presented in Section 4.3.4.3 of the Development Plan.

3.2	**Make great public places**		
	3.2.c.1.	Ensure that all aspects of the design are of a high quality in concept, resolution and execution. Designs must be: - fit for purpose - responsive to all users' needs - responsive to the site and associated cultural values - sustainable.	The public realm design philosophy for CBD South precinct is presented in Section 4.3.3 of the Development Plan.
	3.2.c.2.	Design spaces to be activated by public use: - provide seating and other infrastructure to encourage people to inhabit the space. - support the programming of spaces for a range of event scales and type. - accommodate opportunities for street trading activities as consistent with local authority policies and guidelines. - locate, design and manage activities in underground stations, including business opportunities, to contribute to activation of the wider precinct. - support appropriate uses of public streets and spaces to support social and recreational needs of the precinct	The public realm for CBD South precinct is presented in Section 4.3.3 of the Development Plan.
	3.2.c.3.	Provide safe environments that promote safe behaviour and the feeling of safety: - design spaces with consideration of Crime Prevention Through Environmental Design principles. - support complementary mixes of activities, activation and passive surveillance that contribute to other users' interest and safety. - maximise visual connectivity between spaces to enable passive surveillance, and arrange uses to maximise passive surveillance. - design and manage entries to underground stations and pedestrian subways to ensure safe conditions in surrounding spaces and approach routes, including when the stations are closed.	Crime prevention through environmental design is presented in Section 4.3.9 of the Development Plan for CBD South.
	3.2.c.4.	Respect heritage and respond to local cultural and indigenous heritage issues: - retain and protect significant heritage elements including spaces, views, vegetation, natural and designed landforms and built fabric. - design new works to complement heritage elements. - integrative interpretive elements into designs to reflect local cultural and indigenous heritage where appropriate.	The CBD South precinct response to the local culture and heritage is presented in Section 4.4.3 of the Development Plan.
	3.2.c.5.	Make provision for stormwater drainage and management: - incorporate pollution control measures to protect water quality. - integrate the provision of pits, covers and grates and discharges into drains with other aspects of the design. - incorporate stormwater capture and reuse as appropriate. - incorporate drainage swales, bio-filtration beds and soil drainage as appropriate. - respond to existing and future local flood levels and overland flow paths	Stormwater drainage and management for the CBD South precinct is presented in Section 4.4.7 of the Development Plan.
	3.2.c.6.	Select and design paving and surface finishes to be fit for purpose, durable and sustainable and easy to maintain, and to enhance the character and use of the space.	Materials and finishes for the CBD South precinct are presented in Section 4.3.8 of the Development Plan.
	3.2.c.7.	Integrate street and park furniture into the overall design of public spaces as appropriate to support their use and to provide for the comfort, convenience and safety of patrons and users.	The public realm for CBD South precinct, including street furniture is presented in Section 4.3.3 of the Development Plan.
	3.2.c.8.	Provide lighting for amenity, wayfinding, visual comfort, road safety and personal security: - provide a high quality of illumination with respect to supporting people's perception at night, including minimisation of flare and the use of white light to improve colour rendition and people's ability to recognise detail. - contribute positively to and integrate with the character of the area. - incorporate feature lighting as appropriate to express the hierarchy and functionality of spaces. - minimise light spill to adjacent sensitive land uses. - use responsible management systems, efficient technology and other forms of best practice energy conservation. - reinstate existing CCTV infrastructure where affected by the project.	A lighting strategy for CBD South precinct is presented in Section 4.3.5 of the Development Plan. Additionally, street furniture and public seating are presented in Section 4.3.3.
	3.2.c.9.	Provide access to public amenities including public toilets	Public access to toilets for CBD South precinct are presented in Section 4.3.1 of the Development Plan.

	3.2.c.10.	Provide access to public transport facilities including passenger shelters, other forms of weather protection, ticket sales and validation machines etc.	Access to public transport facilities for CBD South precinct are presented in Section 4.3.1 of the Development Plan.
	3.2.c.11.	Incorporate public art in appropriate places - integrate site responsive art into the project design where appropriate. - design the settings of existing artworks, memorials and monuments to be retained to respect the works' cultural values and formal design qualities. - integrate site responsive art into the project design (e.g. facilitating playful interaction and seating opportunities) and located to optimise the legibility of the surrounding area.	The public realm for CBD South precinct, to include the incorporation of public art, is presented in Section 4.3.3 of the Development Plan.
	3.2.c.12.	Provide signage in accordance with PTV, VicRoads, land manager and authority standards and guidelines, including: - traffic and parking management signs - street signs, place / building name signage, and address numbers. - pedestrian direction signs and tourist information. - interpretive signage and commemorative plaques. - temporary or events signage	A signage strategy for CBD South precinct is presented in Section 4.3.6 of the Development Plan.
	3.2.c.13.	Integrate any advertising with public infrastructure and energy that they complement the character, functionality and amenity of the precinct: - advertising must not detract from directional or wayfinding signs. - advertising must not dominate the public realm or detract from the architectural design intent of the stations. - advertising must be minimised within heritage areas. - advertising should be minimised at locations that are prominent in views from significant heritage sites and public parks. - advertising must be in accordance with local government, VicRoads and PTV guidelines. - advertising must not conflict with existing contractual relationships relating to the sites or elements on them e.g. for the supply and maintenance of tram passenger shelters with advertising panels	Advertising is not part of the submission of this Development Plan. Within the Incorporated Document, under Clause 4.6.3, a Development Plan must include references to signage, however advertising is not specified. Signage is outlined in UDS guideline response 3.2.c.12.
	3.2.c.14.	Incorporate planting as an integral part of site designs: - provide shade and shelter, screening, ornament and define of a sense of a place that relates to each site and its landscape context. - create good soil conditions for new planting, including consideration of the use of permeable paving materials within trees' drip zones, extensive soil preparation, and high quality structural soils beneath pavements. - avoid containerised planting conditions and provide contiguous root zones where possible. - contribute to increased biodiversity and resilience of plant communities in accordance with urban forest strategies. - offset any vegetation loss. - ensure that plantings are designed to complement and protect the functionality of other infrastructure including public lighting, CCTV surveillance systems and underground utilities.	Planting is included within the landscape plans and presented in Section 4.3.2 of the Development Plan for CBD South. Soil conditions and new plantings are presented in Section 4.4.2.
	3.2.c.15.	Address irrigation including passive irrigation and opportunities for rain water infiltration into the soil, options for non-potable water supplies, irrigation zones and system types, control systems and equipment.	Irrigation for CBD South precinct is presented in Sections 4.3.2 and 4.4.7 of the Development Plan.

3.3	**Balance line-wide consistency with site responsiveness**		
	3.3.c.1.	Operational elements of the public transport system, involving the public and staff, must be consistent with the transport system as a whole in terms of their functionality and style of presentation. This includes the adoption of detailed design standards and use of those details in a manner consistent with their intent and function throughout the wider system, including but not limited to: - ticket systems and barriers - timetable displays, directional signs and other information used to access platforms and services - ticket sales and other assistance - safety systems	Operational elements of the public transport system are presented in Section 4.3.1 of the Development Plan for CBD South precinct.
	3.3.c.2.	The character of individual stations may vary between sites, and should be responsive to their physical, social and functional context: - the architecture of the stations should be of a contemporary high quality that clearly expresses function and important civic role. - station entries should be of an appropriate scale, form and design to support wayfinding and accessibility while responding to the local urban environment.	The architectural design of Town Hall Station and its precinct specific response is presented in Section 4.3.1 of the Development Plan.
	3.3.c.3.	Locate and design infrastructure to integrate sensitively with its surroundings and to ensure the amenity and functionality of spaces it occupies: - permanent infrastructure should be located outside public spaces, utilising or expanding future over site development to accommodate above ground services such as vents and emergency accesses where possible. - respond to the setting and complement the design of adjoining buildings and open space. - give each element of Melbourne Metro infrastructure in the public realm a design character appropriate to its public function, ranging from striking visual qualities for entries and other elements that people use and interact with, or that function as landmarks for wayfinding, through to recessive treatments for service facilities. - minimise detrimental impacts on uses, e.g. as may result from fragmentation of spaces by physical structures, cluttering footpaths, conflicting traffic patterns (including pedestrian traffic), and noise. - where fragmentation is unavoidable, design structures and spaces to support the activation and use of surrounding spaces. - avoid obstructing views to building frontages or important pedestrian pathways. - minimise visual conflicts with significant buildings, monuments, specimen trees, open spaces and landscape vistas, especially those with a formal character that is highly sensitive to intrusions. - where possible, locate aboveground utilitarian structures near to larger nearby structures and plantings (other than sensitive ones noted above) to make the new structures seem relatively insignificant by comparison. - Design all structures to complement and coordinate with existing nearby structures and service infrastructure, with consideration of their cumulative impact on the visual character with the site. - where appropriate, minimise the visual impact of structures with screen plantings that are consistent in character with the site. - provide high quality architectural and landscape solutions including the use of forms, sustainable materials, finishes and detailing that are appropriate to their uses, responsive to the context, that present well to nearby viewers. - minimise inactive and blank walls visible from the public realm, especially between ground and first floor levels. - maximise levels of solar access, passive surveillance and views into, through and between pedestrian routes and open spaces. - integrate acoustic treatments, where required, into the form and design of structures and equipment to minimise requirements for additional noise abatement screens.	The public realm design of Town Hall Station and how it integrates with its surrounds is presented in Section 4.3.3 of the Development Plan.
	3.3.c.4.	Design streetscapes and open spaces to integrate with their context: - use furniture and material palettes that are consistent with standards and guidelines of the Cities of Melbourne, Stonnington and Port Phillip, and the University of Melbourne. - use furniture and material palettes that respond to the changed context created by Melbourne Metro, including increases in pedestrian activity and heightened prominence in certain locations. - designs for streetscape works should be consistent with the remainder of the affected street, including the street layout, tree planting, paving materials and detailing (unless otherwise specified for particular sites). - tree species, tree densities and their locations in the road reserve (e.g. in footpaths or medians) should be consistent with relevant local plans and strategies.	The public realm design for CBD South precinct is presented in Section 4.3.3 of the Development Plan. Material palettes are presented in Section 4.3.8 of the Development Plan.
3.4	**Support integrated site redevelopment**		
	3.4.c.1.	Avoid limiting future redevelopment potential of residual properties acquired for the project at the Western Portal and Eastern Portal.	This Development Plan only addresses the CBD South precinct to the ticket gate, as required by the Incorporated Document. Compliance with this design guideline is addressed in the Western Portal and Eastern Portal Development Plan.
	3.4.c.2.	Consider future precinct-wide redevelopment at Arden, as well as over-site development of the station.	This Development Plan only addresses the CBD South precinct to the ticket gate, as required by the Incorporated Document. Compliance with this design guideline is addressed in the Arden Station Precinct Development Plan.
	3.4.c.3.	Permit adjoining and potential over-site development at station entries within the University of Melbourne, either in parallel with the project or at a future date.	This Development Plan only addresses the CBD South precinct to the ticket gate, as required by the Incorporated Document. Compliance with this design guideline is addressed in the Parkville Precinct Development Plan.
	3.4.c.4.	Permanent infrastructure should be located outside public spaces, utilising or expanding future over-site development to accommodate above ground services such as vents and emergency accesses wherever possible.	The public realm at CBD South precinct is presented in Section 4.3.3 of the Development Plan.
	3.4.c.5.	Development plans for station infrastructure should consider, and integrate with, over-site development to provide for coordinated design outcomes.	Integration of station infrastructure with existing development at CBD South precinct is presented in Section 4.3.1 of the Development Plan.
	3.4.c.6.	Consolidate infrastructure within over-site developments so as to minimise impacts on the public realm, including: - minimise above ground infrastructure on the public realm. - minimise constraints on surface features and uses in the public realm due to underground infrastructure.	The public realm at CBD South precinct is presented in Section 4.3.3 of the Development Plan.
	3.4.c.7.	Integrate redevelopment for complementary uses with the station entries in the CBD, including: - over-site development of properties acquired at the La Trobe - Little La Trobe Sub-Precinct and Cocker Alley Sub-Precinct - redevelopment of the City Square underground car park - reconstruction of the eastern and western shards in Federation Square.	This Development Plan only addresses the CBD South precinct. Redevelopment of the City Square underground car park and reconstruction of the eastern and western shards in Federation Square are presented in Sections 4.3.1 and 4.3.3 of the Development Plan.
	3.4.c.8.	Not preclude possible future across, decking over or development above rail cuttings at South Yarra.	This Development Plan only addresses the CBD South precinct to the ticket gate, as required by the Incorporated Document. Compliance with this design guideline is addressed in the Eastern Portal Development Plan.

3.5	**Design to help manage construction impacts**		
	3.5.c.1.	Maintain circulation and transport operations during the construction process: - Redirect pedestrian and cyclist movements as necessary to ensure safe access around construction work sites, businesses and properties immediately adjacent to construction work sites. - Provide for universal access, amenity and safety. - Provide for emergency and maintenance access, deliveries, access for construction projects on nearby sites, and public events. - Provide temporary bus and tram stops, including shelters, where appropriate. - Provide awnings for weather protection, where appropriate. - Provide directional signage and temporary signs for businesses and properties obscured by construction activities.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Transport Management Plan (including relevant sub-plans, such as the Precinct Transport Management Plan and Transport Management Implementation Plan). These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
	3.5.c.2.	Protect the viability of, and amenity for, activities at and near construction work sites: - Apply principles of Crime Prevention Through Environmental Design to arrangements of access routes, hoardings and other features during the construction period. - Ensure that the location of temporary works sites and temporary infrastructure requirements align with future land use renewal, public realm activation and uplift opportunities.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Health and Safety Management Plan and Land Use Management Plan. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
	3.5.c.3.	Protect features from damage: - where existing trees are to be retained, avoid damage to their canopies and minimise soil compaction and excavation within root zones. Where damage to existing canopies is likely, undertake advance pruning. Where damage to existing roots is likely, provide appropriate arboriculture care in preparation for and during construction including advanced root pruning and irrigation. - protect, relocate, reinstate or upgrade underground and overhead services as appropriate. - protect and /or temporarily remove, restore and reinstall monuments and artworks. - conserve, salvage and reuse materials where possible and appropriate including bluestone kerbs and cobblestones, street furniture etc.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Ecology Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
	3.5.c.4.	Maintain an attractive presentation to surrounding areas: - provide enclosures, hoardings and screens that are designed to respond to the predominant viewing distance and types of activity they are exposed to (e.g. addressed to nearby pedestrians or to motorists at a distance). - design all enclosures, hoardings, screens and other temporary features to create a positive visual presentation to prominent sites, busy pedestrian areas and key tourism precincts. - design enclosure, hoardings, screens and other temporary features with increasing quality in proportion to the time they will present. - design all temporary elements to respect the character of their setting, to ensure a neat appearance throughout the construction process, to assist in minimisation of graffiti, bill-posting and other unauthorised advertising, and to include consistent project branding. - provide opportunities to convey information about the Melbourne Metro to the community including explanation of the project objectives, scope of works, construction impacts, innovations and progress, - design to allow for temporary uses, programs of events, and pop-up public spaces to offset the impact of construction activities, including temporary parks, outdoor dining areas, pop-up markets and community arts / music festivals. - recognise the potential of acoustic sheds, in particular those at CBD North, CBD South and Domain to be designed to contribute to the image and identity of the city.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Urban Design Management Plan. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.

3.6	**Design for the future**		
	3.6.c.1.	Anticipate growth of Melbourne's population and future changes in activity patterns and development in response to the new Metro Tunnel services: - reinstate or redesign open spaces and infrastructure to a high standard that responds to heavier pedestrian traffic, heightened public profile and other changes that will be generated by Melbourne Metro, e.g. through the use of higher standards of materials and finishes, more robust surfaces, widened footpaths etc. - design to maximise long term flexibility in the management of, and options for improvement, of nearby spaces and infrastructure.	The future growth of Melbourne's population and response to the new Metro system is presented in Section 4.3.1 of the CBD South Precinct Development Plan.
	3.6.c.2.	Although RPV will take possession of various areas to enable construction of Melbourne Metro, many of these will revert to other owners or managers after construction is completed. Management requirements after this handover must be supported by the design: - streets, spaces and assets that will be managed and maintained by a particular agency must be designed to the satisfaction of that agency. - boundaries between areas and assets included in the project area and scope of works, but which are ultimately to be managed by other agencies, must be delineated and the implications of that long-term management responsibility must be reflected in the design. - facilities that are managed through separate contractual processes (e.g. the City of Melbourne's self-cleaning public toilets) should, where possible, be maintained as discrete elements enabling clear demarcation of responsibilities.	The Development Plan process requires key transport agencies such as the Department of Transport (previously known as PTV, VicRoads and Transport for Victoria) and Councils, to take possession of areas that are beyond the current project scope. These areas are not included within the Development Plan, but are clearly marked as 'development by others'. Where considered relevant, it is noted within the CBD South Precinct Development Plan appendices.
	3.6.c.3.	Allow for long-term flexibility in the uses of public spaces and in the provision of facilities and services: - notwithstanding the requirement for an integrated design approach, take a cautious approach in the creation of any multifunction structures - e.g. co-locating public toilets and emergency access shafts, or recreational structures and vents - in situations where demands in relation to one function are likely to vary over time but adaptive redesign may be constrained by requirements of the other function. - design underground structures at any location in road reserves, parkland and other public spaces to withstand vehicular loadings as appropriate to a trafficable roadway, regardless of current carriageway layouts.	Public space is presented in Sections 4.3.2 and 4.3.3 of the CBD South Precinct Development Plan.
	3.6.c.4.	Support the healthy growth of canopy trees throughout parks, streets and other open spaces and allow for the potential to plant and replant over the long-term with minimal constraints: - locate underground structures at sufficient depth below the finished ground level to support healthy root systems of large canopy trees over the long-term, including provision of reserves of soil moisture to sustain trees in periods of drought and extreme heat - where underground structures must be at relatively shallow depths below the existing surface, give consideration to wholesale elevation of the finished surface to help achieve satisfactory depth of cover (within constraints relating to issues such as provision for accessibility and drainage, and protection of landscape character and heritage fabric) - areas over structures where soil volumes are unavoidably too shallow to ensure long-term tree health should be designed to be successful without trees, making other provisions for shade, shelter and greening - any new or relocated underground services should, if possible, be clustered into compact corridors and away from likely areas of planting - overhead power or telecommunication lines should be placed underground where possible to avoid interference with tree canopies.	The provision of a suitable environment for the growth of plants and trees, ensuring underground structures are positioned at sufficient depth, is presented in Section 4.3.2 of the CBD South Precinct Development Plan. Soil depth and underground structures are presented in Section 4.4.2 of the Development Plan.
	3.6.c.5.	Create robust and durable landscapes: - select plants with consideration of climate, microclimate and likely climate change - design to ensure resistance to wear due to intensive use of urban spaces and potential vandalism - minimise requirements for irrigation while ensuring appropriate landscape qualities and amenity of public spaces - design to suit relatively low-level maintenance regimes without reliance on a high level of horticultural skill.	Landscape plans for CBD South precinct are presented in Section 4.3.2, and relevant materials and finishes are presented in Section 4.3.8 of the Development Plan.
	3.6.c.6.	Respond to changing climate and microclimate conditions to improve thermal comfort and create enjoyable places for use throughout the year: - incorporate climate change adaptation measures - use trees and awnings to provide shade and shelter and to mitigate the urban heat island effect - minimise tree loss as a result of construction - replace trees removed as a result of the project to improve existing landscape character and biodiversity and contribute to increased tree canopy coverage and species diversity.	Landscape plans for CBD South precinct are presented in Section 4.3.3, and relevant materials and finishes are presented in Section 4.3.8 of the Development Plan.
	3.6.c.7.	Integrate water-sensitive urban design initiatives: - incorporate rainwater collection, treatment, storage and re-use systems - maximise the proportion of stormwater from within the project area that is treated, evaporated or retained within the project footprint - use permeable surfaces where possible to allow rainwater infiltration and passive irrigation.	Water-sensitive urban design initiatives are presented in Section 4.3.2 of the CBD South Precinct Development Plan.
	3.6.c.8.	Practice sustainable use of materials and resources	Materials and finishes for the CBD South precinct are presented in Section 4.3.8 of the Development Plan.
4.1	**Precinct 1: Tunnels**		
	4.1.1	**Domain Parklands Emergency Access Shaft and Tunnel Works**	
	4.1.1.e.1	If the emergency access shaft is located near the King Edward VII Memorial: Create an integrated design using landform, plantings and built elements of the emergency access shaft to form a recessive backdrop for the Edward VII Memorial and that complements the memorial's wider landscape setting.	This is not relevant to the CBD South precinct. Refer to the Domain Precinct Development Plan.
	4.1.1.e.2	If the emergency access shaft is located near the King Edward VII Memorial: Minimise the height and bulk of aboveground structures, in particular any elements higher than ground level adjacent to the Edward VII Memorial.	This is not relevant to the CBD South precinct. Refer to the Domain Precinct Development Plan.
	4.1.1.e.3	If the emergency access shaft is located near the King Edward VII Memorial: Keep clear of the shared path on the north side of Linlithgow Avenue	This is not relevant to the CBD South precinct. Refer to the Domain Precinct Development Plan.
	4.1.1.e.4	If the emergency access shaft is located near the King Edward VII Memorial: After construction, reconstruct Linlithgow Avenue to allow for City of Melbourne plans for access improvements (generally as illustrated in 'Proposed Road Closure, Linlithgow Avenue, Domain Parklands,' City of Melbourne City Design Division, project no. 901894, drawing no. L01, September 2011.)	This is not relevant to the CBD South precinct. Refer to the Domain Precinct Development Plan.
	4.1.1.e.5	If the emergency access shaft is located in Tom's Block: Respect the character of, cultural significance of, and views to existing memorials.	This is not relevant to the CBD South precinct. Refer to the Domain Precinct Development Plan.
	4.1.1.e.6	If the emergency access shaft is located in Tom's Block: Create a form that presents well when viewed in the round.	This is not relevant to the CBD South precinct. Refer to the Domain Precinct Development Plan.
	4.1.1.e.7	If the emergency access shaft is located in Tom's Block: Use recessive finishes and colours to avoid distracting from nearby monuments.	This is not relevant to the CBD South precinct. Refer to the Domain Precinct Development Plan.
	4.1.1.e.8	If any surface works for tunnel construction occur in Tom's Block: Reinstate the existing character of gently sloping lawns with specimen trees.	This is not relevant to the CBD South precinct. Refer to the Domain Precinct Development Plan.
	4.1.1.e.9	If any surface works for tunnel construction occur in Tom's Block: Avoid preventing the future installation of a new path extending the King George V avenue to St Kilda Road, as proposed in the 2007 Domain Parklands Master Plan (generally as illustrated in 'King George V Avenue Extension, Kings Domain,' City of Melbourne City Projects Division, Project No. 903197, Drawing no. SD01, 2012.)	This is not relevant to the CBD South precinct. Refer to the Domain Precinct Development Plan.

4.2	**Precinct 2: Western Portal**		
	4.2.1	**Hobsons Road Mixed Use Precinct**	
	4.2.1.e.1	Leave the site in a condition with no added constraints to its future redevelopment, beyond those existing at present.	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.
	4.2.2	**JJ Holland Park Interface**	
	4.2.2.e.1	Generally maintain the northern kerb of Childers Street at its existing alignment.	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.
	4.2.2.e.2	Minimise physical encroachment of new rail infrastructure into Childers Street: - Use vertical retaining walls to support Metro Tunnel tracks, both where on a raised embankment and in a cutting. - Design walls and screens to prioritise preservation of space for greening and travel along Childers Street over decorative effects that increase the structure's bulk	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.
	4.2.2.e.3	Design walls, fencing and acoustic screens facing JJ Holland Park to be visually recessive, to present a high quality finish, and to deter graffiti.	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.
	4.2.2.e.4	Provide planted screening of railway infrastructure south of Childers Street	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.
	4.2.2.e.5	Minimise excavation within the root zone of existing trees along the north side of Childers Street and protect the trees from damage during construction.	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.
	4.2.2.e.6	Provide a continuous and east-west bicycle route connecting Kensington Road and Ormond Street, designed to minimise conflicts with park uses, to minimise conflicts between cyclists and vehicles, and to minimise potential safety issues resulting from limited sightlines and cross traffic near the Bill Vanina sports pavilion.	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.
	4.2.2.e.7	Design the overpass of Kensington Road to present a high quality finish, to present well in both distant and nearby views, to ensure a high standard of visibility and lighting to paths below it, and to deter graffiti.	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.
	4.2.3	**South Kensington Station Entry (Ormond Street to Tennyson Street)**	
	4.2.3.e.1	Architecturally integrate Metro Tunnel structures in the area with the entry to South Kensington station.	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.
	4.2.3.e.2	Contribute to visibility of the station entry, without dominating views from JJ Holland Park or visually overwhelming the scale of nearby houses.	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.
	4.2.3.e.3	Provide a forecourt to the station entry incorporating seating, lighting, bicycle parking, and car parking for JJ Holland Park users.	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.
	4.2.3.e.4	Provide canopy tree planting along the frontage to the rail corridor east of the station entry, to provide shade and visual screening.	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.
	4.2.3.e.5	Any re-alignment or widening of Childers Street at the station forecourt must resolve relationships between the new street and forecourt levels and sloping levels of intersecting streets, lanes, footpaths, and adjoining properties, to ensure accessibility and safety.	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.
	4.2.3.e.6	Maintain safe bicycle access through the area, arranged to minimise conflicts with pedestrians and car parking manoeuvres.	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.
	4.2.3.e.7	Investigate opportunities to provide additional green space at the southern end of Ormond Street, while allowing vehicular access to all adjacent properties.	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.
	4.2.3.e.8	Avoid creating encumbrances upon future medium density residential infill development of remnants of the acquired properties at the northwest of the Childers Street / Tennyson Street intersection.	This is not relevant to the CBD South precinct. Refer to the Western Portal Development Plan.

4.3	**Precinct 3: Arden Station**		
	4.3.e.1.	The design of Metro Tunnel must create inviting, safe and comfortable conditions that support use of the station before and during any wider redevelopment of the site. - create a station building and associated open space of high design quality that integrates with and serves as a benchmark for surrounding development. - provide temporary hoardings, fencings, screens and plantings of fast-growing trees to provide amenity and shelter for public spaces near the station entry. - protect the station and other Metro Tunnel infrastructure from flooding and ingress of water, while providing for access from existing nearby street levels and allowing for adaptation in response to future new development.	This is not relevant to the CBD South precinct. Refer to the Arden Station Precinct Development Plan.
	4.3.e.2.	The new station and future redevelopment of the publicly owned (VicTrack) land must be integrated with surrounding areas, ensuring high levels of accessibility between the station and nearby land uses. - ensure that the station and infrastructure align with the directions of the Arden Framework Plan - minimise the land area occupied by Metro Tunnel infrastructure in order to maximise the potential for future redevelopment on surrounding sites - enable future vertical loading for a mixed-use building above the station - allow for future extension of nearby streets into the site and make provision for future new station entrance(s) connecting to these - upgrade Laurens Street between Queensberry Street and Arden Street to provide a pedestrian friendly environment with improved bike lanes, taxi rank, and limited parking - upgrade Barwise Street to provide a pedestrian friendly environment, and improved access to the new station - ensure a high degree of visual prominence for the station and its public realm to assist with wayfinding	This is not relevant to the CBD South precinct. Refer to the Arden Station Precinct Development Plan.
	4.3.e.3.	Works near Moonee Ponds Creek should: - Create an attractive interface with the shared path. - Minimise disruption or damage to habitat that supports endangered or threatened species. - Protect the corridor's environmental and recreational values.	This is not relevant to the CBD South precinct. Refer to the Arden Station Precinct Development Plan.
4.4	**Precinct 4: Parkville Station**		
	4.4.1	**Royal Parade**	
	4.4.1.e.1.	Retain and protect existing trees along Royal Parade.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan.
	4.4.1.e.2.	Where tree removal is unavoidable, plant new trees in the same locations, creating favourable growing conditions with soil preparation throughout the anticipated root zone.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan
	4.4.1.e.3.	Design any aboveground Metro Tunnel structures located within Royal Parade to minimise their visual bulk or solidity, especially for elements at or above eye level.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan
	4.4.1.e.4.	Integrate with the proposed tram super stop in Royal Parade	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan
	4.4.2	**Grattan Street**	
	4.4.2.e.1	Consider stakeholder requirements for Grattan Street between Flemington Road and Swanston Street, and ensure the potential for integration of works in the project area with future improvements by others beyond the project area.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan
	4.4.2.e.2	Minimise the carriageway width while providing for local vehicular traffic and appropriate kerbside space for bus stops, loading, taxis, and emergency vehicles including ambulances (especially but not only in the block west of Royal Parade).	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan
	4.4.2.e.3	Provide dedicated bike lanes in each direction, either on street or with separation from motor vehicles and pedestrians.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan
	4.4.2.e.4	Relate footpath width to station entries and pedestrian flows.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan
	4.4.2.e.5	Provide clear pedestrian circulation space along the building frontages on both sides of the street, preferably wider than is currently provided.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan
	4.4.2.e.6	Provide passenger waiting areas and shelters at bus stops.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan
	4.4.2.e.7	Include new plantings of large canopy trees.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan
	4.4.2.e.8	Widen signalised pedestrian crossings, potentially with carriageway pavement levels flush with footpath levels to improve accessibility near University Square.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan
	4.4.2.e.9	Maintain access and sightlines to all building entries.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan

	4.4.3	**University of Melbourne Interface with Grattan Street**	
	4.4.3.e.1	Design station entries that orientate towards the wider precinct and its pedestrian movements, including but not limited to the University of Melbourne, and provide a high quality arrival experience and meeting places, adequate footpath areas, and direct legible connections to the north south spine that extends across Grattan Street and which links east and west to other uses and tram connections.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan.
	4.4.3.e.2	Provide a design response that is respectful of the historic Gatekeeper's Cottage and Vice Chancellor's House, including their landscape settings	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan.
	4.4.3.e.3	Retain the remnant of the university's historic perimeter fence near Royal Parade.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan.
	4.4.3.e.4	Allow for future redevelopment of the university's Royal Parade Biosciences Zone to the northeast of the Royal Parade / Grattan Street intersection and between the two proposed station entries.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan.
	4.4.3.e.5	Ensure that paving and street furniture within the university campus adhere to the university's design standards while those within the Grattan Street road reserve adhere to City of Melbourne standards, and resolve an appropriate interface between these two sets of standards without compromising either one.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan.
	4.4.3.e.6	Relate footpath widening to station entrances and pedestrian flows.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan.
	4.4.4	**University Square, Barry Street and Leicester Street**	
	4.4.4.e.1	Integrate aboveground Metro Tunnel infrastructure with the proposed design for University Square, Barry Street and Leicester Street, including: - coorindate the location of ventilation shafts with existing ventilation and access structures for the underground car park and with the layout of proposed features in Barry, Leicester and Grattan Streets - integrate aboveground elements of the chiller plant with the proposed design for the area.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan.
	4.4.4.e.2	Implement the proposed design for University Square, Barry Street and Leicester Street within the project area, and allow for its future complete implementation by others beyond the project area.	This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan.
4.5	**Precinct 5: CBD North Station**		
	4.5.1	**La Trobe-Little La Trobe Street Sub Precinct**	
	4.5.1.e.1	Contribute to an integrated network of safe, high quality pedestrian routes: - Locate and design station access stairs, escalators and lifts to distribute pedestrian traffic safely in relation to the capacity of surrounding routes. - Locate and design entry points for over site development to respect pedestrian desire lines and to avoid major congestion points. - Create frontage activation along streets and laneways. - Provide appropriate weather protection to Swanston Street and La Trobe Street footpaths.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.
	4.5.1.e.2	Allow for servicing, deliveries, and waste removal from the station and over site development, so as not to compromise frontage activation objectives.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.
	4.5.1.e.3	Address issues of servicing neighbouring properties.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.
	4.5.1.e.4	Ensure that over-site development is fully integrated into station design to ensure an overall cohesive, safe and functional station precinct.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.
	4.5.1.e.5	Create clear delineation between private-sector building and station infrastructure for ease of maintenance and operation.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.
	4.5.2	**Franklin Street**	
	4.5.2.e.1	Consider stakeholder requirements for the length of Franklin Street between Victoria and Queen Streets, and ensure the potential for integration of works in the project area with future improvements beyond the project area.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.
	4.5.2.e.2	Maintain clear pedestrian circulation space along the building frontages on both sides of the street, no less than and preferably wider than at present.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.
	4.5.2.e.3	Provide expanded pedestrian space for seating and other uses with enhanced amenity including plantings of new canopy trees, upgraded street lighting, etc.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.
	4.5.2.e.4	Minimise carriageway widths while accommodating appropriate vehicular access including services access to the City Baths and RMIT.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.
	4.5.2.e.5	Create a safe bicycle route along Franklin Street.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.
	4.5.2.e.6	Minimise conflicts between turning vehicular traffic and Swanston Street trams.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.
	4.5.3	**Local Access Network**	
	4.5.3.e.1	Manage local traffic to maintain access to properties, to minimise conflicts with pedestrians, bicyclists and trams, and to safely return traffic to the wider road network.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.
	4.5.3.e.2	Manage and design Swanston Street between Latrobe and Little Latrobe Streets consistently with areas of Swanston Street south of Latrobe Street, with widened footpaths, improved tree planting, footpath paving, street furniture and lighting.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.
	4.5.3.e.3	Provide clear pedestrian circulation space along building frontages in all streets and laneways, maintaining existing capacity and increasing capacity where possible.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.
	4.5.3.e.4	Maintain on-street kerbside loading and delivery facilities to provide for servicing of adjacent properties.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.
	4.5.3.e.5	Above ground elements of the maintenance access and vent structure should be located and designed to ensure optimal flexibility in use of the public open space and to minimise visual impacts: - Minimise aboveground structures' width, breadth and visual bulk, especially with respect to any element higher than 1m above surrounding paving levels. - Use sustainable cladding materials and a high standard of architectural detailing to ensure the structures present well to nearby pedestrians, and are durable and easy to maintain in good condition. - Consider potential integration with other streetscape elements, such as lighting and signage, in order to minimise clutter in the street space.	This is not relevant to the CBD South precinct. Refer to the CBD North Precinct Development Plan.

4.6	**Precinct 6: CBD South Station**		
	4.6.1	**Cocker Alley Sub Precinct**	
	4.6.1.e.1	Contribute to an integrated network of safe, high quality pedestrian routes: - Locate and design station access stairs, escalators and lifts to distribute pedestrian traffic safely in relation to the capacity of surrounding routes. - Improve pedestrian accessibility, safety and amenity in laneways connecting to the station entry. - Ensure safe conditions in nearby laneways when the station entry is closed. - Create active frontages along streets and laneways connecting to the station entry. - Provide appropriate weather protection along Swanston Street and Flinders Street footpaths. - Provide for safe crossings of Flinders Lane.	Pedestrian access is presented in Section 4.3.4.2 of the CBD South Precinct Development Plan.
	4.6.1.e.2	Allow for servicing, deliveries, and waste removal from the station and over site development, so as not to compromise frontage activation objectives.	Servicing, deliveries and waste removal from the station are presented in Sections 4.3.3 and 4.3.4.4 of the CBD South Precinct Development Plan. Over-site development is presented in Section 3.
	4.6.1.e.3	Address issues of servicing neighbouring properties.	Servicing neighbouring properties are presented in Section 4.3.3 and 4.3.4.4 of the CBD South Precinct Development Plan.
	4.6.1.e.4	Integrate over site development with the station and associated infrastructure.	Over-site development at Town Hall Station is presented in Section 3 of the Development Plan.
	4.6.1.e.5	Create clear delineation between private-sector building and station infrastructure for ease of maintenance and operation.	Architectural and public realm plans are presented in Sections 4.3.1 and 4.3.3 of the CBD South Precinct Development Plan.
	4.6.2	**Federation Square: St Paul's Court**	
	4.6.2.e.1	Maintain Federation Square's inter-relationships with Flinders Street, Swanston Street and St Paul's Cathedral: - Protect the framed vista from Federation Square to St Paul's Cathedral from intrusive or disruptive structures. - Ensure permeability, visual links and pedestrian accessibility between the Flinders Street footpath and Federation Square. - Create an architectural element that holds the corner at the intersection of Swanston and Flinders streets.	Federation Square's inter-relationship with Flinders Street, Swanston Street and St Paul's Cathedral are presented in Sections 4.3.1 and 4.3.3 of the CBD South Precinct Development Plan.
	4.6.2.e.2	Maintain usable and activated open spaces: - Maintain or provide new seating ledges. - Maintain or provide new level areas of a size and character suitable for a range of events and activities.	Open space is presented in the public realm plans in Section 4.3.3 of the CBD South Precinct Development Plan.
	4.6.2.e.3	Maintain and enhance the civic character and identity of Federation Square: - Achieve design integration with Federation Square as a whole. - Respond positively to the context established by the design of Federation Square. - Consider rebuilding the western shard in keeping with the original design intent, increasing its height in order to reinstate its tall vertical proportions.	The civic character and identity of Federation Square are presented in Section 4.3.1 and 4.3.3 of the CBD South Precinct Development Plan.
	4.6.2.e.4	New or modified structures to accommodate above ground infrastructure may be sited within or adjacent to Federation Square provided the additional shadows cast do not unreasonably affect the usage and enjoyment of the broader open space.	Above ground infrastructure within or adjacent to Federation Square is presented in Sections 4.3.1 and 4.3.3 of the CBD South Precinct Development Plan.
	4.6.3	**City Square**	
	4.6.3.e.1	Maintain a respectful relationship with nearby civic buildings: - Minimise the size and visual prominence of the station entry, so that it does not appear to be disproportionately grand in relation to other civic stairs on Swanston Street. - Maintain uncluttered views to St Paul's Cathedral from the square, in particular to the facade and altar window facing Flinders Lane. Mirror the offset of the Westin Hotel facade from the Cathedral's central axis to define a view corridor along the axis, and avoid locating aboveground infrastructure within this corridor if possible. - Maintain views of the Town Hall clock tower from the square	The relationship between the station precinct and the nearby civic buildings are presented in Sections 4.3.1 and 4.3.3 of the CBD South Precinct Development Plan.
	4.6.3.e.2	Minimise net loss or fragmentation of public open space: - Locate the entry and other aboveground infrastructure near to Collins Street to minimise impacts on usable public open space. - Where possible, locate lifts and other aboveground infrastructure within the Westin Hotel built form. - Where possible, co-locate aboveground infrastructure that must be in the square with the station entry or with other aboveground structures. - Provide pedestrian access, egress and dispersal from the station via the street, not through the body of the square. - Maintain generous soil depths to allow for tree planting	Public open space is presented in Section 4.3.3 of the CBD South Precinct Development Plan. In addition, the proposed architecture for the precinct is presented in Section 4.3.1.
	4.6.3.e.3	Create a high quality civic open space that accommodates passive recreational use and staged events, and achieves a balance of qualities as a place of respite and a prominent and actively used civic space: - Maintain or increase space for casual use including public seating. - Maintain accessibility for events including a large open level space equivalent to that provided in the square today, with vehicular loading capacities and surface treatment suitable for staging events without damage and / or without costly reinstatement requirements. - Provide vehicle access for events bump in / bump out. - Design so that the square has a mix of large and more intimate spaces that can be used separately during public events.	The public realm at the CBD South precinct is presented in Section 4.3.3 of the Development Plan.
	4.6.3.e.4	Maintain and enhance active frontages onto and overlooking the square: - Maximise activation of the square by tenancies within the ground floor of the Westin Hotel. - Maintain a level paved frontage along the Westin Hotel, providing access to adjoining tenancies and associated outdoor dining / cafe spaces. - Maintain physical demarcation of outdoor spaces leased or licenced to adjoining hospitality businesses, to assist in their ongoing management (e.g. as with the existing water feature). - Consider options for replacement of the existing cafe tenancy to minimise space occupied within the square. - Maintain views between the Swanston Street footpath and tram stops and the open space within the square.	The public realm and architectural plans are presented in Sections 4.3.1 and 4.3.3 of the CBD South Precinct Development Plan.
	4.6.3.e.5	Maintain a generous shaded pedestrian promenade along Swanston Street: - Maintain circulation space with no less capacity than exists at present. - Maintain accessible tram stop facilities. - Maintain a double row of Plane trees.	Landscape plans are presented in Section 4.3.2 of the CBD South Development Plan.
	4.6.3.e.6	Locate and design the station entry and the square as a whole to integrate with surrounding footpath levels: - Orient the station entry towards Swanston Street. - Locate and design required aboveground infrastructure to help resolve level transitions between the square and surrounding footpaths.	The station entry design and positioning are presented in Section 4.3.1 and 4.3.3 of the CBD South Precinct Development Plan.
	4.6.3.e.7	Protect, relocate and / or restore existing artworks and monuments as appropriate: - Retain the Burke and Wills Monument in its existing location if possible. If not, re-install the monument in its original form at a new site to be approved by the City of Melbourne. Undertake adaptive site works as required to integrate the monument with the new site. - Work with City of Melbourne to maintain or appropriately relocate or reimagine the Mockridge Fountain. - Consult with the City of Melbourne to determine their intent to retain other existing artworks in the City's collection (and reinstall in the City Square or relocate as appropriate) or to de-accession. Incorporate works to be retained at the site into the new design.	Historical cultural heritage at Town Hall is presented in Section 4.4.3 of the Development Plan. In addition, the public realm is presented in Section 4.3.3. The City of Melbourne and Heritage Victoria will be consulted regarding the existing artworks and monuments.

	4.6.3.e.8	Adapt the remaining space after the provision of the station entry below the City Square for a civic facility: - Minimise the extent of the existing space occupied by station infrastructure, where possible using the lower levels for service functions and allowing for active uses near ground surface level. - Consult with the City of Melbourne to resolve the functional brief for the facility. - Create a more direct and positive relationship between the open space and the new civic facilities in the basement than currently exists between the car park and the square. - Continue to accommodate public amenities and site services as appropriate	The provision for a civic facility beneath City Square is presented in Sections 4.3.1 and 4.3.3 of the CBD South Precinct Development Plan. The City of Melbourne will be consulted regarding the functional brief for the facility.
	4.6.3.e.9	New or modified structures to accommodate above ground infrastructure may be sited within or adjacent to City Square provided the additional shadows cast do not unreasonably affect the usage and enjoyment of the broader open space.	Above ground infrastructure within or adjacent to City Square is presented in Section 4.3.1 and 4.3.3 of the CBD South Precinct Development Plan. Shadow studies for City Square has been undertaken, and studies show that shadows cast do not unreasonably affect the usage of City Square.
4.7	**Precinct 7: Domain Station**		
	4.7.1	**St Kilda Road**	
	4.7.1.e.1	Consider stakeholder requirements for St Kilda Road from Toorak Road to Dorcas Street, and ensure the potential for integration of works in the project area with future implementation of streetscape improvements by others beyond the project area.	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
	4.7.1.e.2	Provide convenient pedestrian access: - Support pedestrian crossings of St Kilda Road via the proposed station subway and by improving the safety and amenity of street level crossings. - Enhance pedestrian links from St Kilda Road to the Park Street (South Melbourne) tram route.	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
	4.7.1.e.3	Provide protected bicycle lanes, connecting safely and conveniently to bike lanes north and south of the project area.	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
	4.7.1.e.4	Complement St Kilda Road's formal boulevard character: - Maintain or recreate a generally symmetrically balanced layout, with regular kerb alignments typically set parallel to the road's centreline, and large canopy trees. - Design the island tram stop/interchange as a high quality public space with a formal design character that complements the boulevard setting. - Coordinate or integrate passenger shelters at the tram stop with weather protection for the Metro Tunnel station entry. - Arrange tram overheads to minimise visual clutter and to allow for tree planting. - Minimise commercial advertising except as allowed under current PTV contracts with providers of tram shelters. - Ensure that the design of the Park Street (South Melbourne) tram stop near Wells Street preserves views to the Shrine	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
	4.7.1.e.5	Reconstruct the area of the existing tram interchange, north of the new one, to a design complementing and transitioning back into the typical boulevard layout of St Kilda Road with side service roads separated from the central carriageway by treed medians.	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
	4.7.1.e.6	Locate and design vent shafts, the chiller plant and substations to minimise their visual impacts: - Minimise impacts on important views, in particular the Shrine of Remembrance vista. - Ensure safe sightlines at intersections and pedestrian crossings. - Integrate with the design of passenger shelters and weather protection for the Metro Tunnel entries, where possible. - Allow for integration with necessary signage. - Complement the formal design character of St Kilda Road	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.

	4.7.2	**Shrine Reserve and Kings Domain Construction Work Areas**	
	4.7.2.e.1	Minimise encroachment into the Shrine of Remembrance Reserve.	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
	4.7.2.e.2	Maintain the vista to the Shrine from St Kilda Road between Domain Road and Park Street as clear of structures as possible, and minimise any new structures that may detract from or compete with views or the experience of existing monuments including the MacPherson Robertson Fountain and Cobbers Memorial: - Locate aboveground structures along Domain Road if possible rather than along the St Kilda Road frontage of the Shrine Reserve. - Locate the entry as low on the slope as possible, i.e. within or adjoining and parallel to the street. - Minimise any structure above balustrade height.	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
	4.7.2.e.3	Minimise impacts on views from within the Shrine Reserve, especially from the forecourts and steps, rooftop viewing terrace, and the 'ring road' at the base of the Shrine: - Minimise visibility of Metro Tunnel structures within the Shrine Reserve. - Minimise advertising visible from the Shrine or within key vistas to the Shrine.	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
	4.7.2.e.4	Minimise impacts on culturally significant features and fabric: - Sensitively reinstate or relocate existing memorials if required. - Retain or replace significant trees - Minimise proximity impacts of the entrance's use on observances at the Battle of the Fromelles memorial.	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
	4.7.2.e.5	Orient and design the entry to direct users towards an accessible route of travel to the main entries of the Shrine of Remembrance and the Royal Botanic Gardens.	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
	4.7.2.e.6	After construction, reestablish the construction work site(s) to existing or improved conditions, including works generally as illustrated in 'Edmund Herring Oval — Kings Domain Parklands,' City of Melbourne City Projects Division, Project No. 903411, Drawing no. LA01, November 2015.	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
	4.7.3	**Albert Road Reserve**	
	4.7.3.e.1	Consider stakeholder requirements for Albert Road and ensure the potential for integration of works in the project area with future implementation of streetscape improvements by others beyond the project area.	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
	4.7.3.e.2	Minimise impacts on culturally significant features and fabric: - Minimise the size and prominence of the station entry and ensure that it provides an appropriate setting for the South African Soldiers Memorial. - Maintain the South African Soldiers Memorial's visual links to St Kilda Road and where possible, improves its prominence as the focal point of the reserve. - Retain as many trees as possible, in particular the elms to the north of the South African Soldiers Memorial. - Retain the Windsor Oak in situ, conserve it off site during construction, or propagate replacements from the original tree. - Return the Cockbill Fountain and Windsor Oak (or its replacement) to the site after construction. - Sensitively reinstate or relocate other existing plaques and memorials as required.	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
	4.7.3.e.3	Enhance pedestrian and cyclist access to the new station: - Widen and repave footpaths. - Connect bike paths through the area and provide bicycle parking.	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
	4.7.3.e.4	Create a high quality open space and facilities to support cultural, social, and passive recreational activities: - Provide spaces for seating and casual social interaction. - Avoiding fragmenting useable open spaces with busy pedestrian routes. - Rationalise and reduce trafficable road space and car parking areas and convert to pedestrian use where possible. - Provide a modest congregation area near the South African Soldiers Memorial that provides access for ceremonies.	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
	4.7.3.e.5	Provide for vehicular access to properties, car parks and for servicing.	This is not relevant to the CBD South precinct. Refer to the Domain Development Plan.
4.8	**Precinct 8: Eastern Portal (South Yarra)**		
	4.8.e.1	Provide and improve shared use paths along the rail corridors with generous path widths to support local recreational and commuter use: - Widen Lovers Walk, as appropriate and where possible, to support its role as a major shared path. - Create a shared use path to the south of the rail corridor between Chapel Street, South Yarra Siding Reserve and Osborne Street. - Maintain the eastern Osborne Street footpath.	This is not relevant to the CBD South precinct. Refer to the Eastern Portal Development Plan.
	4.8.e.2	Improve walking and cycling access across the rail lines: - Adopt a high quality integrated architectural and structural engineering design for the new William Street bridge including supporting structure(s), balustrades and lighting, with provision for safety, universal access and high levels of visibility. - Locate and design the new bridge over the Sandringham line to visually and physically connect to the South Yarra Siding Reserve and to maximise its long-term contribution to pedestrian and cycle accessibility. Adopt a high quality integrated architectural and structural engineering design including supporting structure(s), balustrades and lighting, with provision for safety, universal access and high levels of visibility.	This is not relevant to the CBD South precinct. Refer to the Eastern Portal Development Plan.
	4.8.e.3	Maximise permanent usable public open space in the precinct, including: - Construct any required vertical retaining walls to support backfilling to levels that increase the level of useable open space. - Design retaining walls and backfill to provide generous soil depths to support the growth of trees, and to maximise opportunities for future bridging, decking or development above the rail corridors. - Consider future structural demands in the design of retaining walls and any other project infrastructure to support future decking across the railways for a future public plaza adjoining Toorak Road.	This is not relevant to the CBD South precinct. Refer to the Eastern Portal Development Plan.
	4.8.e.4	Provide a direct link through a new pedestrian bridge from the South Yarra Siding Reserve to Osborne Street to connect to Toorak Road.	This is not relevant to the CBD South precinct. Refer to the Eastern Portal Development Plan.
	4.8.e.5	Provide high quality contemporary public open spaces that are accessible, safe and responsive to the needs of current and future local communities: - Provide a balance of hardscaped and green spaces that facilitate a range of passive and active recreation, and are adaptable to varied uses over time. - Maximise the area of green, landscaped open space including canopy trees.	This is not relevant to the CBD South precinct. Refer to the Eastern Portal Development Plan.
	4.8.e.6	Design all structures required for and in association with the project as part of an integrated site design: - Consider the cumulative impact of all structures including emergency access and ventilation structures, retaining walls, bridges, balustrades, vehicular crash barriers, acoustic screens, security fences and privacy screens, and integrate all into a coordinated high quality site design. - Provide a high quality design response to all sensitive interfaces. - Consider the forms, locations, materials and detailing of noise abatement screens, fences and other structures to maximise views into, through and between pedestrian routes and open spaces, and to minimise graffiti and vandalism. - Provide transparency in acoustic screens and fencing above one metre (nominal) height at interfaces with walking routes or actively used public spaces, to improve passive surveillance and personal security.	This is not relevant to the CBD South precinct. Refer to the Eastern Portal Development Plan.