

In the matter of the Melbourne Metro Rail Project

Planning Panels Victoria

Proponent: Melbourne Metro Rail Authority

**EXPERT WITNESS STATEMENT OF RONALD ALAN JONES**  
Expert of Melbourne Metro Rail Authority

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# 1 INTRODUCTION

## 1.1 AUTHORSHIP

I, Ronald Alan Jones, of 45 Nelson Road, South Melbourne, Victoria, have prepared this statement. No assistants have been used and the views expressed are my own.

## 1.2 QUALIFICATIONS AND EXPERIENCE

I am a Registered Landscape Architect, a Fellow of the Australian Institute of Landscape Architects, and a Director of Jones & Whitehead Pty Ltd. Over the past three decades my career has been focussed on the planning and design of urban public spaces and on urban design in a broader sense, with involvement in projects for state and local government authorities including policy development, structure planning, briefing for and assessment of development proposals, and public space design. Details of my qualifications and experience are attached as an Appendix to this report.

## 1.3 EXPERTISE TO MAKE THE REPORT

In addition to my general experience, I am familiar with many of the sites that will be affected by the Melbourne Metro Rail Project (Melbourne Metro) through direct involvement in earlier projects dealing with the sites as well as involvement in the preparation of relevant policies, strategies and guidelines. I also have experience advising on projects where designs and development proposals have been procured through commercial tender and Public Private Partnership processes.

## 1.4 INSTRUCTIONS

I have been retained by Herbert Smith Freehills on behalf of the Melbourne Metro Rail Authority (MMRA), to provide urban design evidence to the Panel. I have been asked to address:

- The work undertaken to prepare the Urban Design Strategy (UDS) for the Melbourne Metro, which has been exhibited as Technical Appendix M in the EES documentation.
- Related work in preparing additional urban design guidance for the Melbourne Metro.
- Responses to urban design-related matters raised in submissions on the EES.

## **1.5 PREVIOUS INVOLVEMENT**

I am the principal author of the Urban Design Strategy for the Melbourne Metro. I was engaged to prepare the UDS late in January 2016, having regards to the Concept Design for the project that is being assessed in the EES process. I have also been involved in considerations relating to certain project components since the UDS was completed in late May 2016. No issues have arisen that suggest major departures from recommendations set out in the UDS, but some localised issues have been raised in submissions to the EES that suggest minor amendments and additions that may be appropriate in relation to particular sites. The decision by the MMRA to eliminate use of Fawkner Park as a tunnel boring machine launch site also makes minor amendments desirable. These are explained in my statement and set out in detail in Appendix A.

## **1.6 REFERENCES**

Documents pertaining to the Melbourne Metro that I have been supplied with, and have relied upon, are detailed in an Appendix to this report.

## **1.7 SCOPE OF THIS STATEMENT**

1.7.1 My intent in this statement is not to repeat the content of the Urban Design Strategy, or to offer an opinion on the quality of my own work, but to address two things:

- The key issues relating to urban design for the Melbourne Metro, and how those have influenced the drafting of the UDS.
- Issues raised in submissions on the EES that may have an impact on the UDS.

## **1.8 WHAT IS THE URBAN DESIGN STRATEGY?**

1.8.1 The UDS provides guidance relating to the design, procurement and implementation of the Melbourne Metro. It is intended to:

- State the broad urban design expectations for the project.
- Ensure the project's potential landscape and visual impacts are addressed in a way that maximises the project's positive contribution to Melbourne.
- Set out design criteria that, along with further detailed content, will inform the technical specifications for the project's procurement phase.

- 1.8.2 The UDS is included as Technical Appendix M of the EES. The Environmental Management Framework (Chapter 23 of the EES), refers in a number of places to requirements to design and implement works in accordance with the UDS (Environmental Performance Requirements nos. LU4, SC7, SC8, SC9, LV1, LV2).
- 1.8.3 The focus of the UDS is on streets and public spaces at ground level and relationships of Melbourne Metro infrastructure with those spaces, rather than on underground station design or potential redevelopment of properties above or adjoining the metro infrastructure.
- 1.8.4 Three levels of information are addressed in the UDS:
- High-level principles of good urban design, which are applicable to many projects;
  - Key directions specific to this project but relevant throughout the sites involved; and
  - Design guidelines specific to individual precincts.
- 1.8.5 The 'Key Directions' section includes six themes that apply throughout the project.
- Integration of the Metro with wider transportation networks.
  - Requirements for the wide range of elements used in the design of public spaces.
  - The balance between project branding, consistency across the wider train system, ambitions for expressive new architecture and designs that suit their context.
  - Redevelopment opportunities created as a by-product of the MMPR, including redevelopment of acquired properties at CBD North and CBD South stations.
  - Design outcomes during the construction process.
  - Issues for the project as it endures beyond completion of the main contract.
- 1.8.6 The site-specific guidelines are organised in precincts as defined in other documentation for the Melbourne Metro, where works in streets and other spaces will include:
- Sites where Metro infrastructure is to be integrated into spaces where the existing layout and design character is to remain or be reinstated with little change.
  - Minor or localised redesigns of spaces to enable Metro infrastructure to fit into the space and to support its functionality.
  - Major redesigns, where the layout or character of a space is likely to change.

## 2 URBAN DESIGN AND MELBOURNE METRO RAIL

### 2.1 WHAT IS THE NATURE AND SCALE OF THE URBAN DESIGN CHALLENGE?

2.1.1 The Melbourne Metro will create a number of new structures in Melbourne 's public spaces including station entries and ventilation shafts. Even when designed to a high standard, these will serve inherently utilitarian purposes and would not otherwise be created. However, there is nothing unusual in the scale or quantity of the proposed structures. Melbourne is dotted with infrastructure that does not enhance the spaces it occupies, but is accepted as a necessary part of the city. At surface level in parks and gardens, there are electricity substations, City Rail Loop vents and access shafts, and entries to an underground car park. In streets there are toilets, tram and bus passenger shelters, traffic signals and signal control boxes, Telstra pillars, litterbins, telephone boxes and post boxes. The vast bulk of the Melbourne Metro will be underground; the elements at ground level may be intrusions, but will be intrusions of an everyday kind.

2.1.2 It is desirable that these are at worst neat and unobtrusive, and at best handsomely designed. However, their character as objects in themselves is not the key concern. Much more important is the way they affect the use of spaces and precincts they occupy. For example, one would not disrupt Federation Square's main gathering space with a vent shaft; a beautiful thing can be a bad design if ruins a space for other functions. At a large scale, that kind of concern is generally obvious and easy to give direction on. Less obvious is how to locate features to respect the many competing uses of streets, where minor movements can have major consequences. The key urban design challenges to be dealt with by the Melbourne Metro are functional, spatial, and temporal. Architectural styling, materials and finishes are important, but are relatively simple by comparison.

### 2.2 HOW WILL THE URBAN DESIGN BE PROCURED?

2.2.1 Construction of the Melbourne Metro will be divided into a number of work packages, delivered using various contract types including alliances and a Public Private Partnership (PPP). The PPP will constitute the major portion of works that could be seen to have an urban design component, including the new stations and integration with

their surroundings. This will use a procurement model whereby the contracted private partner not only builds, but also designs, the stations and associated infrastructure. The design will therefore be produced and selected as part of a competitive commercial bid process. Competing bid teams will each develop their own design proposals for the project, responding to performance criteria set out by the MMRA including (but not only) those in the EES Environmental Management Framework.

## **2.3 WHAT KIND OF GUIDANCE IS APPROPRIATE TO THIS PROCESS?**

2.3.1 The UDS is therefore not a set of designs for public spaces affected by the project. It is instead a part of a brief setting out what those designs should achieve. To support this purpose, design requirements can be set out by prescribing either specific solutions or performance criteria that may be met through a variety of solutions. Setting out performance criteria rather than solutions often allows for flexibility, which:

- Maximises leeway to resolve designs that meet competing objectives.
- Means guidelines can remain relevant despite changes in other aspects of the project.
- Allows for innovation to help meet the project's challenges.

2.3.2 Despite the desirability of flexible performance criteria, the prescription of solutions can also have an important role. Which approach is most appropriate depends upon:

- The effectiveness with which either approach ensures an acceptable outcome;
- The site or type of element being addressed;
- Maintenance arrangements (which may embed requirements in existing contracts);
- The desirability of matching surroundings, or of creating new features;
- The existence of relevant established design standards;
- The existence of approved but unimplemented site-specific plans; and
- Whether a feature is a concern of the MMRA, or of other stakeholders who may or may not desire innovation in relation to features they manage.

2.3.3 The UDS addresses matters that vary in relation to all of these issues, so it includes a mix of flexible and prescriptive design criteria. However, one fact to note is that the use of a performance-based approach in procurement of the Metro through a PPP allows for varying degrees of change of many project components, and this in turn requires the acceptance of some flexibility in the design of affected sites.

## 2.4 WHO ARE THE CLIENTS FOR THE URBAN DESIGN?

- 2.4.1 Within the overall scope of the Melbourne Metro, there will be works that form an integral part of the Metro system, and what might be called collateral works. The tunnels, stations and associated infrastructure are integral to the project. Adjustments to surrounding spaces in response to changes caused by the Metro, as well as reinstatements of areas disturbed by construction, are collateral works. Much of the collateral work will constitute 'returned works' to be handed back to councils or other land managers.
- 2.4.2 There will therefore be design undertaken within the project scope to support the MMRA's core business—the integral works—and design to support what is primarily of concern to other parties. In addressing the public realm at the ground surface in areas affected by the project, and not the inside of stations or underground works, the UDS is primarily focused on returned works and the interface of the Metro elements with the surrounding city.
- 2.4.3 The urban design for the Melbourne Metro therefore needs to respond to demands arising from the project, but many urban design issues to be addressed are not requirements of the Metro itself. Key sources of guidance for these designs therefore come from local authorities and land managers relevant to each site.
- 2.4.4 Through their ongoing work, the Cities of Melbourne, Port Phillip and Stonnington have generated a body of design guidance for areas affected by the project, ranging from policies in local planning schemes through to design standards for street furniture. In many cases existing documents continue to provide relevant guidance for areas affected by the Melbourne Metro. The UDS does not seek to supersede or replicate this work, and a number of key documents are listed as Reference Documents in the UDS. An approach of adoption and careful adaptation of established objectives and plans, rather than reinvention, has been applied where possible to all levels of the UDS, ranging from high-level design principles through to detailed recommendations for specific sites. Stakeholder consultation also took place prior to my engagement in the Melbourne Metro and continued during my involvement in preparing the UDS, primarily involving staff of the three affected city councils.



## 2.5 WHEN WILL THE URBAN DESIGN BE PROCURED?

2.5.1 Urban design for the Melbourne Metro also involves challenges in dealing with time. In some areas, land managers are actively planning for change. The City of Melbourne is finalising plans for a redesign of University Square and updating the Domain Parklands Master Plan. It is also reasonable to expect that the Fawkner Park and Holland Park master plans may be reviewed before reinstatement works connected with Melbourne Metro are undertaken at those sites. All of these are relevant to the project, but are not yet ready.

2.5.2 Provision for ongoing inputs into the project—beyond what can be specified now—is therefore essential. However, consultative processes that are typically expected in public space design can be difficult with a PPP, especially during the competitive bid stage when critical project scoping and budgeting work occurs. Guidance for the project at this early stage therefore needs to prioritise:

- Requirements for ground level layouts that Metro infrastructure must respond to, to ensure coordination of underground and aboveground works.
- Approaches that preserve flexibility in the ongoing management and possible future redesign of spaces.
- Sufficient guidance to enable realistic scoping and costing of works during the bid phase, allowing for design resolution with stakeholder input at later stages.

2.5.3 With this last point, there is an inherently difficult balance to strike in design guidelines: The more detailed and prescriptive the guidelines are, the more accurately bid teams will be able to understand the scope of works and budget accordingly (and the more certainty all parties will have of the project's outcomes), but the guidelines will be less responsive to future negotiations and inputs.

### 3 URBAN DESIGN ISSUES RAISED IN EES SUBMISSIONS

The key EES submissions raising concerns relating to urban design are those by the City of Melbourne (CoM), City of Port Phillip (CoPP), City of Stonnington (CoS) and City of Maribyrnong. The following discussion addresses issues raised, by precinct, first addressing the cities' submissions and then those by others.

#### 3.1 PRECINCT 1: TUNNELS

##### City of Melbourne

3.1.1 The Melbourne Metro Concept Design described in the EES documentation includes options for works in some locations. The CoM indicates preferences for certain options on the basis of urban design impacts and other concerns:

- The option for tunnel boring machines to be launched in both Domain and Fawkner Park is not supported. Use of only the Domain is preferred to minimise the area and users affected, and to contain impacts in a less sensitive site. (CoM, p.11 and 23-24).
- The option for the tunnel alignment below CityLink is supported; the alignment above CityLink is not. Concerns include tree removal and the risk that remediation measures after soil stabilisation for the shallow tunnel option may not allow for reinstatement tree planting and would result in permanent impacts to the landscape's visual quality and heritage significance. (CoM, p.11 and 26-28).
- The option for the emergency access structure in Tom's Block in the Domain is supported, but only subject to revised siting. The CoM recommends investigation of alternative sites in the Tom's Block area, adjacent to Linlithgow Avenue or within existing road space. (CoM, p.12 and 29-32).
- Neither location option for the emergency access shaft in Fawkner Park is supported. The CoM argues that impacts on parkland should be avoided, indicating a wish to work with the MMRA to develop an alternative location. The clear implication is that the emergency access shaft should be located on other, non-park, land, although a site is not proposed. (CoM, p.12 and 32-36).

3.1.2 These CoM preferences are consistent with objectives and guidelines set out in the UDS, and vice versa. The extent of compliance with these guidelines will depend upon technical constraints in the tunnel and access shaft design.

3.1.3 The decision by the MMRA to eliminate Fawkner Park as an option for a tunnel boring machine launch site and elimination of the associated option for an emergency shaft location within that construction area substantially reduces the extent to which concerns raised by the City of Melbourne apply. The decision also makes some content of the UDS redundant, and it would be desirable to delete reference to it from the UDS to avoid potential confusion.

#### **Other submitters**

3.1.4 Several submissions expressed concern about impacts on Fawkner Park, the Fawkner Park children's centre and tennis courts during construction, if the park is used as a tunnel-boring machine launch site. Concerns include impacts on the park's landscape character and heritage values as well as impacts on uses. All of these reinforce points made by the CoM and are likewise significantly reduced by the decision by the MMRA to eliminate Fawkner Park as an option for a tunnel boring machine launch site.

3.1.5 Some submissions (MM320, 332) expressed concern about the impact of possible soil stabilisation works in Tom's Block, which may be required with the shallow tunnel alignment option at the City Link tunnels and may limit the potential for regrowth of trees in the area. These also reinforce points raised by the CoM. This issue is noted as a risk in the UDS in section 4.1.1.a; section 4.1.1.e sets out objectives and guidelines to reinstate Tom's Block to its existing character, with trees; and the issue of soil depth to sustain tree growth is also addressed under 3.6.c.

### 3.2 PRECINCT 2: WESTERN PORTAL

#### City of Melbourne

- 3.2.1 The CoM indicates a preference for the Alternative Design Option, which would locate the Western Portal further to the west than the Concept Design (CoM, p.13 and 39). Urban design-related issues cited include an improved legacy road layout for Childers Street compared to the Concept Design (although the most substantial reasons for the preference relate to property acquisitions and impacts during construction). This preference is consistent with objectives and guidelines in the UDS, and vice versa.
- 3.2.2 The Concept Design indicates that the shared path between Childers Street and the railway would be displaced into JJ Holland Park as a result of widening the rail corridor. The CoM does not accept this path alignment, as it would interfere with other park uses (CoM, p.13 and 41-42). This raises a conflict with UDS guideline 4.2.2.e.6, which accepts the path realignment. I agree that the alignment would create conflicts with other park uses, and some of these are noted in the UDS as issues to be resolved, but an alternative route has not been identified. I therefore recommend that UDS Guideline 4.2.2.e.6 referring to extending and widening the shared path in JJ Holland Park should be amended to be a less prescriptive. The objective of maintaining a cycle link through the area may be addressed through this or another solution, depending upon further consultation with the City of Melbourne.

#### Other submitters

- 3.2.3 Many submissions argue for the Alternative Design Option with the portal located further west. The issues raised are the same as those raised by the CoM.
- 3.2.4 A number of submissions (M007, 070, 092, 101, 124) express concern about permanent impacts on JJ Holland Park including loss of parking in Childers Street and resultant limitations on access to sporting facilities, loss of the shared path south of Childers Street, vegetation removal, the visual impact of retaining walls to the new decline structure, and the importance of replanting to provide screening. These concerns are addressed in the UDS, in section 4.2.2.

### 3.3 PRECINCT 3: ARDEN STATION

#### City of Melbourne

3.3.1 The CoM is concerned that flood mitigation measures implemented for the Melbourne Metro may affect future development in this urban renewal area (CoM, p.13 and 52-52). Strategies to deal with flooding for the project should align with strategies for the precinct as a whole, as failure to do so risks adverse impacts on urban design outcomes for the area. However, this is not a matter that can be addressed through the UDS.

3.3.2 The CoM is concerned that the Melbourne Metro design should help to ensure that Moonee Ponds Creek is developed to its full potential (CoM, p.13). In general, the Melbourne Metro project area for the Arden Precinct is separated from Moonee Ponds Creek by active rail lines, so this is not particularly relevant, but one of three Options for an electrical substation construction site is between the rail lines and the creek. This option is not addressed by the UDS, and it would be appropriate for relevant urban design guidelines to be included in the event that this substation site is adopted. These would include insertions addressing:

- Recognition of the recreational, transport (cycling), environmental and drainage roles of Moonee Ponds Creek.
- An objective to ensure that Moonee Ponds Creek is enhanced as an open space and waterway corridor.
- Guidelines to protect and contribute to the amenity and habitat values of Moonee Ponds Creek.

### 3.4 PRECINCT 4: PARKVILLE STATION

#### City of Melbourne

3.4.1 The CoM is concerned that the location of station infrastructure in Barry and Grattan Streets as shown in the Melbourne Metro Concept Design is inconsistent with objectives of the University Square master plan (CoM, p.14 and 56-57). The UDS calls for integration with the University Square master plan, and the CoM notes that the proposed EPRs allow the opportunity to work with the MMRA to improve these aspects of the design. The MMRA has undertaken work to demonstrate the viability of options for the chiller plant location that reduce its adverse impacts on the proposed design for University Square.

3.4.2 The CoM has highlighted the opportunity for a Royal Parade Master Plan as a context for changes required to the layout of Royal Parade (CoM, p.14 and 59). The main permanent changes to Royal Parade that are referred to in the EES would be new tram super stops in Royal Parade, which are not part of the Melbourne Metro itself, so this coordination would be desirable but would be an expansion of the MMRA's project scope.

#### Other submitters

3.4.3 Submissions MM294 and 332 express concerns about Royal Parade, including:

- Works should not reduce or limit the soil available to reinstate advanced trees.
- Elms must be reinstated to retain the regular spacing of trees that form the avenue.
- The design of entry structures should complement sites' heritage significance.

These concerns are adequately addressed by the UDS:

- Maintenance of the layout and character of Royal Parade is addressed under 4.4.1.
- Soil depth to sustain tree growth is addressed under 3.6.c.
- Station entries design in response to context is addressed under 3.3.c.

### 3.5 PRECINCT 5: CBD NORTH STATION

#### City of Melbourne

3.5.1 The Melbourne Metro Concept Design closes Franklin Street east of Swanston Street to accommodate a station entry and other infrastructure. The CoM submits that the design should be modified by moving the station entry and infrastructure towards the south side of Franklin Street, to maintain local vehicle access and to retain options for future decisions regarding access to be made in the context of wider plans, potentially linked with improvements in the Queen Victoria Market precinct (CoM, p.14 and 61-64). The MMRA has advised of its intent to modify the Concept Design to comply with this request (Technical Note 12, 26 July 2016). No change of the UDS (section 4.5.2) is required to support this option. It would be appropriate for more detailed stakeholder requirements to be provided to guide the redesign of the street.

3.5.2 The Concept Design indicates emergency access and ventilation structures in A'Beckett Street, blocking the street to traffic west of Swanston Street. The CoM does not support this arrangement and recommends relocation of the structures, within A'Beckett Street, to allow for a one-way traffic flow maintaining service access to properties. The CoM also recommends that, with reversal of the flow of one-way traffic in Little Latrobe Street, A'Beckett Street could form an access loop for the precinct that would allow widening of the Swanston Street footpath between Latrobe and Little Latrobe Streets, addressing pedestrian congestion in that area. (CoM, p.14 and 64-66). This raises a conflict with UDS, which was written prior to emergence of this concept and accepts the A'Beckett Street closure. If reversing the Little Latrobe Street traffic flow is acceptable, I believe CoM's proposal has merit and that section 4.5.3 of the UDS should be amended accordingly. This would:

- Expand the section as a whole to address Swanston Street and Little Latrobe Street.
- Amend and expand Context, Aims, Objectives and Guidelines accordingly.
- Adopt a less prescriptive approach to guidelines for A'Beckett Street.

3.5.3 Within the properties to be acquired at the northwest corner of Latrobe and Swanston Streets, the Concept Design indicates closure of Corporation Lane CL0112 and location of

an emergency access structure along the western end of the site. The CoM does not support these proposals. A new laneway with retail activation is being created at the shared boundary with the adjoining site to the west as part of a building currently under construction, and the proposed emergency structure may result in a blank wall fronting onto this lane. (CoM, p.14 and 66-67). No conflict with the UDS is raised by these concerns, as the stated objectives in sections 3.4 and 4.5. I agree with the CoM's aims. However, it is unclear to what degree it is possible to satisfy these aims within constraints imposed by station infrastructure requirements.

**Other submitters**

- 3.5.4 RMIT University's submission concurs with the CoM in relation to traffic access options and pedestrianised areas in Franklin Street and A'Beckett Street (MM180, p.28 and p.29).
- 3.5.5 Conversely, submission MM197 supports closure of Franklin Street to create a public open space, arguing that the area is not shown on the QVM Precinct Renewal Master Plan, and by implication is not connected to that plan. That is a misapprehension; the CoM's assessment of options for the QVM Precinct assumed that traffic access would be maintained along the length of Franklin Street. I am also of the opinion that that the open space value of the CoM's preferred concept for Franklin Street, with a dramatically widened southern footpath along the length of the street, would be greater than the value of a steeply sloping space east of Swanston Street that is fragmented by station infrastructure and entry drives for RMIT and the City Baths. However, the best approach for the Melbourne Metro is to allow for either option, and the MMRA has undertaken design work to show this is possible.
- 3.5.6 Submission MM332 expresses concern that visual impacts of aboveground Metro structures near the City Baths should be mitigated through sensitive detailed design. This issue is addressed by the UDS under section 3.3.c.3. Given the separation of the new aboveground structures from the City Baths in the Concept Design, which would be increased under the CoM recommendations, this is not an area of unusual sensitivity that requires more specific guidance.



### 3.6 PRECINCT 6: CBD SOUTH STATION

#### City of Melbourne

3.6.1 The CoM has raised concerns in relation to impacts on the City Square:

- The location of the secondary entry in the Square needs to allow vehicle access for events bump-in/bump-out, as entry via Flinders Lane will become necessary when the major station entry near Collins Street blocks access from Swanston Street. This minor station entry should also not be located on axis with the Cathedral and, 'if [it is] required, should...be integrated with ventilation structures and a potential small cafe on the southwest corner of the Square. ' (CoM, p.15 and 70).
- The ventilation shafts on Swanston Street are not supported (CoM, p.15 and 70).

Objectives and design guidelines supporting these concerns are already included in the UDS (4.6.3), but additional guidance from the CoM would be appropriate, in the form of a more detailed brief setting out objectives and functional requirements for the Square, or a concept design that provides scope for incorporation of the Metro station and associated infrastructure. A major public space like this, which is potentially to be radically redesigned, deserves more substantial guidance than is feasible within the UDS, and that guidance would logically come through the CoM.

3.6.2 The Concept Design shows a station entry in Federation Square, in the open space known as St Paul's Court between the eastern and western 'shards'. The CoM does not support this location and recommends that the entry should use the existing shard structures (CoM, p.15 and 74-76). Objectives and design guidelines supporting this view are already in the UDS (4.6.2), and work has been undertaken by the MMRA demonstrating the viability of rebuilding the western shard as a station entry.

#### Other submitters

3.6.3 A number of submissions raise concerns about the City Square including:

- The axial view of St Paul's Cathedral through the Square should be maintained, other views across the Square protected, and impacts on views of the Cathedral by station entry structures, vent shafts, and emergency exits should be minimised. (MM274)

- The car park below City Square and its interface with the basement of the Westin Hotel basement are unresolved. (MM310)
- Restoration of the City Square is not adequately addressed. (MM310)

As per the CoM submission, the UDS includes design guidelines relating to these concerns but additional guidance would be appropriate, as a separate supplement to the UDS.

3.6.4 The Melbourne Anglican Trust Corporation (St Paul's Cathedral, submission MM274) states that discussions are being held with the CoM to convert Cathedral Close into a public open space, to compensate for loss of access to the City Square during the Metro's construction. They also suggest that this is an opportunity to review the design of the Cathedral's interface with Swanston and Flinders Street. My understanding is that the CoM is pursuing these initiatives in parallel with the Melbourne Metro, rather than suggesting that they should be added into the work undertaken through the PPP. The site falls within the CBD South Station Precinct as defined in the EES, but given the expected role of the UDS in relation to the PPP process, it does not seem desirable to expand the UDS to explicitly encompass these initiatives.

3.6.5 If the Burke and Wills statue cannot be retained in situ, submissions MM269 and 332 propose its relocation to the grounds of the Royal Society of Victoria. I see this as a matter for the City of Melbourne to decide.

3.6.6 Concerns raised relating to Federation Square include:

- Possible adverse impacts on activation, access to and use. (MM178, MM332)
- Obstruction of the axial view of Cathedral front and detrimental impacts on views of the Cathedral from further south. (MM274)

These concerns are addressed in the UDS section 4.6.2.

3.6.7 A few submissions address over station development at the Metro station entry behind the Young and Jackson Hotel (MM174, 235, 274, 281, 326, 332, 335). The UDS offers some guidance in relation to over station development, but this is mainly focussed on relationships with Melbourne Metro station infrastructure. The Melbourne Planning Scheme provides appropriate guidance in relation to built form outcomes and land uses.

### 3.7 PRECINCT 7: DOMAIN STATION

#### City of Melbourne

3.7.1 The Melbourne Metro Concept Design proposes a station entry at the northeast corner of Domain Road and St Kilda Road. The CoM submits that this entry should be modified to reduce impacts on the Shrine Reserve (CoM, p.15 and 86-87). This agrees with guidelines for this location already set out in the UDS (4.7.2). The extent of compliance with these guidelines will depend upon technical constraints in the station design.

3.7.2 The CoM proposes that the project provides an opportunity to advance a master plan for St Kilda Road (CoM, p.15). The Melbourne Metro requires substantial redesign of St Kilda Road between Toorak Road and Park Street. It seems likely to me that, if the CoM and CoPP are satisfied with the returned works within this project area, the Melbourne Metro will set a precedent for future works undertaken elsewhere. Whether consideration should be given to the whole of St Kilda Road concurrently with the Metro is a moot point, but I do not agree that it is reasonable to expand the MMRA's obligations to do so.

#### City of Port Phillip

3.7.3 The CoPP submission makes specific comments on the UDS (CoPP, p.33-35).

Recommendation 36 is to add the following guidelines to the UDS:

- Enhance pedestrian links from St Kilda Road to the Park Street tram route.
- Design the Park Street tram stop (at Wells Street) as a high quality public space that complements the setting and preserves views to the Shrine.
- Minimise the size and visual prominence of the station entry in Albert Road Reserve.
- Ensure the design of the station entry provides an appropriate setting for and minimises impacts on the South African Soldier's Memorial.
- In Guideline 6, refer to the need for careful design and location of the chiller plant and the Yarra Trams substation (CoPP Recommendations 44 and 45 also relate to the same issues).

I accept that these additions are appropriate, but there is some overlap with objectives and guidelines already in the UDS, requiring editing rather than verbatim insertions.

3.7.4 CoPP Recommendation 34 is to ensure that (CoPP, p.32-33):

- The Soldiers' Memorial retains its formal and visual prominence to St Kilda Road, is visually prominent from Kings Way and Albert Road looking towards the Shrine, and is well integrated into the design of Domain Station; and
- The design of the Reserve provides a congregation area surrounding the Memorial that is DDA compliant and is easily accessible from Albert Road and St Kilda Road.

The first of these points is adequately addressed in the UDS (4.7.3.e) but the second could appropriately be added to the same section.

3.7.5 CoPP Recommendations 38 and 39 concern the incorporation of water sensitive urban design in open spaces. This is already addressed in the UDS, in section 3.2.c.5.

3.7.6 CoPP Recommendation 47 is to clarify the ownership and management of above ground assets, and assign to relevant parties to allow for appropriate access, operation, maintenance and renewal upon the completion of Domain Station construction. This concern is already addressed in the UDS, in section 3.6.c.2.

3.7.7 CoPP Recommendation 48 recommends improvement of the public realm in the wider area including Albert Road between St Kilda Road and Kings Way, Bowen Crescent, Kings Way and St Kilda Road. More detailed recommendations about this same area include:

- Recommendation 32 is to retain as many trees as possible, in particular the elms at the northern edge of the South African Soldiers Memorial, along Albert Street.
- Recommendation 33 is to retain the Windsor Oak in situ, conserve it off site during construction, or propagate replacements from the original tree.
- Recommendation 35 is to return the Cockbill Fountain, plaques, and the Windsor Oak or its replacement to the site after construction.

Recommendation 48 is already addressed as an aim in the UDS section 4.7.3. The more detailed recommendations would sit appropriately as additions to section 4.7.3.

3.7.8 It may also be appropriate for more detailed guidance for this area to be set out by the CoPP in the form of a brief or a concept design that provides scope to incorporate the Metro infrastructure. A major public space like this deserves more substantial guidance than is feasible within the UDS, which would logically come through the CoPP.

### Other submitters

- 3.7.9 Some submissions endorsed or restated the CoPP's recommendations (MM004, 091, 190, 226, 229, 232, 267, 312, 315, 370), particularly those relating to aboveground infrastructure including the chiller plant and substation, and impacts on the Soldiers Memorial, Cockbill Fountain, Windsor Oak and plaques. Others (240, 268, 289) also emphasised the opinion that as much infrastructure should be underground as possible, with MM289 additionally proposing that a bicycle parking facility should be underground rather than in the Albert Road Reserve. MM375 sets out detailed requirements relating to use of space around the Soldiers Memorial during commemoration services. In my view these issues are adequately addressed through the combination of existing content of the UDS and additions proposed by the CoPP, as previously described.
- 3.7.10 Submissions MM190 and 226 note the opportunity to enhance Albert Road Reserve and Albert Road as link between the Shrine and Albert Park Lake. Submission MM123 also recommends improvement of the connectivity of bicycle paths through the precinct. In effect, these endorse the UDS section 4.7.3 and encourage the CoPP to pursue a redesign of the Albert Road beyond the project area, as noted above.
- 3.7.11 The Shrine Trustees (MM249) state that works should minimise or avoid impacts on the Shrine Reserve and features therein. This concern is addressed in the UDS section 4.7.2.
- 3.7.12 Many submissions express concern about the extent of tree removal in St Kilda Road. Some among these (MM002, 332) state concern about the broader boulevard character and potential constraints on future growth of canopy trees due to inadequate soil cover over the underground station. Some (MM017, 226, 255) focus on the loss of mature trees and recommend transplanting mature trees within the project area. MM254 recommends that tree removal and replacement should be consistent with the City of Melbourne's Urban Forest Strategy and Domain Parklands Master Plan. I have not addressed tree condition, removal, transplanting or replacement in my evidence or in the UDS, as arboricultural assessments and advice have been applied to the project area, in addition to the CoM and CoPP urban forest strategies and related management programs. Respect for St Kilda Road's boulevard character is already addressed by the UDS, in section 4.7.1, and the issue of soil depth to sustain tree growth is addressed under 3.6.c.

### 3.8 PRECINCT 8: EASTERN PORTAL

#### City of Stonnington

- 3.8.1 The CoS submits that impacts of the Melbourne Metro construction on the local community should be offset by public realm improvements to ensure a net community benefit, including:
- A substantial upgrade and increased area of South Yarra Siding Reserve.
  - The construction of a plaza connecting Toorak Road to South Yarra Siding Reserve.
  - Use of residual land south of the rail corridor for a shared path linking Chapel Street and South Yarra Station rather than car parking.
  - A shared path through South Yarra Siding Reserve, along the Sandringham line.
  - Reinstatement Lovers' Walk to deliver noise attenuation and improve amenity.
  - Removal of vehicular access for rail maintenance from South Yarra Siding Reserve to maximise the area of useable open space. (CoS, p.10).
- 3.8.2 The CoS recommends that the UDS vision should be amended to reflect the opportunity to deliver a significant legacy improvement for the precinct by creating a plaza connecting Toorak Road to the South Yarra Siding Reserve; and that the UDS should reflect the need for a net community benefit including open space and access upgrades. (CoS, p.11).
- 3.8.3 In response to this latter recommendation, I must say that the UDS is not an appropriate mechanism to use as a *de facto* compensation program for disadvantage created by construction of the Melbourne Metro. The UDS simply identifies urban design issues raised by the Melbourne Metro and appropriate responses within the scope of the project.
- 3.8.4 The CoS submission includes a Public Realm Improvement Concept Plan for the precinct. Some observations I would make on this Concept Plan in relation to issues presented by the Melbourne Metro project include:
- The objectives it represents, to increase usable open space, to improve access to the spaces and to improve walking and cycling links through the area, are all sound.

- In the design solution proposed, the open spaces in the precinct remain highly fragmented. The impact of fragmentation is likely to be increased by new noise barrier walls and fencing created by the Melbourne Metro project, but the CoS Concept Plan does not resolve or reduce the extent of this negative impact.
- The spaces remain small and shallow in proportion to the length frontages exposed to railway, where fencing, noise abatement walls, and constraints on plantings that overhang the rail lines will detract from their amenity, accessibility and usefulness.
- The plaza would improve access but does not address the problematic interfaces with rail lines that affect the Siding Reserve, Osborne Street Reserve and Lovers Walk.
- The proposed Toorak Road plaza would have value in easing pedestrian crowding near the Toorak Road tram stops, but its scale greatly exceeds this demand.
- The plaza would lack active building frontages, which are widely accepted as being important to provide activation and passive surveillance for this type of public space.

3.8.5 If one accepts the CoS submission that adverse impacts of the Melbourne Metro on the local community should be offset by public realm improvements, the Concept Plan does not achieve this. A hard-paved plaza exposed to Toorak Road would chiefly play to a wider civic role in Stonnington rather than catering to local residents directly affected by construction of Melbourne Metro.

3.8.6 I have not seen any cost-benefit evaluation of options but my impression is that the concept put forward by the CoS would be relatively costly yet of limited value in comparison to, say, a modest cantilevered widening of the Toorak Road footpath combined with decking over a narrower but longer section of the Sandringham line to unite the Osborne Street and Siding Reserves. Such an option would create a larger space that offers more flexibility in use. It would significantly reducing the length of interface conditions between open spaces and rail corridor, reducing the need for noise barriers and security fencing. I do not wish to suggest that I am recommending an alternative Concept Design. In fact I believe this is an appropriate situation in which to express objectives for the space in less prescriptive terms than put forward by the CoS, and to seek innovative responses through the procurement process for Melbourne Metro.

3.8.7 Whatever its merits, the plaza at Toorak Road would represent an expanded scope for the Melbourne Metro project. If the CoS wishes to pursue the proposal, it seems reasonable for them to address resolution of its design, costs, budgeting and approvals. Assuming that building activity in the area because of the Melbourne Metro project would make its construction more affordable than if undertaken separately, it may then be possible to negotiate with the successful PPP bidder to undertake these works although separately funded and outside of the Melbourne Metro scope and budget.

**Other submitters**

3.8.8 Submissions MM019 and 065 repeat recommendations made by the CoS, including the plaza connection to Toorak Road, a high quality landscape treatment for Lovers' Walk, and improvement of acquired properties at 23 and 25 Arthur Street as park space, not car parks. MM264 goes further and objects to the creation of a concealed Lovers' Walk type space along the southern side of the rail line between Arthur and Chapel Streets, stating that a better and safer option would be an open green space.

3.8.9 A number of other submissions (including MM264, 266, 339) raise concerns about the necessity for noise protection but also the visual impact of noise abatement walls, the visual impact of the ventilation shaft and other infrastructure at Osborne Street, and tree removal. These issues are addressed in the UDS in section 4.8.



### **3.9 PRECINCT 9: WESTERN TURNBACK**

#### **City of Maribyrnong**

3.9.1 The City of Maribyrnong submits that the Melbourne Metro creates an opportunity to improve the visual quality of the Sunbury line rail corridor, including acoustic treatments, development plans for the VicTrack former substation site adjacent to West Footscray Station, improvement of the open space interface to the north of the rail line (along Rupert Street), and along Sunshine Avenue. All of these would appear to be desirable urban design outcomes but are outside of the described project scope.

3.9.2 The City of Maribyrnong comments that the UDS contains only one very limited guideline for the precinct. This is incorrect in that all of Sections 2 and 3 of the UDS apply to the precinct. It is true that little site-specific guidance is provided in relation to the Western Turnback, but this is consistent with the UDS as a whole, which focuses on the integration of works within the Melbourne Metro project scope with the public realm around stations. The UDS does not provide detailed design guidelines for any of the Metro stations and it would be inconsistent to do so here.

### **3.10 GENERAL ISSUES (NOT SITE-SPECIFIC)**

3.10.1 A number of submissions express concern about tree removal generally. The Friends of the Elms (MM128) express concern about removal of elms. MM060 recommends 'to compensate for unavoidable vegetation removal by replanting impact sites with diverse, native vegetation.' The National Trust (MM332) makes recommendations about specific types of trees to be used in new plantings at Melbourne University and the City Square. MM360 recommends that where trees are removed, they should be replaced after construction with the same species. I have not generally addressed tree removals, but note these submissions because of the recommendations regarding new plantings. In respect to these, I do not think it is appropriate for the Melbourne Metro to be used as a Trojan horse to revisit existing planting strategies and programs developed by the Cities of Melbourne, Port Phillip and Stonnington or other land managers. The UDS provides appropriate guidance in relation to planting objectives through section UDS 3.2.c and the listed Reference Documents, which include current council policies, strategies and plans.

## 4 CONCLUSIONS

### 4.1 AMENDMENTS TO THE UDS

4.1.1 I recommend that amendments should be made to the UDS including:

- Section 4.1.2 to be edited to remove reference to Fawkner Park as an option for a tunnel boring machine launch site, and the associated option for emergency shaft location in the area of the tennis courts (see 3.1.3 above).
- Guideline 4.2.2.e.6 referring to extending and widening the shared path in JJ Holland Park should be amended to be less prescriptive (see 3.2.1 above).
- Section 4.3 should be added to address potential interface issues between Moonee Ponds Creek and the electrical substation site option (see 3.3.2 above).
- Section 4.5.3 - A'Beckett Street should be amended and expanded to allow for the proposed change in circulation patterns raised in the CoM submission (see 3.5.2).
- Section 4.7.1 and 4.7.3 should be expanded to include items raised by the CoS relating to Domain Station, St Kilda Road and Albert Road Reserve (3.7.3 and 3.7.4).

These amendments are detailed in Appendix A.

### 4.2 OTHER URBAN DESIGN GUIDANCE FOR THE MELBOURNE METRO

4.2.1 One of the concerns raised by some submitters regards the lack of detailed design proposals that might enable a better understanding of the project outcomes. I have not addressed this point as it essentially questions the EES process, rather than urban design issues per se. However, it has been clearly stated that UDS sets out design criteria that, along with further detailed content, will inform the project's procurement phase.

4.2.2 In addition to inputs from the MMRA, parallel work that will inform the project and which (in my understanding) is now being undertaken or is planned to be undertaken by others, includes:

- City of Melbourne: Finalisation of the Domain Parklands Master Plan (see 3.1.1).
- City of Melbourne: Finalisation of the University Square Master Plan (see 3.4.1).

- City of Port Phillip: Concept design for Albert Road between St Kilda Road and Kingsway, encompassing and extending beyond the Melbourne Metro area (see 3.7.8).
- City of Melbourne: Design and Construction Standards for Public Realm Works (a similar existing document applicable to Docklands was used to guide the structure of section 3.2 of the UDS for criteria relating to open space design).

4.2.3 Work by others that would be useful to inform the project but may not yet be programmed includes:

- City of Melbourne: More detailed briefs or concept design work for the City Square (see 3.6.1), Franklin Street, and Grattan Street. These have already been given high-level consideration, which allows for design resolution at a later stage, but additional stakeholder input is appropriate with a major redesign of such public spaces.

4.2.4 These instances where I recommend that parallel work should be undertaken by other agencies to contribute to the Melbourne Metro project are focused on spaces and assets that are primarily the responsibility of those agencies. Key considerations to address in the preparation of this material include:

- There must be scope for flexibility in delivery of the Melbourne Metro project in keeping with the flexibility allowed by the MMRA's design specifications and the performance-based nature of the PPP process. If this scope is not allowed for, the MMRA will not be able to use the inputs provided.
- Beyond this, the agencies could, as they see fit, either allow scope for flexibility in the design of spaces through a performance-based regime, or adopt a more prescriptive approach of setting out preferred designs.
- The focus should be on works to be implemented in parallel with the Melbourne Metro. Description of longer-term aspirations may be important to help understand design objectives, but care should be taken not to confuse the current project scope.
- The focus should be on works that the agency has authority to approve, for land under its control, or where the agency can and will obtain other approvals in a timely manner as required. This process should not be used to lobby for changes that are beyond the agencies' areas of responsibility.
- Works to be delivered within Melbourne Metro project boundaries must be delineated from works beyond those boundaries that could be delivered in parallel, or later.

## 5 DECLARATION

### DECLARATION

In my preparation of this statement, I have made all the inquiries that I believe are desirable and appropriate and no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.



Ronald Alan Jones

4 August 2016

## APPENDIX A: SCHEDULE OF PROPOSED UDS AMENDMENTS

<i>UDS</i>	<i>Existing text in UDS</i>	<i>Proposed text</i>
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### PRECINCT 1: TUNNELS

4.1.2.a	Fawkner Park is also being considered as a construction works site. This would involve a site in the northwest of Fawkner Park, adjoining the community centre and encompassing the existing tennis courts. It would require temporary closure of an existing footpath and removal of a number of trees.	[delete]
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### PRECINCT 2: WESTERN PORTAL

4.2.2.e	6. Extend and widen the existing jogging path parallel to Childers Street within Holland Park to provide a continuous shared path between Kensington Road and Ormond Street, and resolve conflicts resulting from poor sightlines and cross traffic near the Bill Vanina sports pavilion.	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.
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### PRECINCT 3: ARDEN STATION

4.3.b	[add new:]	Moonee Ponds Creek is generally separated from the Melbourne Metro works by rail lines, but one of the substation site options lies between the railway and creek. Historically, the creek has been abused as an industrial area but significant effort has been made to improve access and to restore environmental values along it. There is now an important bike path along the creek. The riparian environment is rare in the City of Melbourne, and while degraded, still provides an important habitat for some native species.
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UDS	Existing text in UDS	Proposed text
4.3.d		[add new:] 6. Revitalise the Moonee Ponds Creek environs as a recreational and environmental corridor.
4.3.e		[add new:] 3. Any works near Moonee Ponds Creek should: <ul style="list-style-type: none"> <li>- Create an attractive interface with the shared path along the creek.</li> <li>- Minimise disruption or damage to habitat that supports endangered or threatened species.</li> <li>- Enhance the corridor's environmental values.</li> </ul>
4.3.f		[add new:] Reference Documents: <ul style="list-style-type: none"> <li>+ Arden-Macaulay Structure Plan. City of Melbourne, 2012, p. 86.</li> </ul>

## PRECINCT 5: CBD NORTH

4.5.1.e.1	- Widen the footpath as appropriate on the west side of Swanston Street between La Trobe Street and Little La Trobe Street.	[delete/relocate to 4. 5. 3]
4.5.3	A'BECKETT STREET AND STEWART STREET	LOCAL ACCESS NETWORK
4.5.3.a	A ventilation and emergency access structure will be built in A'Beckett Street, near Swanston Street. Post construction, A'Beckett Street between Swanston and Stewart Streets will remain closed to vehicular traffic except for emergency vehicles.	A ventilation and emergency access structure will be built in A'Beckett Street. Post construction, A'Beckett Street between Swanston and Stewart Streets will be partially closed, with allowance for vehicular traffic flows in one direction only.
4.5.3.b	A'Beckett Street carries only light local traffic due to its discontinuity within the street grid, and limitations on vehicular access via Swanston Street. Stewart Street, which connects Franklin and A'Beckett Streets, is blocked by bollards.	The Swanston and Latrobe Street intersection frequently suffers from pedestrian congestion. This issue is likely to worsen with increased pedestrian traffic around the new Metro station.  Swanston Street is now closed to vehicular traffic between Franklin and A'Beckett Streets, and south of Latrobe Street. Swanston Street between A'Beckett and Latrobe Streets therefore carries only local traffic but this is important for deliveries, waste removal and other services to properties in the precinct.

<i>UDS</i>	<i>Existing text in UDS</i>	<i>Proposed text</i>
		A'Beckett and Little Latrobe Streets carry only local traffic due to their limited accessibility via Swanston Street. Stewart Street, which connects Franklin and A'Beckett Streets, is blocked by bollards.
4.5.3.c	A'Beckett Street between Swanston Street and Stewart Street will be a pedestrian open space encouraging social and recreational engagement by local students and residents.	The local access network will be optimised to maintain access to properties while maximising space for pedestrian activity and enhancing Swanston Street's role as a tram and bike route.
4.5.3.d	<ol style="list-style-type: none"> <li>1. Improve A'Beckett Street to enhance pedestrian capacity and links west towards Flagstaff Gardens, and to provide a usable and high-amenity public open space.</li> <li>2. Maintain local vehicular access to properties in A'Beckett Street to the west of the proposed closure at Swanston Street.</li> </ol>	<ol style="list-style-type: none"> <li>1. Maximise capacity and safety in Swanston Street for pedestrians, trams and bicycles.</li> <li>2. Enhance A'Beckett and Little Latrobe Streets for local access by vehicular and pedestrian traffic.</li> </ol>
4.5.3.e	<ol style="list-style-type: none"> <li>1. Create a public plaza in A'Beckett Street between Swanston Street and Stewart Street. <ul style="list-style-type: none"> <li>- Close the street to private vehicular traffic.</li> <li>- Create a public plaza area catering to local recreational and social needs.</li> <li>- Provide for emergency access via removable bollards or an equivalent.</li> <li>- Incorporate canopy tree planting.</li> </ul> </li> <li>2. Manage local traffic in A'Beckett Street to safely return to the wider road network.</li> <li>3. Provide clear pedestrian circulation space along the building frontages on both sides of the street, preferably wider than is currently provided.</li> </ol>	<ol style="list-style-type: none"> <li>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.</li> <li>2. Maintain on-street kerbside loading and delivery facilities where appropriate.</li> <li>3. Provide clear pedestrian circulation space along building frontages in all streets, maintaining existing capacity and increasing capacity where possible.</li> <li>4. Improve canopy tree planting, footpath paving, street furniture and lighting to design standards consistent with those in Swanston Street south of Latrobe Street.</li> </ol>

UDS

Existing text in UDS

Proposed text

## PRECINCT 7: DOMAIN STATION

4.7.1.e	<p>2. Provide convenient pedestrian access across St Kilda Road via both the proposed station subway and by improving the safety and amenity of street level crossings.</p>	<p>2. Provide convenient pedestrian access:</p> <ul style="list-style-type: none"> <li>- Support pedestrian crossings of St Kilda Road via the proposed station subway and by improving the safety and amenity of street level crossings.</li> <li>- Enhance pedestrian links from St Kilda Road to the Park Street tram route.</li> </ul>
4.7.1.e.4	[add new:]	<ul style="list-style-type: none"> <li>- Ensure that the design of the Park Street tram stop near Wells Street preserves views to the Shrine.</li> </ul>
4.7.1.e	<p>6. Locate and design vent shafts to minimise their visual impacts:</p> <ul style="list-style-type: none"> <li>- Minimise impacts....</li> </ul>	<p>6. Locate and design vent shafts, the chiller plant and substations to minimise their visual impacts:</p> <ul style="list-style-type: none"> <li>- Minimise impacts....</li> </ul>
4.7.3.d	<p>3. Respect and integrate with the heritage values and civic character of the area.</p>	<p>3. Respect and integrate with the heritage values and civic character of the Reserve, its context and memorials within it.</p>
4.7.3.e	<p>2. Respect the heritage values of the reserve and memorials in it.</p>	[delete]
4.7.3.e	<p>4. Minimise impacts on culturally significant features and fabric:</p> <ul style="list-style-type: none"> <li>- Maintain the South African Soldiers Memorial's formal visual links to St Kilda Road and the Shrine of Remembrance.</li> <li>- Sensitively reinstate or relocate other existing memorials as required.</li> <li>- Retain or replace significant trees.</li> </ul>	<p>4. Minimise impacts on culturally significant features and fabric:</p> <ul style="list-style-type: none"> <li>- Minimise the size and prominence of the station entry and ensure that it provides an appropriate setting for the South African Soldiers Memorial.</li> <li>- Maintain the South African Soldiers Memorial's formal visual links to St Kilda Road and the Shrine of Remembrance.</li> <li>- Retain as many trees as possible, in particular the elms at the northern edge of the South African Soldiers Memorial, along Albert Road.</li> </ul>



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<i>UDS</i>	<i>Existing text in UDS</i>	<i>Proposed text</i>
		<ul style="list-style-type: none"><li>- Retain the Windsor Oak in situ, conserve it off site during construction, or propagate replacements from the original tree.</li><li>- Return the Cockbill Fountain and Windsor Oak (or its replacement) to the site after construction.</li><li>- Sensitively reinstate or relocate other existing plaques and memorials as required.</li></ul>
4.7.3.e	<p>6. Create a high quality open space and facilities to support local residents' and office workers' social and passive recreational activities.</p> <ul style="list-style-type: none"><li>- Provide spaces for seating and casual social interaction.</li><li>- Avoiding fragmenting useable open spaces with busy pedestrian routes.</li><li>- Rationalise and reduce trafficable road space and car parking areas and convert to pedestrian use where possible.</li></ul>	<p>6. Create a high quality open space and facilities to support cultural, social, and passive recreational activities:</p> <ul style="list-style-type: none"><li>- Provide spaces for seating and casual social interaction.</li><li>- Avoiding fragmenting useable open spaces with busy pedestrian routes.</li><li>- Rationalise and reduce trafficable road space and car parking areas and convert to pedestrian use where possible.</li><li>- Provide a congregation area around the South African Soldiers Memorial that provides universal access for ceremonies, and convenient access from Albert Road and St Kilda Road.</li></ul>

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## APPENDIX B: DOCUMENTS RELIED UPON

DRAFT Project Description for EES Specialists, MMRA - v5, October 2015.

Memorandum re Project Description for EES Specialists - v5 Addendum 1, Planning Director - Technical, Planning and Engagement Services, MMRA, 23 Nov 2015.

Memorandum re Project Description for EES Specialists - v5 Addendum 2, Planning Director - Technical, Planning and Engagement Services, MMRA, 22 Dec 2015.

EES Decision - Victorian Government Gazette No. S 253, 3 Sep 2015.

Amended Order - Victorian Government Gazette No. S 361, 24 Nov 2015.

Melbourne Metro EES Final Scoping Requirements, Nov 2015.

Melbourne Metro Rail Project, PPR Approval Package MM-AJM-PWAA-PK-OL-000954, Aurecon Jacobs Mott MacDonalds in Association with Grimshaw (AJM), 18 Jan 2016.

Melbourne Metro Rail Project Environment Effects Statement Inquiry and Advisory Committee, MMRA Technical Notes, including:

No. 12 - Franklin Street Legacy Condition: Franklin Street (east of Swanston Street) to be re-opened to traffic post-construction (in response to City of Melbourne request), 26 July 2016.

No. 16 - Modification: Removal of the Fawkner Park TBM southern launch site, 27 July 2016.

## APPENDIX C: KEY DOCUMENTS INFORMING THE UDS

### CITY OF MELBOURNE

City of Melbourne Planning Scheme<sup>1</sup>

Arts Strategy 2014-2017. <sup>2</sup>

Bicycle Plan 2012-2016. <sup>3</sup>

Domain Parklands Master Plan, 2007. <sup>4</sup>

Fawkner Park Master Plan, 2006. <sup>5</sup>

JJ Holland Park Concept Plan, 2008. <sup>6</sup>

Public Lighting Strategy 2013, City of Melbourne. <sup>7</sup>

Public Toilet Plan, 2008-2013. <sup>8</sup>

Queen Victoria Market Precinct Renewal Master Plan, 2015. <sup>9</sup>

Total Watermark – City as a Catchment Strategy, 2014. <sup>10</sup>

Transport Strategy 2012. <sup>11</sup>

University Square concept design – public consultation draft, 2015. <sup>12</sup>

Urban Forest Strategy: Making a great city greener 2012-2032. <sup>13</sup>

Urban Forest Diversity Guidelines, 2011. <sup>14</sup>

Urban Forest Precinct Plans for Kensington, Parkville, Carlton, the Central City and South Yarra. <sup>15</sup>

Urban Forest Tree Protection Guidelines.

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<sup>1</sup> [planningschemes.dpcd.vic.gov.au/schemes/melbourne](http://planningschemes.dpcd.vic.gov.au/schemes/melbourne)

<sup>2</sup> [melbourne.vic.gov.au/SiteCollectionDocuments/city-of-melbourne-arts-strategy-2014-17.pdf](http://melbourne.vic.gov.au/SiteCollectionDocuments/city-of-melbourne-arts-strategy-2014-17.pdf)

<sup>3</sup> [participate.melbourne.vic.gov.au/draft-bicycle-plan-2016-2020](http://participate.melbourne.vic.gov.au/draft-bicycle-plan-2016-2020)

<sup>4</sup> [melbourne.vic.gov.au/SiteCollectionDocuments/domain-parklands-master-plan.pdf](http://melbourne.vic.gov.au/SiteCollectionDocuments/domain-parklands-master-plan.pdf)

<sup>5</sup> [melbourne.vic.gov.au/SiteCollectionDocuments/masterplan\\_fawkner.pdf](http://melbourne.vic.gov.au/SiteCollectionDocuments/masterplan_fawkner.pdf)

<sup>6</sup> [melbourne.vic.gov.au/SiteCollectionDocuments/concept-plan\\_jjholland.pdf](http://melbourne.vic.gov.au/SiteCollectionDocuments/concept-plan_jjholland.pdf)

<sup>7</sup> [melbourne.vic.gov.au/residents/home-neighbourhood/street-lighting/Pages/public-lighting-strategy.aspx](http://melbourne.vic.gov.au/residents/home-neighbourhood/street-lighting/Pages/public-lighting-strategy.aspx)

<sup>8</sup> [melbourne.vic.gov.au/about-council/committees-meetings/meeting-archive/MeetingAgendaItemAttachments/39/723/PC\\_56\\_20080408.pdf](http://melbourne.vic.gov.au/about-council/committees-meetings/meeting-archive/MeetingAgendaItemAttachments/39/723/PC_56_20080408.pdf)

<sup>9</sup> [participate.melbourne.vic.gov.au/application/files/9214/4250/0788/QVM\\_Precinct\\_Renewal\\_Master\\_Plan.pdf](http://participate.melbourne.vic.gov.au/application/files/9214/4250/0788/QVM_Precinct_Renewal_Master_Plan.pdf)

<sup>10</sup> [melbourne.vic.gov.au/about-council/vision-goals/eco-city/pages/total-watermark-city-catchment-strategy.aspx](http://melbourne.vic.gov.au/about-council/vision-goals/eco-city/pages/total-watermark-city-catchment-strategy.aspx)

<sup>11</sup> [melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2012.pdf](http://melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2012.pdf)

<sup>12</sup> [participate.melbourne.vic.gov.au/universitysquare](http://participate.melbourne.vic.gov.au/universitysquare)

<sup>13</sup> [melbourne.vic.gov.au/community/parks-open-spaces/urban-forest/pages/urban-forest-strategy.aspx](http://melbourne.vic.gov.au/community/parks-open-spaces/urban-forest/pages/urban-forest-strategy.aspx)

<sup>14</sup> [melbourne.vic.gov.au/community/parks-open-spaces/urban-forest/pages/urban-forest-strategy.aspx](http://melbourne.vic.gov.au/community/parks-open-spaces/urban-forest/pages/urban-forest-strategy.aspx)

<sup>15</sup> [participate.melbourne.vic.gov.au/urban-forest-precinct-plans](http://participate.melbourne.vic.gov.au/urban-forest-precinct-plans)

Walking Plan 2014-2017. <sup>16</sup>

Zero Net Emissions Strategy, 2014 update. <sup>17</sup>

Design Standards. <sup>18</sup>

Engineering Standard Drawings. <sup>19</sup>

### **CITY OF PORT PHILLIP**

City of Port Phillip Planning Scheme. <sup>20</sup>

Bike Plan 2011-2020. <sup>21</sup>

Greening Port Phillip: An Urban Forest Approach. City of Port Phillip 2010. <sup>22</sup>

Safer Streets 2013-2020. <sup>23</sup>

St Kilda Road North Precinct Plan, updated 2015. <sup>24</sup>

St Kilda Road Precinct: Public Realm and Linkages Opportunities Study, 2011. <sup>25</sup>

Sustainable Transport Management in St Kilda Road Precinct, Ratio Pty Ltd, 2011. <sup>26</sup>

Sustainable Transport Strategy. <sup>27</sup>

Walk Plan 2011-2020. <sup>28</sup>

### **CITY OF STONNINGTON**

City of Stonnington Planning Scheme. <sup>29</sup>

Chapel reVision Structure Plan 2013-2031. Hansen Partnership

Cycling Strategy 2013-2018. <sup>30</sup>

Forrest Hill Sub-Precinct Framework Plan<sup>31</sup>

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<sup>16</sup> [participate.melbourne.vic.gov.au/application/files/4114/3890/9931/Walking\\_Plan\\_full\\_version.pdf](http://participate.melbourne.vic.gov.au/application/files/4114/3890/9931/Walking_Plan_full_version.pdf)

<sup>17</sup> [melbourne.vic.gov.au/about-council/vision-goals/eco-city/Pages/zero-net-emissions-strategy.aspx](http://melbourne.vic.gov.au/about-council/vision-goals/eco-city/Pages/zero-net-emissions-strategy.aspx)

<sup>18</sup> [melbourne.vic.gov.au/building-and-development/standards-specifications/Pages/design-standards.aspx](http://melbourne.vic.gov.au/building-and-development/standards-specifications/Pages/design-standards.aspx)

<sup>19</sup> [melbourne.vic.gov.au/building-and-development/standards-specifications/Pages/engineering-standard-drawings.asp](http://melbourne.vic.gov.au/building-and-development/standards-specifications/Pages/engineering-standard-drawings.asp)

<sup>20</sup> [planningschemes.dpcd.vic.gov.au/schemes/portphillip](http://planningschemes.dpcd.vic.gov.au/schemes/portphillip)

<sup>21</sup> [portphillip.vic.gov.au/default/SustainableEnvironmentDocuments/BikePlan\\_PedalPower\\_v14.pdf](http://portphillip.vic.gov.au/default/SustainableEnvironmentDocuments/BikePlan_PedalPower_v14.pdf)

<sup>22</sup> [portphillip.vic.gov.au/greening\\_port\\_phillip.htm](http://portphillip.vic.gov.au/greening_port_phillip.htm)

<sup>23</sup> [portphillip.vic.gov.au/10090\\_Safer\\_Streets\\_3.pdf](http://portphillip.vic.gov.au/10090_Safer_Streets_3.pdf)

<sup>24</sup> [portphillip.vic.gov.au/stkilda-rd-precinct-review.htm](http://portphillip.vic.gov.au/stkilda-rd-precinct-review.htm)

<sup>25</sup> [portphillip.vic.gov.au/default/StrategicPlanningDocuments/Public\\_Realm\\_and\\_Linkages\\_Opportunities\\_Study\\_October\\_2011\\_\(with\\_Disclaimer\).pdf](http://portphillip.vic.gov.au/default/StrategicPlanningDocuments/Public_Realm_and_Linkages_Opportunities_Study_October_2011_(with_Disclaimer).pdf)

<sup>26</sup> [portphillip.vic.gov.au/default/Sustainable\\_Transport\\_Management\\_in\\_St\\_Kilda\\_Road\\_\\_Draft\\_Study\\_October\\_2011\\_\(with\\_Disclaimer\\_and\\_maps\).pdf](http://portphillip.vic.gov.au/default/Sustainable_Transport_Management_in_St_Kilda_Road__Draft_Study_October_2011_(with_Disclaimer_and_maps).pdf)

<sup>27</sup> [portphillip.vic.gov.au/SustainableTransportStrategy\\_FINAL\\_Dec\\_2014.pdf](http://portphillip.vic.gov.au/SustainableTransportStrategy_FINAL_Dec_2014.pdf)

<sup>28</sup> [portphillip.vic.gov.au/default/SustainableEnvironmentDocuments/WalkPlan\\_FeetFirst\\_v16.pdf](http://portphillip.vic.gov.au/default/SustainableEnvironmentDocuments/WalkPlan_FeetFirst_v16.pdf)

<sup>29</sup> [planningschemes.dpcd.vic.gov.au/schemes/stonnington](http://planningschemes.dpcd.vic.gov.au/schemes/stonnington)

<sup>30</sup> [stonnington.vic.gov.au/Live/Sustainability/Sustainable-transport/Cycling-in-Stonnington#strategy](http://stonnington.vic.gov.au/Live/Sustainability/Sustainable-transport/Cycling-in-Stonnington#strategy)

Public Realm Strategy, 2010. <sup>32</sup>

Strategies for Creating Open Space. <sup>33</sup>

Toorak Road Central and South Yarra Sidings Sub-Precinct Framework Plan

Turning Over a New Leaf: City of Stonnington Street Tree Strategy, 2005. <sup>34</sup>

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Domain Parklands, Victorian Heritage Database Report. <sup>36</sup>

Inner Melbourne Wayfinding Signage, J A Grant and Associates, 2007. <sup>37</sup>

Public Transport Precincts Policy and Guidance, Public Transport Victoria, 2015.

Shrine of Remembrance Conservation Management Plan, Lovell Chen, October 2010.

Shrine Reserve Landscape Management Plan, Rush Wright Landscape Architects, 2015.

VicRoads Guidelines for public transport. <sup>38</sup>

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<sup>32</sup> [stonnington.vic.gov.au/Vision/Strategic-Planning/Planning-Scheme-Amendments/Amendment-C172/C172-Reference-Documents](http://stonnington.vic.gov.au/Vision/Strategic-Planning/Planning-Scheme-Amendments/Amendment-C172/C172-Reference-Documents)

<sup>33</sup> [stonnington.vic.gov.au/Vision/Council-Strategies](http://stonnington.vic.gov.au/Vision/Council-Strategies)

<sup>34</sup> [stonnington.vic.gov.au/Vision/Council-Strategies](http://stonnington.vic.gov.au/Vision/Council-Strategies)

<sup>35</sup> [vhd.heritagecouncil.vic.gov.au/places/106381](http://vhd.heritagecouncil.vic.gov.au/places/106381)

<sup>36</sup> [vhd.heritagecouncil.vic.gov.au/places/165951/download-report](http://vhd.heritagecouncil.vic.gov.au/places/165951/download-report)

<sup>37</sup> [imap.vic.gov.au/uploads/Strategy%20Documents/IMAP\\_Inner%20Melbourne%20Wayfinding%20Signage\\_Report\\_Dec%2007.pdf](http://imap.vic.gov.au/uploads/Strategy%20Documents/IMAP_Inner%20Melbourne%20Wayfinding%20Signage_Report_Dec%2007.pdf)

<sup>38</sup> [vicroads.vic.gov.au/business-and-industry/design-and-management/design-standards-and-manuals/guidelines-for-public-transport](http://vicroads.vic.gov.au/business-and-industry/design-and-management/design-standards-and-manuals/guidelines-for-public-transport)

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## APPENDIX D: RONALD ALAN JONES - CV

### PROFESSIONAL AFFILIATIONS AND ACTIVITIES

Fellow, Australian Institute of Landscape Architects

Adjunct Professor of Landscape Architecture, RMIT University, 2010-

Member of Program Advisory Committee for the Landscape Architecture degree programs at RMIT University, 2005-

Member of AILA Accreditation Review Committee for the Landscape Architecture degree programs at RMIT University, 2002-2008

Member of Abbotsford Convent Foundation Board, 2012-; member of Design, Architecture, Landscape and Garden Advisory subcommittee, 2010-; member of Strategic Implementation Taskforce (subcommittee), 2012-

### EDUCATION

Bachelor of Science (Landscape Architecture), Iowa State University, 1981

### EMPLOYMENT HISTORY

Director, Jones & Whitehead Pty Ltd landscape architects, since 2000

Member of Victorian Design Review Panel, Office of the Victorian Government Architect, 2012-

Member of Mornington Peninsula Shire Council Design Advisory Panel, 2015- present

City of Melbourne: Coordinator Urban Design, 1999-2000; Senior Landscape Architect, 1986-1998

Laceworks Landscape Collaborative: Partner, 1984-1986

RMIT University Landscape Architecture program: Lecturer, part time 1985-1986; Tutor, full time 1981-1984

### PRACTICE OVERVIEW

Ron is a director of Jones & Whitehead Pty Ltd, a landscape architecture practice specialising in urban spaces and public landscapes. He is an expert in the planning and design of urban public space. He combines a technical grounding with abilities as a lateral and strategic thinker, and is able to address broad-scale issues as well as the detailed resolution of designs, supporting planning projects with a firm practical basis and site designs that contribute to wider urban systems. Ron has contributed to a variety of state and local government policies, planning frameworks and built projects, many of which have been recognised with professional awards. He received the AILA Victorian President's Award in 2010, acknowledging his contributions to Melbourne's public realm and the profession.

## APPENDIX E: SUMMARY OF EES SUBMISSIONS

Below is an overview of submissions on the EES, aiming to highlight areas of concern rather than fully representing arguments made. Issues significantly outside the Melbourne Metro project scope (e.g. for alternative station locations) have generally been disregarded. Where a submission has raised issues across more than one precinct, it is broken into parts (a, b, c, etc.) to allow sorting by precinct.

<i>No.</i>	<i>Concerns raised</i>	<i>Relevant precinct</i>
MM001	[No content]	NA
MM002a	Construction impact on Fawkner Park.	Tunnels
MM002b	Possible impact on boulevard character and trees in St Kilda Rd.	Domain
MM003	Ped access to cafe at 161 Barry St during construction. Interest in pop-up cafe in Uni Square to compensate for loss of existing outdoor space during construction. Delivery vehicle access.	Parkville
MM004	Tree removal. Destruction of Boer War memorial site and park. Construction impact. Disruption due to tramway relocation. Disputes utility of entry at Shrine Reserve. Recommends alternative station location at Fawkner Park.	Domain
MM005	Confused in relation to location of EPRs. Could not find reference in EES to commuter parking.	Eastern Portal?
MM006	Loss of trade in restaurant opposite Fawkner Park due to construction.	Tunnels
MM007	Advocates Alternative Design Option. Reinstate vegetation to screen new retaining wall along Childers St.	Western Portal
MM008	Construction impact on Fawkner Park.	Tunnels
MM009	An entry is appropriate at the SE corner of Grattan St and Royal Parade.	Parkville
MM010	Construction impact.	Eastern Portal
MM011	Advocates Alternative Design Option.	Western Portal
MM012	Construction activity impact and lack of local benefit. Suggests alternative tunnel and track alignments.	Eastern Portal
MM013	Creation of planning blight on property at 16 and 16A Little Latrobe St.	CBD North
MM014	Advocates Alternative Design Option. Recommends upgrade of South Kensington Station.	Western Portal
MM015	Construction impact on Fawkner Park Children's Centre.	Tunnels
MM016	Local vehicular access options during construction.	Eastern Portal
MM017	Loss of mature trees. Recommends relocation.	Domain (?)
MM018	Noise impact of trains including freight trains.	Rail corridor beyond Metro
MM019	Construction impact. 23 and 25 Arthur St should be improved as park space, not as car park. Acoustic protection to ensure no increase from existing noise levels. Traffic and parking management during construction.	Eastern Portal
MM020	Construction impact on use of 238 Flinders St (Unilodge).	CBD South
MM021	<u>VicTrack</u> : Supports the project and endorses the EES.	All

<i>No.</i>	<i>Concerns raised</i>	<i>Relevant precinct</i>
MM022	Impact on access to 215 Arden St, now serviced via Barwise St.	Arden
MM023	Impact on groundwater. Suspects a plot to move PT underground and get rid of trams. Suggests skyrail as option, as patrons do not like deep tunnels.	Tunnels
MM024	Construction impact on property.	Tunnels
MM025	<u>North Melb Football Club</u> : Construction impact.	Arden
MM026	Construction impact on Fawkner Park Children's Centre.	Tunnels
MM027	Advocates Alternative Design Option.	Western Portal
MM028	Advocates Alternative Design Option.	Western Portal
MM029	Advocates Alternative Design Option.	Western Portal
MM030	Advocates Alternative Design Option.	Western Portal
MM031	Advocates Alternative Design Option.	Western Portal
MM032	Advocates Alternative Design Option.	Western Portal
MM033	Advocates Alternative Design Option.	Western Portal
MM034	Advocates Alternative Design Option.	Western Portal
MM035	Lack of connection to South Yarra Station. Upgrades of SY Station required.	Eastern Portal
MM036	Advocates Alternative Design Option - less impact on residents, etc.	Western Portal
MM037	Impact on access to 205 Arden St, now serviced via Barwise St.	Arden
MM038	[duplicate of submission MM037]	Arden
MM039	Advocates Alternative Design Option.	Western Portal
MM040	Advocates Alternative Design Option.	Western Portal
MM041	Impact of construction truck routes.	Arden
MM042	Advocates Alternative Design Option.	Western Portal
MM043	Advocates Alternative Design Option.	Western Portal
MM044	Argues for station at South Yarra.	South Yarra
MM045	Advocates Alternative Design Option.	Western Portal
MM046	Construction impact on Fawkner Park	Tunnels
MM047	Advocates Alternative Design Option.	Western Portal
MM048	Advocates Alternative Design Option.	Western Portal
MM049	Impact of construction truck routes.	Arden
MM050	Advocates Alternative Design Option.	Western Portal
MM051	Construction impact, noise and vibration.	Domain
MM052	Traffic impact during construction.	Domain
MM053	Advocates Alternative Design Option.	Western Portal
MM054	Advocates Alternative Design Option.	Western Portal
MM055	Advocates Alternative Design Option.	Western Portal
MM056	Advocates Alternative Design Option.	Western Portal
MM057	Construction impact on property at 123 Pelham St.	Parkville



<i>No.</i>	<i>Concerns raised</i>	<i>Relevant precinct</i>
MM058	Construction impact on business (City Square Motel) at 67 Swanston St.	CBD South
MM059a	Impact on residential amenity and access due to re-routing tram line. Recommends replacement bus service instead. Construction impact on property along Toorak Rd. Impact on residential amenity, recreation facilities and landscape character of construction works in Fawkner Park.	Tunnels
MM059b	Traffic impact of works at South Yarra.	Eastern Portal
MM059c	Tree removal in St Kilda Rd.	Domain
MM060	Avoid removing vegetation and compensate for unavoidable vegetation removal by replanting impact sites with diverse, native vegetation....	All
MM061	<u>MacRob High</u> : Ped congestion at the tram stops. Traffic volume increases and danger to peds. Public image/perceptions of the safety of area during construction. Suggests: 40 km/hr speed limit on Kings Way and Albert Rd; new drop off zone at MacRob High; ped crossing supervisors; higher capacity trams at beginning and end of school day; southern entry to Domain Station.	Domain
MM062	Noise and other impacts during construction and from operating train lines.	Eastern Portal
MM063	Impact of construction truck routes.	Arden
MM064	Advocates Alternative Design Option.	Western Portal
MM065	Advocates plaza between Toorak Rd and South Yarra Siding park. Promotes high quality design and landscape treatment for Lovers' Walk.	Eastern Portal
MM066	Advocates Alternative Design Option.	Western Portal
MM067	Impact of construction truck routes.	Arden
MM068	Construction impact.	Domain
MM069	Advocates Alternative Design Option.	Western Portal
MM070a	Loss of parking and vegetation along Childers St. Overland floodway. Visual character and impact of retaining walls. Impact on visibility traffic safety of bridge over Kensington Rd with Alternative Design. Construction impact.	Western Portal
MM070b	Traffic impact in other streets due to road closures during construction. Advocates entry on south side of Grattan St to minimise street level ped activity to free up traffic.	Parkville
MM070c	Impact on traffic access due to permanent closure of Franklin St.	CBD North
MM071	Advocates Alternative Design Option.	Western Portal
MM072	Operational and construction noise. Property acquisitions. Advocates Alternative Design Option. Upgrade to South Kensington Train Station	Western Portal
MM073	Strategic justification for western turnback; suggests alternatives.	Western Turnback
MM074	Advocates Alternative Design Option.	Western Portal
MM075	Impact of construction traffic. Advocates Alternative Design Option.	Western Portal
MM076	Access to Lloyd St business park for business operation during construction.	Western Portal
MM077	Impact of construction traffic. Advocates Alternative Design Option.	Western Portal
MM078	Construction impact. Advocates Alternative Design Option.	Western Portal
MM079	Impact of construction truck routes.	Arden
MM080	Construction impact.	Domain

<i>No.</i>	<i>Concerns raised</i>	<i>Relevant precinct</i>
MM081	Construction impact. Tree removal. Recommends appointment of an ombudsman to assist dealing with community issues during the project.	Domain
MM082	<u>Alfred Health</u> : Potential impact on emergency access to the Alfred Hospital.	Domain
MM083	Advocates Alternative Design Option.	Western Portal
MM084	Construction impact on business at cnr Arden and Laurens Sts. Possible impact on title extending 15m below ground.	Arden
MM085	Wants loading zone outside business at 17-27 Laurens St.	Arden
MM086	Advocates Alternative Design Option.	Western Portal
MM087	Construction impact on Fawkner Park Childcare and tennis courts	Tunnels
MM088	<u>Minister for Planning</u> : Request to be heard	All
MM089	Construction impact. Suggests shifting station northwards.	Domain
MM090	Noise, vibration and property impact during construction and operation.	Tunnels
MM091a	Several detailed comments on various specific parts of the EES.	All
MM091b	Duplicates summary table of recommendations from the CoPP submission.	Domain
MM092	Construction impact. Acquisition of houses. Loss of parking in Childers St. Advocates Alternative Design Option.	Western Portal
MM093	Advocates Alternative Design Option.	Western Portal
MM094	Construction Impact and risk management framework.	Domain
MM095	Potential property impact.	Tunnels
MM096	Construction impact including emergency vehicle access to properties.	Domain
MM097	Advocates Alternative Design Option.	Western Portal
MM098	Construction impact on Fawkner Park childcare.	Tunnels
MM099	Advocates Alternative Design Option.	Western Portal
MM100	<u>Graduate Union Melb Uni</u> : Impact of enabling works. Construction impact. Impact of operations e.g. electromagnetic interference. Underground works in relation to, and potential requirement for acquisition below, 222-234 Leicester St. Development constraints of property at cnr of Leicester and Grattan Sts.	Parkville
MM101	Impact of construction. Acquisition of houses. Loss of parking in Childers St. Loss of shared path on south side of Childers St. Increased visual impact of rail structures. Advocates Alternative Design Option, or preferably Option 4.	Western Portal
MM102	Construction impact. Advocates Alternative Design Option.	Western Portal
MM103	Construction impact. Advocates Alternative Design Option.	Western Portal
MM104	Noise, vibration, traffic and parking during construction, air pollution, etc. during construction and operations phase.	Eastern Portal
MM105	<u>Mercantile Cricket Assoc</u> : Construction impact on Edmund Herring Oval.	Domain
MM106	Construction impact. Advocates Alternative Design Option.	Western Portal
MM107	Noise and dust during construction	Eastern Portal
MM108	Location of Station. Suggests shift north with southern entry at Domain Rd.	Domain
MM109	Business case. Tunnel construction impact.	Tunnels

<i>No.</i>	<i>Concerns raised</i>	<i>Relevant precinct</i>
MM110	Construction impact. Advocates Alternative Design Option.	Western Portal
MM111	Construction impact. Advocates Alternative Design Option.	Western Portal
MM112	Potential impact of noise and vibration on property at 731 Punt Rd.	Tunnels
MM113	Construction impact. Advocates Alternative Design Option.	Western Portal
MM114	Construction impact. Advocates Alternative Design Option.	Western Portal
MM115	Impact of construction truck routes.	Arden
MM116	Construction impact on Fawkner Park childcare.	Tunnels
MM117	Construction impact on restaurant at 31 A'Beckett St.	CBD North
MM118	Emergency access, traffic, parking, vibration, noise during construction.	Domain
MM119	Noise, vibration and property impact during construction and operation.	Tunnels
MM120	Construction impact. Advocates Alternative Design Option.	Western Portal
MM121	Fed Sq Visitor Centre closure, impact on business operating in same.	CBD South
MM122	Construction impact. Advocates Alternative Design Option.	Western Portal
MM123	During construction, maintain a bike path through Albert Rd separated from ped traffic. Upon completion, provide bike lane from Domain Rd into Albert Rd (westerly), and a continuous separate bike lane along Albert Rd between Kings Way and St Kilda Rd, connecting to the St Kilda Rd bike lane.	Domain
MM124	<u>Kensington Association</u> : Tree removal along Childers St. Acquisition of houses. Advocates alternative design option. Construction impacts. Failure to improve and/or relocate South Kensington Station.	Western Portal
MM125	Advocates alternative design option.	Western Portal
MM126	Advocates alternative design option.	Western Portal
MM127	Implies advocacy of alternative design option.	Western Portal
MM128	<u>Friends of the Elms</u> : Removal of elms. Water storage facilities should be incorporated to support irrigation.	All
MM129	Noise, vibration and property impact during construction and operation.	Tunnels
MM130	Business impact at 9 McClure Rd. Advocates alternative design option.	Western Portal
MM131	Business impact at 9 McClure Rd. Advocates alternative design option.	Western Portal
MM132	Business impact at 9 McClure Rd. Advocates alternative design option.	Western Portal
MM133	City of Port Phillip submission	Eastern Portal
MM134	Noise, vibration and property impact during construction and operation.	Tunnels
MM135	<u>Melb Hebrew Congregation</u> : Noise, vibration and property impact during construction and operation.	Tunnels
MM136	Advocates alternative design option.	Western Portal
MM137	Tree removal in St Kilda Rd. Disruption during construction.	Domain
MM138	Noise from trains on curving tracks.	Eastern Portal
MM139	Advocates alternative design option.	Western Portal
MM140	Construction impact. Advocates Alternative Design Option.	Western Portal
MM141	Construction impact on Fawkner Park.	Tunnels

<i>No.</i>	<i>Concerns raised</i>	<i>Relevant precinct</i>
MM142	Noise, vibration and property impact during construction and operation.	Tunnels
MM143	Property acquisition. Construction impact. Loss of parking at JJ Holland Park. Advocates Alternative Design Option.	Western Portal
MM144	<u>Ken/Flem Junior Sports Club</u> : Access to sports facilities during construction. Loss of parking along Childers St. Tree removal. Loss of shared path.	Western Portal
MM145	Advocates Alternative Design Option.	Western Portal
MM146	Noise, vibration and property impact during construction and operation.	Tunnels
MM147	Business impact of closure of Port Phillip Arcade during construction.	CBD South
MM148	Impact of construction on Fawkner Park Childcare and tennis courts	Tunnels
MM149	Advocates Alternative Design Option.	Western Portal
MM150	Advocates Alternative Design Option.	Western Portal
MM151	Construction impact, tree removal, etc.	Domain
MM152	Advocates Alternative Design Option.	Western Portal
MM153	Construction impact, access and parking, etc.	Domain
MM154	Advocates Alternative Design Option.	Western Portal
MM155	Noise, vibration and property impact during construction and operation.	Tunnels
MM156	Advocates Alternative Design Option.	Western Portal
MM157	Impact on access and parking, possible services disruptions, construction truck impact affecting existing business in Arden St.	Arden
MM158	Advocates Alternative Design Option.	Western Portal
MM159	<u>Christ Church SY</u> : Noise, vibration and property impact during construction and operation.	Tunnels
MM160	Business impact in Lloyd St estate. Advocates alternative design option.	Western Portal
MM161	Advocates Alternative Design Option.	Western Portal
MM162a	Tree removal.	Tunnels (Fawkner Park)
MM162b	Tree removal.	Domain
MM163	Displacement of business now at 1-15 Laurens St	Arden
MM164	Impact on amenity, property value during and after construction. Provision of increased/improved open space. Details of improvements described.	Eastern Portal
MM165	Advocates Alternative Design Option.	Western Portal
MM166	<u>NGV</u> : Noise, vibration, property impact during construction and operation.	Tunnels
MM167	Advocates Alternative Design Option.	Western Portal
MM168	Advocates Alternative Design Option.	Western Portal
MM169	Advocates Alternative Design Option.	Western Portal
MM170	<u>CityWide</u> : Construction impact	Arden
MM171	Supports project	All
MM172	Tree removal in St Kilda Rd.	Domain
MM173	Tree removal and construction impact.	Domain

<i>No.</i>	<i>Concerns raised</i>	<i>Relevant precinct</i>
MM174	Visual impact of over station development. Noise of train operations.	CBD South
MM175	Construction impact, tree removal, etc.	Domain
MM176	Construction impact, tree removal, etc.	Domain
MM177	Construction impact, tree removal, etc.	Domain
MM178	<u>Fed Square</u> : Treat Fed Square P/L as separate entity during consultation. PR/public info during construction. Ped access and traffic management during construction. Impact on activation, access and use during and after construction. Potential impact of vibration and ground movement.	
MM179	Advocates Alternative Design Option.	Western Portal
MM180	<u>RMIT</u> : Construction impacts. ongoing impacts of MMRP planning framework on development opportunities. Temporary occupation and permanent acquisition of properties. Opportunities for collaboration between MMRA and RMIT. Franklin St and A'Beckett St closures - retain access as per CoM submission. Swanston St zebra crossing at south end of tram stop.	CBD North
MM181	Advocates interchange with South Yarra Station.	Eastern Portal
MM182	<u>Ross House Association</u> : Construction impact.	CBD South
MM183	Tree removal, construction impact.	Domain
MM184	Construction impact on cafe at 37 A'Beckett St.	CBD North
MM185a	Potential for station at South Yarra.	Eastern Portal
MM185b	Potential ped and cycle subway to Albert Park. Options for tram operations.	Domain
MM185c	Underground walkway along Swanston St from CBD North and South.	Tunnels
MM186	<u>Nicholas Building</u> : Impact of property acquisition on business viability. Construction impact. Impact of OSD on tenancies and advertising signs.	CBD South
MM187	Advocates Alternative Design Option.	Western Portal
MM188	Tree removal.	Domain
MM189	Realignment of No. 8 tram. Tree removal,	Domain
MM190	<u>The Domain Owners Corporation</u> : EES process. Disputes case for Domain Station. Construction impact. Tree removal. South African Soldiers Memorial and Cockbill Fountain - concurs with CoPP submission in regard to these. Opportunity to enhance Albert Reserve and Albert Road as link between Shrine and Albert Park.	Domain
MM191	Construction impact. Recommends added station exit near Melbourne Private Hospital. Legacy options for traffic access to Grattan St between Flemington Rd and Royal Parade, including emergency vehicle access.	Parkville
MM192	Advocates Alternative Design Option.	Western Portal
MM193	Tree removal. Construction impact.	Domain
MM194	Impact of construction truck routes.	Arden
MM195	Impact on business due to acquisition of property.	CBD South
MM196	Construction Impact	Domain
MM197	Supports closure of Franklin St to create public open space.	CBD North
MM198	Advocates Alternative Design Option.	Western Portal

<i>No.</i>	<i>Concerns raised</i>	<i>Relevant precinct</i>
MM199	Impact of construction truck routes.	Arden
MM200	Tree removal.	Domain
MM201	Tree removal. Construction impact. Proposes added (south) station entry.	Domain
MM202	Tree removal. Construction impact. Proposes added (south) station entry.	Domain
MM203	Noise, vibration and property impact during construction and operation.	Tunnels
MM204	Construction Impact	Domain
MM205	Advocates Alternative Design Option.	Western Portal
MM206	Impact of construction truck routes.	Arden
MM207	Noise, vibration and property impact during construction and operation.	Tunnels
MM208	Tree removal and construction impact.	Domain
MM209	Construction Impact and potential noise and vibration from operation.	Domain
MM210	Advocates Alternative Design Option.	Western Portal
MM211	Advocates Alternative Design Option.	Western Portal
MM212	Construction Impact on Fawkner Park.	Tunnels
MM213a	Impact of rerouting No. 8 tram, impact on access and parking, etc.	Domain
MM213b	Construction impact on Fawkner Park.	Tunnels
MM214	Doubts value of Domain Station. Promotes link to SY. No. 8 tram rerouting.	Domain
MM215	Construction Impact on Fawkner Park.	Tunnels
MM216	Noise, vibration and property impact during construction and operation.	Tunnels
MM217	Noise, vibration and property impact during construction and operation.	Tunnels
MM218	Doubts value of Domain Station. Tree removal and construction impact.	Domain
MM219	Proposes automated trains, separation from existing network, new route, third-rail and smaller tunnel system, cut and cover tunnel construction, etc.	All
MM220a	Noise, vibration and property impact during construction and operation.	Tunnels
MM220b	Proposes additional entry at NW corner of Grattan St and Royal Parade.	Parkville
MM221	Impact on 222 Flinders St (Dangerfield).	CBD South
MM222	Impact of A'Beckett St closure on operation of Oxford Hotel. Potential structural impact on building. Impact on business during construction.	CBD North
MM223	Advocates Alternative Design Option.	Western Portal
MM224	Impact of construction on business now operating in Scott Alley.	CBD South
MM225	Non-compliance with Traditional Owner Settlement Act 2010 etc. Lack of detailed drawings makes it impossible to assess the project.	All
MM226	<u>Domain Hill Owners Corp</u> : Construction impact. Tram No. 8 rerouting. Legacy road layout; detailed recommendations re functional design. Increased bike lane width in St Kilda Rd and connection to Albert Rd wanted. Proximity of bike parking to apartment buildings. Impact of chiller plant and substation; impact on Soldiers memorial, Cockbill Fountain, Windsor Oak and plaques - supports CoPP recommendations. Tree removal. Recommends transplanting mature trees. Opportunity to enhance Albert Rd Reserve and Albert Rd as link between Shrine and Albert Park Lake.	Domain

<i>No.</i>	<i>Concerns raised</i>	<i>Relevant precinct</i>
MM227	Loss of environmental and cultural diversity. Impact on business - depot on rail sidings adjoining construction zone.	Arden
MM228	Noise, vibration and property impact during construction and operation.	Tunnels
MM229	Concurs with CoPP submission, in particular recommendations 13, 32 and 33	Domain
MM230	Advocates Alternative Design Option.	Western Portal
MM231	Construction impact. Impact of proposed DDO.	CBD North
MM232	Tree removal, construction impact. Supports CoPP submission in particular Recommendations 32 and 33.	Domain
MM233	Seeks preservation of historic buildings at site of proposed station.	Arden
MM234	Tree removal. Construction impact.	Domain
MM235	Construction impact. Potential off-site Impact of over station development.	CBD South
MM236	Need to address bin storage in Cocker Alley. Off-site Impact of OSD. Development of the OSD site should incorporate green and play space and create synergies with Flinders Lane precinct. Construction impact.	CBD South
MM237	Potential Impact on business at 243 Arden St. including exacerbation of flooding, and construction impact.	Arden
MM238	Advocates Alternative Design Option. Detailed analysis of options.	Western Portal
MM239	Advocates Alternative Design Option.	Western Portal
MM240	<u>Botanica Apts</u> : Construction impact. Location of vent shaft and emergency exit. Impact on vehicular, parking/loading, ped and disabled access. Access to nearby open space. Resolution of drainage design. Public safety. Seeks to be consulted on design as developed in more detail.	Domain
MM241	Tree removal. Construction impact.	Domain
MM242	Tree removal. Construction impact.	Domain
MM243	Advocates Alternative Design Option.	Western Portal
MM244	Tree removal. Construction impact.	Domain
MM245	Advocates Alternative Design Option.	Western Portal
MM246	Potential impact on bistro opposite Fawkner Park.	Tunnels
MM247	Advocates Alternative Design Option.	Western Portal
MM248	Advocates Alternative Design Option.	Western Portal
MM249	<u>Shrine Trustees</u> : Minimise or avoid impact on Shrine Reserve and features. Construction impact. Maintain bus access and parking in Birdwood Ave.	
MM250	Community engagement process. Social impact of construction traffic and temporary road closures. Noise, vibration and property impact.	Tunnels
MM251	[no content]	All
MM252	Tree removal. Construction impact.	Domain
MM253	Noise, vibration and property impact during construction and operation.	Tunnels
MM254	<u>Royal Botanic Gardens</u> : Advocates station entry at Birdwood Ave between Shrine and RBG. Reinstate No. 8 Tram as soon as possible. Construction impact management. Tree removal and replacement should be consistent with CoM Urban Forest Strategy and Domain Parklands Master Plan.	Domain

<i>No.</i>	<i>Concerns raised</i>	<i>Relevant precinct</i>
MM255	<u>AILA</u> : Encourages future-oriented thinking in relation to planning and design, and integrated and high quality public realm outcomes. Encourages engagement of integrated design teams, and elevating the importance of design in project procurement processes. Promotes green infrastructure as an asset class. Supports community and stakeholder engagement. Recommends strengthening EPRs with more detailed and defined measures. Seeks reassurance that appropriate soil depth is provided over stations to allow for canopy tree growth. EPRs not adequate to ensure this. Integration of Metro structures at portals as part of overall design outcome.	
MM256	Tree removal. Construction impact.	Domain
MM257	<u>City of Stonnington</u> : Includes concept plan for Siding Reserve	Eastern Portal
MM258	Noise, vibration and property impact during construction and operation.	Tunnels
MM259	Noise, vibration and property impact during construction and operation. Impact of construction truck traffic and construction worker parking. Multi-storey car park should be provided at the station. Parkland should be provided near the station.	Arden
MM260	Tree removal. Construction impact.	Domain
MM261	Impact on property west of Kensington Rd (1-39 Hobsons Rd, part of the Hobsons Rd Precinct Incorporated Plan area) including temporary occupation as works site, broadening of transmission line easement, relocation of HV transmission tower, increased height of rail corridor embankment.	Western Portal
MM262	Impact on horse drawn carriage business in Swanston St.	CBD South
MM263	Impact on business operation (Aldi) at 8 Franklin St.	CBD North
MM264	Construction impact on residential amenity. Visual impact of noise walls. Use of land from acquired properties should involve consultation with local residents. Objects to Lovers' Walk type walkway along south side of railway between Arthur St and Chapel St; should be green space or parkland.	Eastern Portal
MM265	Argues alternative station location extending north from Domain Rd.	Domain
MM266	Construction impact. Visual impact of infrastructure on Osborne St Reserve. Tree removal.	Eastern Portal
MM267	Construction impact. Impact of Metro infrastructure including chiller plant and substation; Impact on Soldiers' memorial, Cockbill Fountain, Windsor Oak and plaques - supports CoPP recommendations. Tree removal.	Domain
MM268	Construction impact. Tree removal. Safety risks due to increased visitors to the area. Visual and noise impacts of vents and other infrastructure. Detailed design of public spaces should be subject to consultative process. Rigorous review process of final design should be part of approval.	Domain
MM269	Proposes relocation of Burke and Wills statue to grounds of Royal Society.	CBD South
MM270	Advocates Alternative Design Option.	Western Portal
MM271	Advocates Alternative Design Option.	Western Portal
MM272	Construction impact on businesses	CBD North
MM273	Construction impact on businesses	CBD North
MM274	<u>St Pauls</u> : Construction impact. Maintain axial view through City Square, and other views across the Square. Currently in discussion with CoM re use of	CBD South



<i>No.</i>	<i>Concerns raised</i>	<i>Relevant precinct</i>
	Cathedral Close as public space. Opportunity to review design of Cathedral interface with Swanston and Flinders Sts, improve ped movement from City Square via Cathedral Close to Flinders St, and widen crossing of Flinders St as part of coordinated design. Axial view of Cathedral front from Fed Square should not be altered. View from Princes Bridge also important. 40m height limit on OSD site should not be exceeded. OSD should enhance views to and from the Cathedral. Visual impact of station entry structures should be minimised. Vent shafts, emergency exits etc. should be sited to avoid detrimental visual impact on the Cathedral. UDS should provide detailed guidelines on how designs will be assessed to meet quality standards. Clarify how St Paul's may be involved in resolution of design.	
MM275	<u>PTV</u> : Request to be heard	All
MM276	Construction impact.	Domain
MM277	Impact of construction truck routes.	Arden
MM278	Impact on Fawkner Park Childrens Centre	Tunnels
MM279	Legislate evaluation criteria to favour design submissions that: Prioritise pedestrianisation near station entries; incorporate beautification in the form of artwork, etc.; allow for commercial uses along of subway passages.	All
MM280	<u>MMRA</u> : Request to be heard.	All
MM281	Need to address bin storage/waste management in Cocker Alley. Potential off-site impact of over station development. Development of the OSD site should incorporate green and play space and create synergies with Flinders Lane precinct. Construction impact.	CBD South
MM282	Advocates Alternative Design Option.	Western Portal
MM283	Construction impact	Domain
MM284	Tree removal	Domain
MM285	Noise, vibration and property impact during construction and operation.	Tunnels
MM286	Advocates Alternative Design Option.	Western Portal
MM287	Noise, vibration and property impact during construction and operation. Impact on development potential.	Tunnels
MM288	Construction impact on operation of Royston Hotel. Legacy design impact on access to and operation of hotel.	Domain
MM289	Construction impact. Impact on emergency evacuation gathering points in Albert Reserve. Visual impact of chiller, substation and vent shafts. Bike parking should be underground.	Domain
MM290	Construction impact. Tree removal.	Domain
MM291	EPA Vic: Areas of greatest risks including contaminated land and soils, groundwater, noise, and air quality (dust generation).	All
MM292	Construction impact.	Domain
MM293	Advocates Alternative Design Option.	Western Portal
MM294	Traffic impacts during construction. Traffic impact of narrowing Grattan St. Potential impact of works on Royal Parade. CMP should be prepared for Royal Parade to provide management parameters for works. Station entry	Parkville

<i>No.</i>	<i>Concerns raised</i>	<i>Relevant precinct</i>
	design should complement the area's heritage significance.	
MM295	Construction impact.	Domain
MM296	Potential permanent re-routing of No. 8 Tram.	Domain
MM297	Construction impact. OSD impact. Design detail and impact of station entry on area around Bible House.	CBD South
MM298	Construction impact.	Domain
MM299	Noise, vibration and property impact during construction and operation.	Tunnels
MM300	Noise, vibration and property impact during construction and operation.	Tunnels
MM301	Noise, vibration and property impact during construction and operation.	Tunnels
MM302	Acquisition of houses. Implied advocacy for Alternative Design Option.	Western Portal
MM303	Yarra Trams: General support	All
MM304	Construction impact. Advocates additional entries at Town Hall.	CBD South
MM305	Impact of construction truck routes.	Arden
MM306	Disputes need for Domain Station. Construction impact.	Domain
MM307	Advocates Alternative Design Option.	Western Portal
MM308	<u>Royal Melbourne Hospital</u> : Potential impact of vibration etc. during construction and operation. Impact of station entries. Ped safety, emergency access, etc. in Grattan St. Need to further consider legacy traffic role and design. Future proofing of development with Melb Uni building.	Parkville
MM309	Construction truck traffic impact.	Western Portal
MM310	<u>Westin Hotel</u> : Concept design is insufficiently resolved for project approval without a process for further public scrutiny. Lack of resolution of car parking spaces below City Square and interface with Westin Hotel basement. Construction impact. Restoration of City Square not adequately addressed.	CBD South
MM311	Proposes alternative location for station, north of Domain Rd.	Domain
MM312	Construction impact. Tree removal. Impact on Soldiers' memorial, etc.	Domain
MM313	Disputes need for Domain Station. Construction impact.	Domain
MM314	<u>City of Maribyrnong</u> : Insufficient urban design guidance in relation to Western Turnback precinct.	Western Turnback
MM315	Construction impact. Impact of Metro infrastructure including chiller plant and substation; impact on Soldiers' memorial, Cockbill Fountain, Windsor Oak and plaques - supports CoPP recommendations. Tree removal.	Domain
MM316	Metro Fire Brigade: Insufficient detail provided at this stage, requiring further consultation.	All
MM317	Impact on City Square. Construction impact.	CBD South
MM318	<u>Melbourne Uni</u> : Proposed planning controls. Property acquisition and temporary occupation. Noise, vibration, electromagnetic interference. Construction impact. Tree removals in the campus. Potential archaeology sites. EPRs should be amended to require consultation with Melb Uni.	Parkville
MM319	Construction impact. Advocates northward shift of station.	Domain

<i>No.</i>	<i>Concerns raised</i>	<i>Relevant precinct</i>
MM320	<u>Heritage Vic</u> : Recommends amendments to EPRs relating to heritage sites. Tree removal. Impact on Toms Block with shallow tunnel alignment.	All
MM321	<u>Arts Centre</u> : Noise and vibration impact.	Tunnels
MM322a	Construction impact on Fawkner Park.	Tunnels
MM322b	Tree removal in St Kilda Rd	Domain
MM323	Advocates Alternative Design Option.	Western Portal
MM324	Advocates Alternative Design Option.	Western Portal
MM325	Construction impact	Eastern Portal
MM326	Disruption of business for Young and Jackson Hotel. Potential structural impact on building. Planning to realise development opportunities for the precinct, and potential integration of the Young and Jackson's with OSD.	CBD South
MM327	Recommends tunnel re-alignment to follow Arden St	Tunnels
MM328	Adequacy of below ground ped connections and station entries in relation to long term ped volumes.	All
MM329	Request to be heard in relation to Technical Appendix W - Sustainability	All
MM330	Construction impact.	Domain
MM331	Advocates Alternative Design Option (Option 4).	Western Portal
MM332a	<u>National Trust</u> : Impact of soil stabilisation for shallow tunnel in Toms Block. Construction impact on Fawkner Park.	Tunnels
MM332b	Demolition of houses in heritage area.	Western Portal
MM332c	Demolition of heritage buildings.	Arden
MM332d	Potential impact on Royal Parade, on context for heritage structures.	Parkville
MM332e	Potential visual and structural impact on City Baths. Tree removal.	CBD North
MM332f	Potential structural impact on heritage buildings. Impact of entry in Fed Square. Elm tree in City Square. Endorses relocation of Burke and Wills to Royal Society grounds. Impact on heritage buildings at OSD site.	CBD South
MM332g	Tree removal. Provision of soil depth to enable replanting.	Domain
MM332h	Protect Cross St Electrical Substation.	Western Turnback
MM333	Construction impact.	Domain
MM334	Advocates Alternative Design Option.	Western Portal
MM335	Advocates retention of buildings including 27-29 Swanston St (adjoins Nicholas Building). Advocates low rise OSD.	CBD South
MM336	Construction impact.	Domain
MM337	Lack of green credentials.	All
MM338	Impact of operation of City Square Hotel (67 Swanston St) during construction.	CBD South
MM339	Construction impact. Visual and other impact of vent shaft at Osborne St.	Eastern Portal
MM340	<u>Kensington Association</u> : Overall support. Construction impact. Advocates Alternative Design Option.	Western Portal
MM341	Advocates Alternative Design Option.	Western Portal

<i>No.</i>	<i>Concerns raised</i>	<i>Relevant precinct</i>
MM342	Impact of construction truck routes.	Arden
MM343	2 <sup>nd</sup> submission. Tree removal. Impact on Albert Rd Reserve and memorials. Construction impact. Impact of vent structures in St Kilda Rd. Property values. Health and safety. Emergency access. Terrorism. Noise and vibration. Bike lanes being forced on us. Loss of parking. CRIME attracted to new station. Requests station to be moved.	Domain
MM344	<u>RACV</u> : Traffic management during construction. Locations of station entries in relation to ped demand. Bike share stations near station entries.	All
MM345	<u>Clean Energy Council</u> : Adoption of renewable energy targets.	All
MM346	Construction impact. Tree removal.	Domain
MM347	Confused re train network connectivity. Construction impact on buildings.	Tunnels
MM348	Construction impact.	Eastern Portal
MM349	Promotes alternative station location. Construction impact. Tree removal.	Domain
MM350	Noise, vibration and property impact during construction and operation.	Tunnels
MM351	Construction impact. Property acquisition. Advocates Alternative Design Option.	Western Portal
MM352	Construction impact. Loss of property value during construction.	Eastern Portal
MM353	[missing]	NA
MM354	Lack of concrete measures for mitigation of impact. Construction impact. Tree removal.	Eastern Portal
MM355	Construction impact on Fawkner Park.	Tunnels
MM356	[duplicate of MM190]	Domain
MM357	Construction impact on operation of George Weston Foods, Laurens St	Arden
MM358	<u>Melbourne Girls Grammar</u> : Construction impact. No. 8 tram diversion.	Domain
MM359	Business impact on McDonalds, 9-11 Swanston St.	CBD South
MM360	Recommends inclusion of thermal exchange system for heating/cooling.	All
MM361	Construction impact and ongoing constraints on potential development above tunnel alignment.	Tunnels
MM362a	Construction impact and ongoing constraints under DDO 67.	Domain
MM362b	Lack of station at South Yarra and ongoing constraints under DDO 67.	Eastern Portal
MM363	Construction impact and ongoing constraints on potential development above tunnel alignment.	Tunnels
MM364	Construction impact. Lack of station at South Yarra. Recommends ped underpass of Swanston St on north side of Latrobe St. Construction impact. Location and design of Royal Parade tram stop. Provide ped underpass to tram stop and to south side of Grattan St at Uni Square. Tram no.8 re-rerouting. Disputes projected impact on use of trams and buses in Swanston St/St Kilda Rd corridor. Emergency access shafts are ridiculously large.	All
MM365	<u>City of Melbourne</u> submission	All
MM366	<u>VicRoads</u> : Notes previous consultations with MMRA. Confirms impacts described in EES. Recommends further analysis of traffic impacts to guide mitigation.	All

<i>No.</i>	<i>Concerns raised</i>	<i>Relevant precinct</i>
MM367	<u>Melbourne Grammar</u> : Construction impact. Location of station. Rigour of EES assessment. Proposes new EPRs across many categories but none related to landscape or urban design.	Domain
MM368	Construction impact.	Domain
MM369	Construction impact.	South Yarra
MM370	<u>G12+</u> : Need for Domain Station not adequately explained. Construction impact. Independent monitoring of impacts and enforcement of mitigation required. Magnitude of construction footprint questioned. Noise impact post construction. Tree removal in St Kilda Rd. Construction impact in Fawkner Park. Trees removed should be replaced like with like. The objectives and guidelines in UDS are supported but delivery of outcomes must be ensured.	Domain
MM371	Impact on owners of acquired properties. Construction impact.	All
MM372	Construction impact on businesses at 67 Swanston St	CBD South
MM373	<u>Walter and Eliza Hall</u> : Recommends review of EPRs to provide quantitative performance measures. Parkville Station precinct should be expanded to include relevant stakeholders. Construction impact.	Parkville
MM374	Construction impact.	Domain
MM375	<u>National Boer War Memorial Association</u> : Proposes relocation of Soldiers Memorial to Shrine Reserve. Details functional requirements for space around memorial to support commemoration services.	Domain
MM376	<u>Metro Planning Authority</u> : Offers to assist the EES Inquiry in understanding the long term planning of the Arden Precinct.	Arden
MM377	Supports project and station location. Construction impacts.	Arden
MM378	[confidential - no content available]	NA
M379	Construction impact on business (Commonwealth Bank), 21-25 Swanston St. Extent of permanent property acquisition.	CBD South