

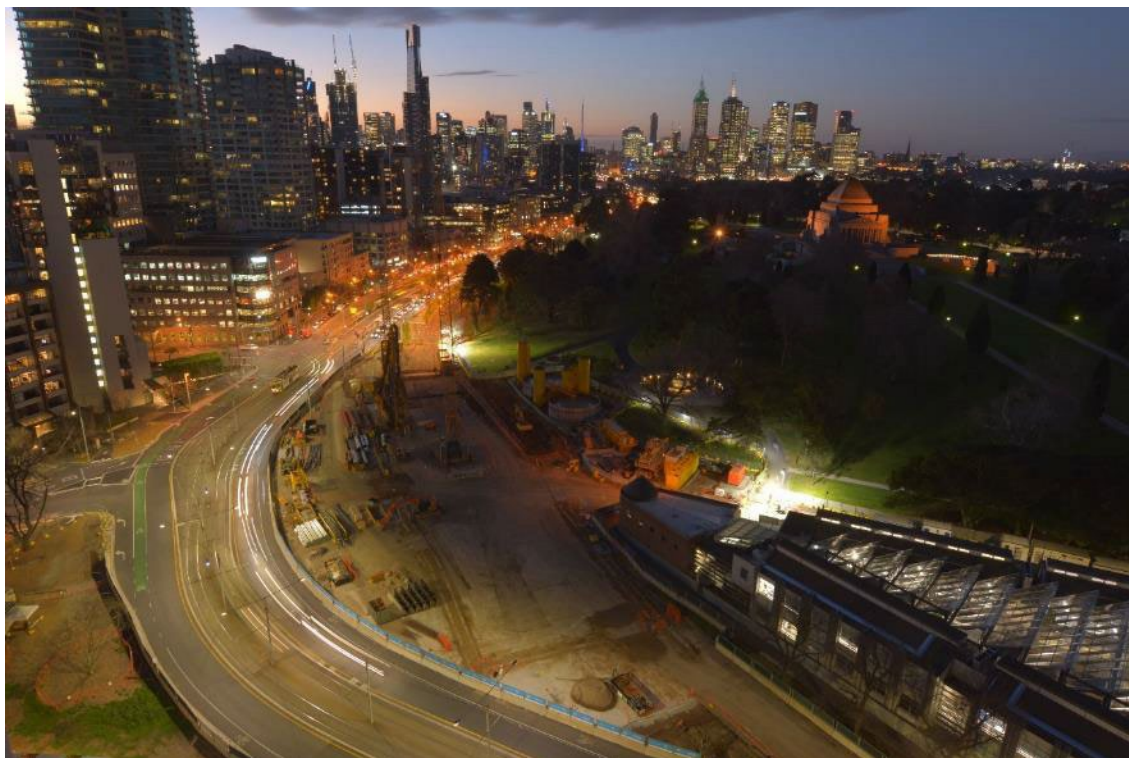


# DOMAIN PRECINCT DEVELOPMENT PLAN

## TAS-CYP-DOM-ZWD-PLA-XLP-DMA-X0001

REV J MINOR AMENDMENT – MINISTERIAL SUBMISSION

Friday, 10 November 2023



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## ACKNOWLEDGMENT TO COUNTRY

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

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

## DOCUMENT CONTROL AND AMENDMENT

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

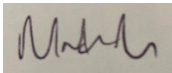

Document Number	
<b>Document Title</b>	Domain Precinct Development Plan
<b>Document Path</b>	Cross Yarra Partnership
<b>Document Template</b>	Management Plan Template

## REVISION RECORD

<b>A</b>	25/10/2017	Stakeholder consultation	Jordan Green
<b>B</b>	27/11/2017	Public display	Jordan Green
<b>C</b>	25/01/2018	Submission to the Victorian Government for review	Jordan Green
<b>D</b>	02/03/2018	Submission to the Minister for Planning	Jordan Green
<b>E</b>	12/08/2021	Amendment – Stakeholder Consultation DRAFT	Sabrina Chapman
<b>F</b>	22/09/2021	Amendment – Draft for Public Display	Sabrina Chapman
<b>G</b>	15/11/2021	Amendment – Review by Victorian Government Development Plan Review Committee	Sabrina Chapman
<b>H</b>	10/12/2021	Amendment: Ministerial Submission	Sabrina Chapman
<b>I</b>	10/08/2022	Minor Amendment: Ministerial Submission	Elif Aygun
<b>J</b>	10/11/2023	Minor Amendment: Ministerial Submission	Camila Eviston

## APPROVALS

Name	Signature	Date
<b>Camila Eviston</b>		10/11/2023

Mat Peel		10/11/2023
Caitlin Jackson		10/11/2023

# DEFINITIONS

## STANDARD TERMS AND DEFINITIONS

Term	Definition
<b>Project</b>	The Metro Tunnel Project (MTP)
<b>Company</b>	Cross Yarra Partnership (CYP)
<b>Client</b>	Rail Projects Victoria (RPV)
<b>Package Contractors</b>	Contractors for the Early Works, TAS PPP, RSA and RIA work Packages in the Metro Tunnel Project
<b>TAS Package</b>	The Tunnel and Stations PPP Package (CYP's project)

## ABBREVIATIONS

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

Term	Definition
<b>PTV</b>	Public Transport Victoria
<b>RIA</b>	Rail Infrastructure Alliance
<b>RPV</b>	Rail Projects Victoria
<b>TBM</b>	Tunnel Boring Machine
<b>The Project</b>	The Metro Tunnel, or The Metro Tunnel Project
<b>TAC</b>	Transport Accident Commission
<b>UDAAP</b>	Urban Design Architectural Advice Panel
<b>UDS</b>	Urban Design Strategy
<b>WSUD</b>	Water Sensitive Urban Design

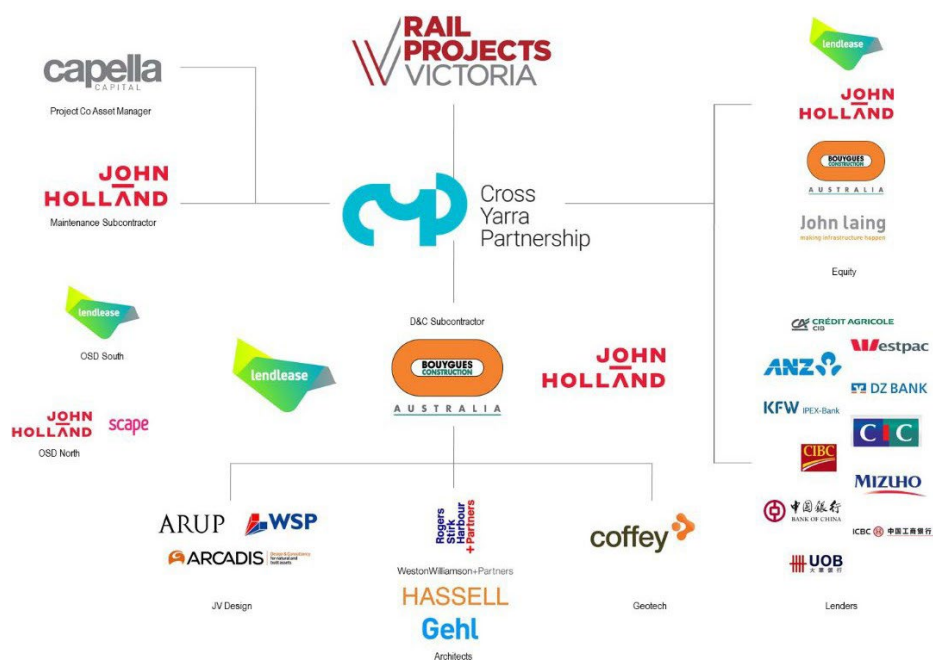


## PROJECT AND SCOPE

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



## CONSORTIUM STRUCTURE



# CONTENTS

<b>EXECUTIVE SUMMARY .....</b>	<b>10</b>
<b>1. INTRODUCTION .....</b>	<b>17</b>
1.1. PURPOSE OF THIS DEVELOPMENT PLAN .....	17
1.2. INCORPORATED DOCUMENT CONDITIONS .....	18
1.3. COMMUNITY AND STAKEHOLDER ENGAGEMENT .....	20
1.3.1. EARLY ENGAGEMENT AND PUBLIC DISPLAY PERIOD .....	21
1.3.2. STAKEHOLDER ENGAGEMENT DURING DETAILED DESIGN .....	22
<b>2. SITE CONTEXT .....</b>	<b>25</b>
2.1. BROADER CONTEXT AND STRATEGIC POSITIONING .....	25
2.2. HISTORICAL AND NATURAL CONTEXT .....	26
2.3. EXISTING SITE CONDITIONS .....	26
<b>3. SCOPE OF WORKS IN DOMAIN PRECINCT .....</b>	<b>27</b>
<b>4. DESIGN RESPONSE .....</b>	<b>30</b>
4.1. DESIGN DEVELOPMENT .....	30
4.2. DESIGN PRINCIPLES FOR METRO TUNNEL PROJECT .....	32
4.2.1. VISION AND KEY DIRECTIONS .....	32
4.2.2. PRECINCT-SPECIFIC DESIGN ISSUES .....	34
4.3. CONSISTENCY WITH URBAN DESIGN STRATEGY .....	34
4.3.1. ARCHITECTURAL RESPONSE .....	37
4.3.2. LANDSCAPE RESPONSE .....	39
4.3.3. PUBLIC REALM RESPONSE .....	41
4.3.4. COMMUNITY EXPERIENCE .....	43
4.3.5. LIGHTING .....	50
4.3.6. SIGNAGE .....	50
4.3.7. ANCILLARY FEATURES .....	51
4.3.8. MATERIALS AND FINISHES .....	52
4.3.9. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN .....	52
4.4. CONSISTENCY WITH ENVIRONMENTAL MANAGEMENT FRAMEWORK .....	56
4.4.1. AQUATIC ECOLOGY AND RIVER HEALTH .....	57
4.4.2. ARBORICULTURE .....	57
4.4.3. HISTORICAL CULTURAL HERITAGE .....	59
4.4.4. LAND USE AND PLANNING .....	61
4.4.5. LANDSCAPE AND VISUAL .....	62
4.4.6. SOCIAL AND COMMUNITY .....	63
4.4.7. SURFACE WATER .....	63
4.4.8. TRANSPORT .....	64



<b>5. CONCLUSION .....</b>	<b>67</b>
<b>APPENDIX A: DOMAIN PRECINCT SITE LAYOUT PLAN .....</b>	<b>69</b>
<b>APPENDIX B: DOMAIN PRECINCT ARCHITECTURAL PLANS AND ELEVATIONS.....</b>	<b>70</b>
<b>APPENDIX C: DOMAIN PRECINCT LANDSCAPE PLANS AND ELEVATIONS.....</b>	<b>71</b>
<b>APPENDIX D: DOMAIN PRECINCT PUBLIC REALM PLANS .....</b>	<b>73</b>
<b>APPENDIX E: DOMAIN PRECINCT URBAN DESIGN STRATEGY GUIDELINES ASSESSMENT</b>	<b>74</b>
<b>APPENDIX F: DOMAIN PRECINCT ENVIRONMENTAL PERFORMANCE REQUIREMENTS ASSESSMENT .....</b>	<b>75</b>

## Figures

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

Figure 2: Five-minute walking catchment of Domain precinct

Figure 3: Domain precinct surface works

Figure 4: Domain precinct components and station entries

Figure 5: St Kilda Road Station Entry - Section

Figure 6: Anzac Station architectural floor plan

Figure 7: Domain precinct user experience design

Figure 8: Pedestrian network in the Domain precinct

Figure 9: Bicycle facilities in the Domain precinct

Figure 10: Vehicle integration in the Domain precinct

Figure 11: Indicative way finding signage

## Tables

Table 1: Minor amendments to the Domain Precinct Development Plan since Ministerial Approval (13/2/2022)

Table 2: Amendments to the Domain Precinct Development Plan since Ministerial Approval (03/04/2018)

Table 3: Response to conditions of the Incorporated Document

Table 4: CYP public realm principles integrated in Domain precinct

Table 5: Urban Design Strategy design objectives by sub-precinct for Domain

Table 6: CPTED issues and relevant response strategies

Table 7: Summary of RPV's Environmental Management Framework

Table 8: Design response to relevant aquatic ecology and river health EPRs

Table 9: Design response to relevant arboriculture EPRs

Table 10: Design response to relevant historical cultural heritage EPRs

Table 11: Design response to relevant land use and planning EPRs

Table 12: Design response to relevant landscape and visual EPRs

Table 13: Design response to relevant social and community EPR

Table 14: Design response to relevant surface water EPRs

Table 15: Design response to relevant transport EPRs

## EXECUTIVE SUMMARY

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

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

CYP have designed the Anzac Station to reflect a 'Pavilion in the Park' – an integrated public building and landmark that connects seamlessly with its existing and new parkland surroundings and provides a modal interchange, between trams and trains, not seen in Melbourne before.

Anzac Station will be built directly below St Kilda Road with a new Domain interchange tram stop at the intersection of St Kilda Road with Domain and Albert Roads. Passengers can enter and exit the station via three entry points – the central island tram platform, Albert Road Reserve or the grounds of the Shrine of Remembrance. A station plaza on the south side of St Kilda Road, as well as a reinstated St Kilda Road boulevard and an expanded Albert Road reserve will provide a green link between the Shrine Reserve and Domain Parklands to Albert Park and beyond to Port Phillip Bay. To allow for Copenhagen-style separated bicycle lanes, St Kilda Road traffic lanes have reduced from three to two, both north and south bound between Dorcas Street and Toorak Road.

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

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

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

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

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

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

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

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

The previous version of this Domain Precinct Development Plan was approved by the Minister for Planning on Tuesday 3 April 2018. Under the Project's Incorporated Document, and in accordance with Clause 4.7.8, CYP is seeking an amendment to this Development Plan.

In accordance with the Incorporated Document, the amended version of this Domain Precinct Development Plan was made available for public inspection for 15 business days from Wednesday 22 September 2021 until Wednesday 13 October 2021, allowing for the Grand Final public holiday. During this time, it was available on the Engage Victoria website along with an opportunity to provide written comments.

The amendments to this Development Plan improve the design in line with the design principles for the Metro Tunnel Project and include changes to the architectural layout, landscape design and public realm components of the Project. These amendments have been made to improve access to the Anzac Station, reduce the above ground footprint, further promote the historical cultural heritage values of the Domain precinct, and retain more greenery, with 68 less trees removed than identified during the EES and 14 less than the previously approved Development Plan.

Consultation with key stakeholders has been ongoing during the preparation of these amendments. This includes with the Shrine of Remembrance Trustees, Metro Trains Melbourne and list of stakeholders identified in the Incorporated Document; the Office of the Victorian Government Architect, City of Melbourne, City of Port Phillip, Department of Transport (previously VicRoads, Public Transport Victoria and Transport for Victoria), Melbourne Water and Heritage Victoria.

Following approval of the amended Domain Precinct Development Plan by the Minister for Planning on Sunday 13 February 2022, the detailed design process has progressed and led to minor amendments to materials and finishes and public realm. As part of this process, consultation has taken place with key stakeholders on the amended materials and finishes and public realm including City of Melbourne, City of Port Phillip, RPV, Heritage Victoria, and OVGA.

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

## CHANGE REGISTER

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

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

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

Design development has led to changes to improve access to the Anzac Station, reduce the above ground footprint, further promote the historical cultural heritage values of the Domain precinct, and retain more greenery, with 68 less trees removed than identified during the EES and 14 less than the previously approved Development Plan.

Table 1 and Table 2 provides an overview of the changes to the architectural layout, landscape and public realm design of the proposed Domain precinct and where these are documented within this Domain Precinct Development Plan.

Table 1: Minor amendments to the Domain Precinct Development Plan since Ministerial Approval (13/2/2022)

Section	Amendments
<b>1.3.2 Stakeholder and community engagement during detailed design</b>	An explanation demonstrating that as detailed design has progressed, ongoing consultation has taken place with key stakeholders on the amended materials and finishes and public realm.
<b>4.3.8 Materials and finishes</b>	An explanation demonstrating that as detailed design has progressed, and led to minor amendments to materials and finishes, including the addition of the colour green to the portal beams as a station wide colour update.
<b>4.3.4.4 Transport Integration</b>	<p>An explanation demonstrating that as detailed design has progressed, the rail replacement bus stop has relocated from Albert Road to St Kilda Road.</p> <p>Includes updates to reflect changes to car parking within the precinct. This includes the provision of 136 parking spaces along St Kilda Road, 23 along Domain Road and 54 along Albert Road. Overall, 215 parking spaces will be removed across the precinct (which is a decrease of 6 parking spaces since the previous Development Plan submission).</p>
<b>Figure 10</b>	Vehicle integration figure has been updated to reflect updated rail replacement bus stop on St Kilda Road.
<b>Appendix A</b>	Drawings updated to reflect the revised design.
<b>Appendix B</b>	<p>As detailed design has progressed, the following change has been made to Appendix B:</p> <ul style="list-style-type: none"> <li>Linewide colour update to portal beams including the addition of the colour green.</li> </ul>

## Appendix D

As detailed design has progressed, the following changes have been made to materials and finishes and public realm:

- Rail replacement bus bay location has relocated from Albert Road to St Kilda Road
- Sewer vents to be relocated at both St Kilda Road and Albert Road Reserve, and requires removal of the bike share on shrine entrance side
- Inclusion of a tram derailment kerb on St Kilda Road as requested by Yarra Trams
- Relocation of CCTV pole location, moved from the shrine entrance footpath to adjacent Domain Road station lift as per request from City of Melbourne
- Light poles relocated from the Shrine grassed area to within the Shrine entrance forecourt as requested by City of Melbourne
- Changes to St Kilda Road and Albert Road median areas including St Kilda Road median changed to pavement and Albert Road medians changed to turf as per request from City of Port Phillip.

Table 2: Amendments to the Domain Precinct Development Plan since Ministerial Approval (03/04/2018)

Section	Amendment
<b>Executive Summary</b>	Details added to outline that this Domain Precinct Development Plan was previously approved by the Minister for Planning on Tuesday 3 April 2018 and that CYP are now seeking an amendment to the architectural layout, landscape design and public realm design of this Development Plan
<b>1. Introduction</b>	Details added to outline that this Domain Precinct Development Plan was previously approved by the Minister for Planning on Tuesday 3 April 2018 and that CYP are now seeking an amendment to this Development Plan
<b>1.2 Incorporated Document conditions</b>	Table 2 Clauses 4.7.5, 4.7.6, 4.7.7 and 4.7.8 responses amended to reflect the revised Incorporated Document (May 2018), Domain Precinct Development Plan approval process to date and the amendment going forward
<b>1.3.2 Stakeholder engagement during detailed design</b>	New section added to outline stakeholder engagement post-Ministerial Approval of this Domain Precinct Development Plan, and during detailed design
<b>Figure 1</b>	Updated to include the additional consultation process post-Ministerial Approval of this Domain Precinct Development Plan
<b>2.1 Broader context and strategic positioning</b>	<p>Updated to reflect that the <i>Domain Parklands Master Plan 2019-2039</i> (City of Melbourne) has been prepared since the approval of the Domain Precinct Development Plan</p> <p>Details added to outline that the design of the eastern entrance of the Anzac Station has been developed to be flexible to allow for future aspirations of the Domain Parklands Master Plan to create an accessible pathway from the station forecourt to the Royal Botanic Gardens</p>

Section	Amendment
<b>Figure 3</b>	Figure updated to reflect the revised design
<b>4.1 Design development</b>	<p>Updated to reflect that some amendments have been made to the design since the approval of the Domain Precinct Development Plan by the Minister for Planning</p> <p>Details have been added regarding the amendments including a list of changes to the architectural layout, landscape design and public realm components of the Project</p> <p>Changes can be found in Appendix B: Architectural Plans, Appendix C: Landscape Plans and Elevations and Appendix D: Public Realm Plans.</p>
<b>Figure 4</b>	Updated to reflect the revised design
<b>4.3 Consistency with Urban Design Strategy</b>	Updated to include further detail regarding the Shrine to Sea Project being delivered by the Department of Environment, Land, Water and Planning (DELWP).
<b>4.3.1 Architectural response</b>	<p>Updated to reflect the changes to the architectural design including updates to the materiality of the main entrance columns, the design of the tram stop kiosk building and ancillary structures as well as consolidation of the lift and skylight at both secondary entrances</p> <p>Changes can be found in Appendix B: Architectural Plans, including Ground Floor Level Plan TAS-CYP-DM-00-DRG-ARC-DOM-751000-DP.</p>
<b>Figure 5</b>	Updated to reflect the revised design
<b>4.3.2 Landscape response</b>	<p>Updated to reflect changes to the tree retention, removal and planting as part of the design development and relocation of the South African Soldiers Memorial as well as amendments to the Water Sensitive Urban Design (WSUD) areas consisting of rain gardens</p> <p>Details added around tree planting and species selection in consultation with the City of Melbourne</p> <p>Changes can be found in Appendix C: Landscape Plans and Elevations.</p>
<b>4.3.3 Public realm response</b>	<p>Updated to outline the reduction of three to two traffic lanes on St Kilda Road, both north and south bound between Dorcas Street and Toorak Road, as well as changes to the public realm at the south-western entrance due to the relocation of the South African Soldiers Memorial, the realignment of Albert Road (south) around 1 Albert Road and the inclusion of angled instead of parallel parking on the south side of the carriageway on Albert Road</p> <p>Details added around the updates to the public realm design at the eastern entrance due to the consolidation of the skylight and entry lift as well as the inclusion of a second set of stairs for egress requirements</p> <p>Changes can be found in Appendix D: Public Realm Plans, including Hardscape Plan – Sheet 03 TAS-CYP-DM-00-DRG-AUD-DOM-752103-DP and Hardscape Plan – Sheet 05 TAS-CYP-DM-00-DRG-AUD-DOM-752105-DP.</p>
<b>4.3.4 Community experience</b>	<p>Updated to mention the inclusion of a new north-south path within the Albert Road Reserve as well as the consolidation of the skylights and entrance lifts at the secondary entrances</p> <p>Changes can be found in Appendix D: Public Realm Plans, including Hardscape Plan – Sheet 05 TAS-CYP-DM-00-DRG-AUD-DOM-752105-DP.</p>



Section	Amendment
<b>4.3.4.1 Universal access</b>	<p>Updated to reflect the changes to the design to promote the universal access across the Domain precinct including the addition of a new north-south path within the Albert Road Reserve and <i>Disability Discrimination Act 2002</i> (DDA) compliant stairs at the eastern entrance</p> <p>Changes can be found in Appendix D: Public Realm Plans, including Hardscape Plan – Sheet 03 TAS-CYP-DM-00-DRG-AUD-DOM-752103-DP and Hardscape Plan – Sheet 05 TAS-CYP-DM-00-DRG-AUD-DOM-752105-DP.</p>
<b>4.3.4.2 Pedestrian access</b>	<p>Updated to reflect the amendments to improve pedestrian access and connectivity including the addition of a new set of stairs on the corner of St Kilda Road and Domain Road as well as a new ramp on the northern corner of Albert and St Kilda Roads</p> <p>Changes can be found in Appendix D: Public Realm Plans, including Hardscape Plan – Sheet 03 TAS-CYP-DM-00-DRG-AUD-DOM-752103-DP.</p>
<b>4.3.4.3 Bicycle access</b>	<p>Updated to reflect the changes to the bike parking locations and bike hoop layout and detail of the Copenhagen-style separated bicycle lanes both north bound and south bound between Dorcas Street and Toorak Road</p> <p>Changes can be found in Appendix D: Public Realm Plans.</p>
<b>4.3.4.4 Transport integration</b>	<p>Updated to reflect changes to car parking within the precinct. This includes the provision of 134 parking spaces along St Kilda Road, 23 along Domain Road and 50 along Albert Road. Overall, 221 parking spaces will be removed across the precinct.</p> <p>Changes can be found in Appendix D: Public Realm Plans.</p>
<b>Figure 8</b>	Updated to reflect the revised design
<b>Figure 9</b>	Updated to reflect the revised design
<b>Figure 10</b>	Updated to reflect the revised design
<b>4.3.7 Ancillary Features</b>	<p>Updated to reflect the reconfigurations of the chiller plants and vents.</p> <p>Changes can be found in Appendix B: Architectural Plans, including Ground Floor Level plans drawings, TAS-CYP-DM-00-DRG-ARC-DOM-752001-DP, TAS-CYP-DM-00-DRG-ARC-DOM-752002-DP and TAS-CYP-DM-00-DRG-ARC-DOM-752003-DP.</p>
<b>4.3.8 Materials and Finishes</b>	<p>Details added regarding the updates to the materials and finishes as part of the design development</p> <p>Changes can be found in Appendix B: Architectural Plans, Material Schedule TAS-CYP-DM-00-DRG-ARC-DOM-754222-DP.</p>
<b>4.3.9 Crime prevention through environmental design (CPTED)</b>	<p>Updated to outline the CPTED issues and relevant response strategies that have been developed as part of the CPTED review of the Domain precinct.</p> <p>Updated to include further information about design features to prevent skateboarding.</p>
<b>4.4.1 Aquatic ecology and river health</b>	Updated to reflect that the design complies with the relevant Environmental Performance Requirements (EPR AE1 and AE7) that deal with the stormwater treatment

Section	Amendment
<b>4.4.2 Arboriculture</b>	<p>Updated to reflect the changes to the tree removal, retention and planting figures as well as the relocation of the South African Soldiers Memorial as follows:</p> <ul style="list-style-type: none"> <li>• A maximum of 156 trees are proposed for removal for the Project (170 trees were proposed for removal in the previous submission of this Development Plan), noting measures taken to avoid tree removals during detailed design and ongoing in construction</li> <li>• A minimum of 227 new trees are proposed for planting (approximately 233 trees were proposed for planting in the previous submission of this Development Plan), noting planting is informed by tree removals with measures to avoid tree removals ongoing in construction.</li> </ul>
<b>5 Conclusion</b>	Updated to reflect changes throughout the Domain Precinct Development Plan
<b>Appendix A</b>	Drawings updated to reflect the revised design
<b>Appendix B</b>	Drawings updated to reflect the revised design
<b>Appendix C</b>	Drawings updated to reflect the revised design
<b>Appendix D</b>	Drawings updated to reflect the revised design
<b>Appendix E</b>	Responses to the Urban Design Strategy updated to reflect the revised design
<b>Appendix F</b>	Responses to the Environmental Performance Requirements updated to reflect the revised design

# 1. INTRODUCTION

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

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

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

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

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

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

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

The previous version of this Domain Precinct Development Plan was approved by the Minister for Planning on Tuesday 3 April 2018. Under the Project's Incorporated Document, and in accordance with Clause 4.7.8, CYP is seeking an amendment to this Domain Precinct Development Plan.

## 1.1. PURPOSE OF THIS DEVELOPMENT PLAN

This Domain Precinct Development Plan presents the scope and extent of the built form of CYP's works for the Domain precinct, including the new Anzac Station from the entrances to the ticket gate. In accordance with Clause 4.7.3 of the Incorporated Document, this plan includes:

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

## 1.2. INCORPORATED DOCUMENT CONDITIONS

The use and development permitted by the Incorporated Document must be undertaken in accordance with the stated conditions, including Clause 4.7 that requires Development Plans be prepared prior to the commencement of any relevant development. Table 3 provides a response against each requirement of Clause 4.7 for this Development Plan.

Table 3: Response to conditions of the Incorporated Document

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

Clause	Conditions	Response
		Public realm plans in Appendix D: Domain Precinct Public Realm Plans.
	c) An explanation demonstrating how the Development Plan (including materials and external finishes) is in accordance with the approved Environmental Performance Requirements included within the Environmental Management Framework.	Consistency with Urban Design Strategy in Section 4.3 and Appendix E: Domain Precinct Urban Design Strategy guidelines assessment.  Consistency with Environmental Management Framework in Section 4.4 and Appendix F: Domain Precinct Environmental Performance Requirements assessment.
4.7.4	<p>Prior to submission of a Development Plan to the Minister for Planning for approval under Clause 4.7.1, a Development Plan must be:</p> <p>a) Provided to the Office of the Victorian Government Architect and relevant council/s for consultation.</p> <p>b) Where relevant, provided to the Roads Corporation, Public Transport Development Authority, Melbourne Water and Heritage Victoria for consultation.</p> <p>c) Made available for public inspection and comment on a clearly identifiable Project website for 15 business days. The website must set out details about the entity and contact details to which written comments can be directed during that time and specify the time and manner for the making of written comments.</p> <p>For the avoidance of doubt, consultation in accordance with (a) and (b) can occur prior to or after the public inspection and comment period in (c).</p> <p>Before, or on the same day as a Development Plan is made available in accordance with Clause 4.7.4(c), a notice must be published in a newspaper generally circulating in the area to which a Development Plan applies informing the community of the matters set out in Clause 4.7.4(c).</p>	Stakeholder and community consultation is outlined in Section 1.3 and Figure 1.
4.7.5	A Development Plan submitted to the Minister for Planning for approval under Clause 4.7.1 must be accompanied by all written comments received under Clause 4.7.4 and a summary of consultation and response to issues raised during the consultation.	CYP provided the Minister for Planning with a comment / response register containing all written comments made by stakeholders and the community in relation to this Domain Precinct Development Plan.
4.7.6	Before deciding whether to approve a Development Plan under Clause 4.7.1, the Minister for Planning must consider all written comments received under	As part of the amendment to this Domain Precinct Development Plan, CYP will

Clause	Conditions	Response
	Clause 4.7.4 and the consultation and response summary provided under Clause 4.7.5.	provide the Minister for Planning with additional written comments made by stakeholders.
4.7.7	A Development Plan must be approved by the Minister for Planning prior to the commencement of any development relating to an item in Clause 4.7.1, except for Early Works that are carried out in accordance with Clause 4.10.	The Domain Precinct Development Plan was approved by the Minister for Planning on Tuesday 3 April 2018. Following approval of this Development Plan, CYP commenced works on the Domain precinct.  Early Works was undertaken in accordance with Clause 4.10 and preparatory works was undertaken in accordance with Clause 4.13.
4.7.8	A Development Plan may be prepared and approved in stages or parts, and may be amended from time to time with the approval of the Minister for Planning. The Minister must require an application for approval of an amendment to a Development Plan to comply with the requirements of Clauses 4.7.3, 4.7.4, 4.7.5 and 4.7.6 unless, in the opinion of the Minister: a) the proposed amendment: i. does not result in a material detriment to any person; or ii. a person who may suffer a material detriment as a result of the Minister's approval of the amendment has already been sufficiently consulted in respect of the amendment; and b) any amendment does not involve any change to an approved Environmental Performance Requirement.	This Development Plan presents the built form of CYP's works in the Domain precinct.  CYP are seeking an amendment to this Domain Precinct Development Plan, in accordance with Clause 4.7.8, and approval will be sought from the Minister for Planning.
4.7.9	For land to which a Development Plan applies, development must be carried out in accordance with an approved Development Plan.	CYP will develop the Domain precinct in accordance with this Development Plan.

## 1.3. COMMUNITY AND STAKEHOLDER ENGAGEMENT

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

- The Early Engagement Period sought to gain targeted feedback from key stakeholders to help inform drafts of the Development Plan, whilst the Public Display Period sought to obtain further feedback from the broader community
- Following approval of the Domain Precinct Development Plan on Tuesday 3 April 2018, further stakeholder engagement and another Public Display Period has been undertaken during detailed



design. This sought to refine any outstanding design issues with key stakeholders and feedback sought from the broader community.

### 1.3.1. EARLY ENGAGEMENT AND PUBLIC DISPLAY PERIOD

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

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

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

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

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

- Shrine of Remembrance
- Boer War Memorial Trust.

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

- Thursday 30 November 2017 – 11:00am – 2:00pm at Seasons Botanic Gardens
- Thursday 30 November 2017 – 5.30pm – 8.30pm at Seasons Botanic Gardens
- Monday 4 December 2017 – 5.30pm – 8.30pm at Meat Market
- Tuesday 5 December 2017 – 11am – 2pm at Melbourne Town Hall
- Tuesday 5 December 2017 – 5.30pm – 8.30pm at Melbourne Town Hall
- Wednesday 6 December 2017 – 8am – 11am at Royal Melbourne Hospital (Melbourne Health)
- Saturday 9 December 2017 – 11am – 2pm at North Melbourne Football Club
- Monday 11 December 2017 – 11am – 2pm at the Victorian Comprehensive Cancer Centre (VCCC)
- Tuesday 12 December 2017 – 5.30pm – 8.30pm at Melbourne Town Hall.

At all nine community sessions attendees were invited to come and ask questions about the station precinct draft Development Plans and technical specialists were available to answer any queries.

Instructions on how to access the online submission portal and paper submission copies were provided.

Two of the open community sessions were held at locations in the Domain vicinity. These sessions were held at the Seasons Botanic Gardens at 11:00am – 2:00pm and 5.30pm - 8.30pm on Thursday 30 December 2017. Metro Tunnel social media accounts also posted links to the draft station precinct Development Plans and online submission portal, and featured information on the time and locations of the community information sessions.

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

Overall, 1,507 public submissions were received across all five station precincts and 418 of these submissions elected to provide comments on this Domain Precinct Development Plan.

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

### 1.3.2. STAKEHOLDER AND COMMUNITY ENGAGEMENT DURING DETAILED DESIGN

The Minister for Planning approved the Domain Precinct Development Plan on Tuesday 3 April 2018. Since approval, the design for the Domain precinct has progressed through to detailed design. In accordance with the Incorporated Document, ongoing consultation has taken place with key stakeholders throughout this period through design presentations, meetings, workshops and formal design package reviews. The key stakeholders included:

- Office of the Victorian Government Architect
- City of Melbourne
- City of Port Phillip
- Department of Transport (previously VicRoads, Public Transport Victoria and Transport for Victoria)
- Melbourne Water
- Heritage Victoria
- Shrine of Remembrance Trustees
- Rail Projects Victoria (RPV)
- Metro Trains Melbourne (MTM)
- Yarra Trams.

In close collaboration with the above stakeholders, a number of changes have been made to the Project to improve the design. As a result, there have been amendments to the architectural layout, landscape design and public realm components of the Project. These amendments have been made to improve access to the Anzac Station, reduce the above ground footprint and further promote the historical cultural heritage values of the Domain precinct. Section 4.1 includes a full list of those changes. Where relevant, the proposed changes have been incorporated into the Project's response to the Urban Design Strategy under the relevant sub-headings in Section 4.3.

In accordance with the Incorporated Document requirements, the amended version of this Domain Precinct Development Plan was made available for public inspection for 15 business days from Wednesday 22 September 2021 until Wednesday 13 October 2021, allowing for the Grand Final

public holiday. During this time, it was available on the Engage Victoria website along with an opportunity to provide written comments. As part of this process a notice was published in The Age and Herald Sun newspapers to inform the community on Wednesday 22 September 2021. Additionally, RPV posted advice on Facebook and LinkedIn three times between 22 September and 13 October 2021 advising the public display period was open and noting where the Development Plan could be viewed.

During the public display period, CYP held one online community information session on Wednesday 6 October 2021 – 6:00pm-7:00pm via Zoom meeting (due to COVID-19).

At the online information session, attendees were able to ask questions about the Domain Precinct Development Plan and technical specialists were available to answer any queries. A hard copy invitation to the online session was distributed to 5,838 stakeholders within the Project's identified Domain Precinct notification catchment. Additionally, 1,707 copies were distributed via the Rail Projects Victoria Domain Precinct e-distribution list. At the session, instructions on how to access the online submission portal were provided.

38 targeted emails were sent to stakeholders advising of the upcoming release of the amended Development Plan for public consultation. Additionally, a session that presented this Development Plan was held with the Domain Community Reference Group on Wednesday 8 September 2021.

Overall, 105 submissions were received on this Domain Precinct Development Plan.

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

Following approval of the amended Domain Precinct Development Plan by the Minister for Planning on Sunday 13 February 2022, a minor amendment was approved on Tuesday 6<sup>th</sup> September 2022. The detailed design process has progressed and led to minor amendments to materials and finishes and public realm. As part of this process, consultation has taken place with key stakeholders on the amended materials and finishes and public realm including City of Melbourne, City of Port Phillip, RPV, Heritage Victoria, and OVGA.

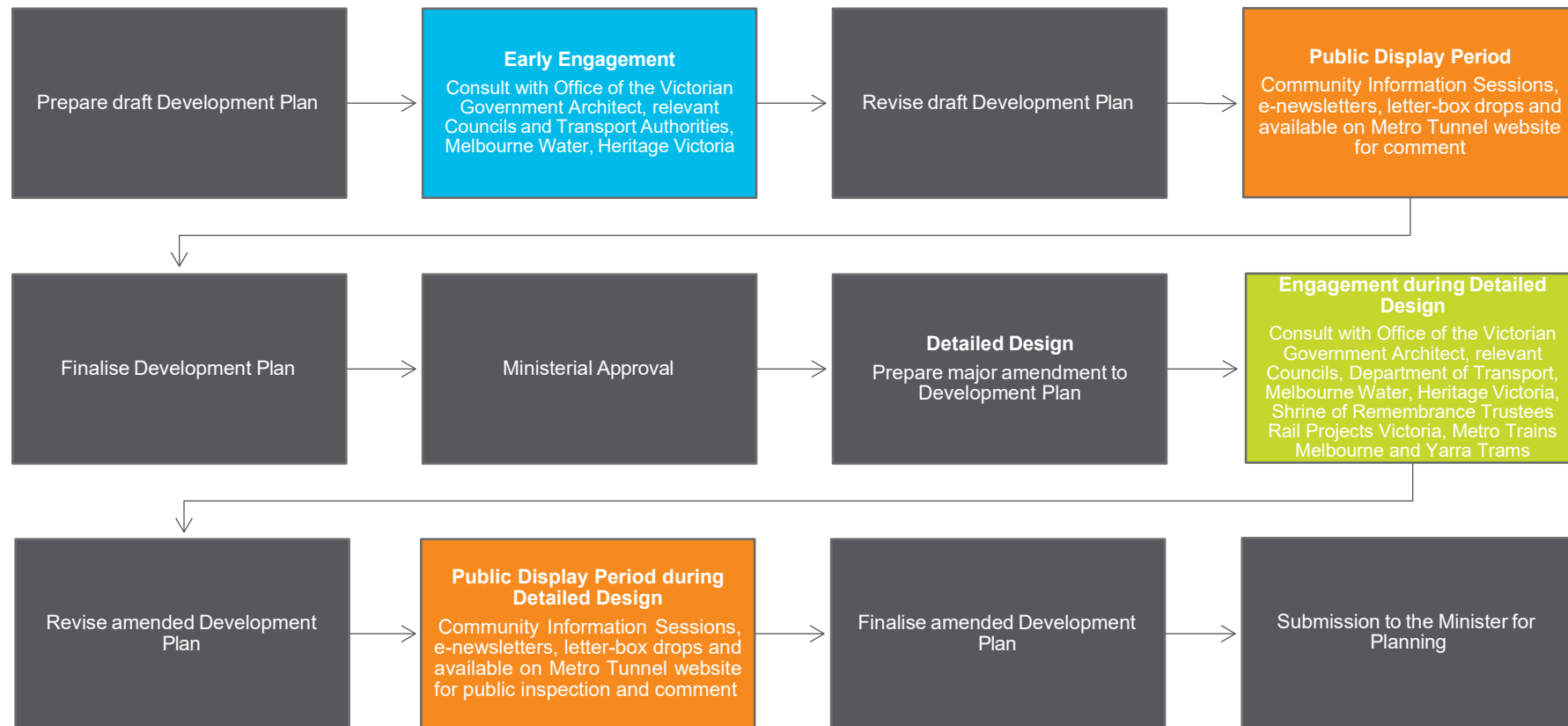


Figure 1 – Development Plan consultation process (blue refers to Early Engagement, orange refers to Public Display Period, and green refers to Stakeholder Engagement during detailed design)

## 2. SITE CONTEXT

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

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



Figure 2: Five-minute walking catchment of Anzac Station

### 2.1. BROADER CONTEXT AND STRATEGIC POSITIONING

The Domain precinct falls within two Melbourne municipalities; the City of Melbourne is the Authority responsible for Domain Road and the City of Port Phillip is the Authority responsible for Albert Road. Other key land managers are the Department of Transport, responsible for St Kilda Road, and the Shrine Board of Trustees (for the Shrine of Remembrance Reserve).

The *2015 St Kilda Road North Precinct Plan* (City of Port Phillip) recommends more intensive development and increased population in the precinct surrounding the proposed station. Improved public realm and linkages across the Domain precinct resulting from the development of the station would support this recommendation. In addition to increased population, St Kilda Road is subject to change due to shifting transport priorities and long-term considerations such as the need to plan for the replacement of ageing Elm trees.

The *Domain Parklands Master Plan 2019-2039* (City of Melbourne) guides the future management of Domain Parklands which incorporates the eastern entrance of the new Anzac Station within the grounds of the Shrine of Remembrance. This Master Plan includes an action to create a new entry to the parklands from the Anzac Station, including accessible paths to entries at the Melbourne Gardens and Shrine of Remembrance. The design of this entrance has been developed to be flexible to allow for future aspirations of the Domain Parklands Master Plan to create an accessible pathway from the station forecourt to the Royal Botanic Gardens.

## 2.2. HISTORICAL AND NATURAL CONTEXT

As described in the EES, before the arrival of European settlers in 1835, the area around the Domain precinct was occupied by the Boon Wurrung People and the Woi Wurrung People. Albert Road, between St Kilda Road and Kings Way, was grassy woodland, riparian woodland, grasslands and brackish wetland landscape. This landscape transitioned to swamps and lagoons in the area where Albert Park Lake and the Albert Park Reserve are now located. This has informed the design response for the Domain precinct.

The Domain precinct was originally a camping area for Aboriginal people as its nearby water bodies were a rich source of food such as eels and fish. The site area has an Ecological Vegetation Class (EVC) of Plains Grassy Woodland (EVC 55), and transitions to Brackish Lake Aggregate (EVC 636) towards Albert Park Lake.

The Domain precinct has significant historical cultural heritage values with sacred, heritage registered places including the Shrine of Remembrance, Domain Parklands, St Kilda Road and the South African Soldiers Memorial.

## 2.3. EXISTING SITE CONDITIONS

St Kilda Road is a heritage-listed boulevard and gateway into Melbourne's city centre. Within the Domain precinct, St Kilda Road is home to mixed-use commercial towers and midrise buildings, residential apartments and the Melbourne Grammar School. The road is also a major tram corridor (one of the busiest in the world) and bicycle route into the Melbourne CBD. Tree species lining St Kilda Road include aging Elms at the verges and Plane trees in the central median.

The Shrine of Remembrance Reserve and Kings Domain Parklands to the north of the proposed station are considered sacred ground of high heritage, social and landscape value not least due to the presence of the Shrine dedicated to fallen soldiers and the Royal Botanic Gardens.

Albert Road is a mixed-use commercial precinct that's being increasingly redeveloped with new residential apartment towers. Albert Road also has significant mature trees and a small park that is home to the heritage-listed South African Soldiers Memorial. Significant car parking and road circulation are also part of this space.



### 3. SCOPE OF WORKS IN DOMAIN PRECINCT

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

- New underground train station
- New pedestrian underpass linking Albert Road Reserve and the Shrine of Remembrance Reserve with the new underground station
- New tram stop on St Kilda Road to the south of Domain Road, providing direct interchange between trains and trams
- Reinstatement of a realigned St Kilda Road between Dorcas Street and Toorak Road that allows for the new station entrances and tram stop, including realigning traffic lanes (and reduction of three to two traffic lanes), Copenhagen-style separated bicycle lanes, tram lines, footpaths, car parking and pedestrian crossings
- Reinstatement of a relocated South African Soldiers Memorial within Albert Road Reserve
- An expanded, landscaped and upgraded Albert Road Reserve
- Reinstatement of Edmund Herring Oval and Domain Road.

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

The Domain precinct associated works area generally includes Edmund Herring Oval, the existing Albert Road Reserve and a small portion of the Shrine Reserve between the St Kilda Road and Domain Road intersection and Macpherson Robertson Foundation. Additionally, the following road reserves are also included within the associated works area:

- St Kilda Road from Dorcas Street to just north of Slater Street
- Park Street between Kings Way and St Kilda Road
- Albert Road between Kings Way and St Kilda Road
- Bowen Lane between Kings Way and St Kilda Road
- Bowen Crescent between Kings Way and St Kilda Road
- Kings Way between Albert Road and Bowen Crescent
- Toorak Road West between St Kilda Road and just west of Adam Street
- Domain Road between St Kilda Road and Dallas Brooks Drive.

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

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

- Site establishment: Site establishment at Domain includes set-up of site offices and staff amenities, laydown areas, and plant and equipment required for managing and receiving tunnelling spoil. Edmund Herring Oval will be hoarded and used to manage and receive spoil. The site will house plant and equipment such as batch plants and separation plants, a compressor station, water treatment plant, muck bins and muck loading facilities. A small construction site will

also be established on Albert Road. The TBM launch site support services will include grouting plant, gantry cranes, spoil handling system, water treatment plant and facilities to assemble the TBM

- Civil / Structural: Piling (diaphragm walls) and excavation of the station box at Domain will be undertaken using a top-down, cut and cover method. The station box on St Kilda Road will be excavated in two stages, allowing for the slew of the road and tram. Once the excavations are sufficiently deep a permanent roof will be constructed with openings for ongoing access, and the surface restored. Excavation will continue under the roof, with the base slab being the last part of construction completed. During this process sections of the station box excavation will be used to launch the TBM. An acoustic shed will be installed at Edmund Herring Oval and over the station box excavation on St Kilda Road
- Fit out: This phase of the Project includes the fit out of station infrastructure, surface and subsurface levels, including ticket halls, station platforms, passenger access, emergency egress, ventilation and smoke controls, staff rooms and equipment rooms. This stage of the Project also includes the landscaping of the station precinct
- Mechanical, Electrical and Process: This phase of the Project includes the installation of power and electrical infrastructure to the station and platforms
- Testing and commissioning: These works ensure that all new station infrastructure, from ticket gates and vertical transport to signalling and rolling stock (by others) meet the requirements of Victorian Rail Safety legislation and is fit for purpose on Day One
- Operation: The operational phase of the Project will include activities associated with the day to day operation of the train station, including but not limited to, train services (by others). CYP will undertake maintenance of station assets to ensure reliability and availability of station infrastructure.

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

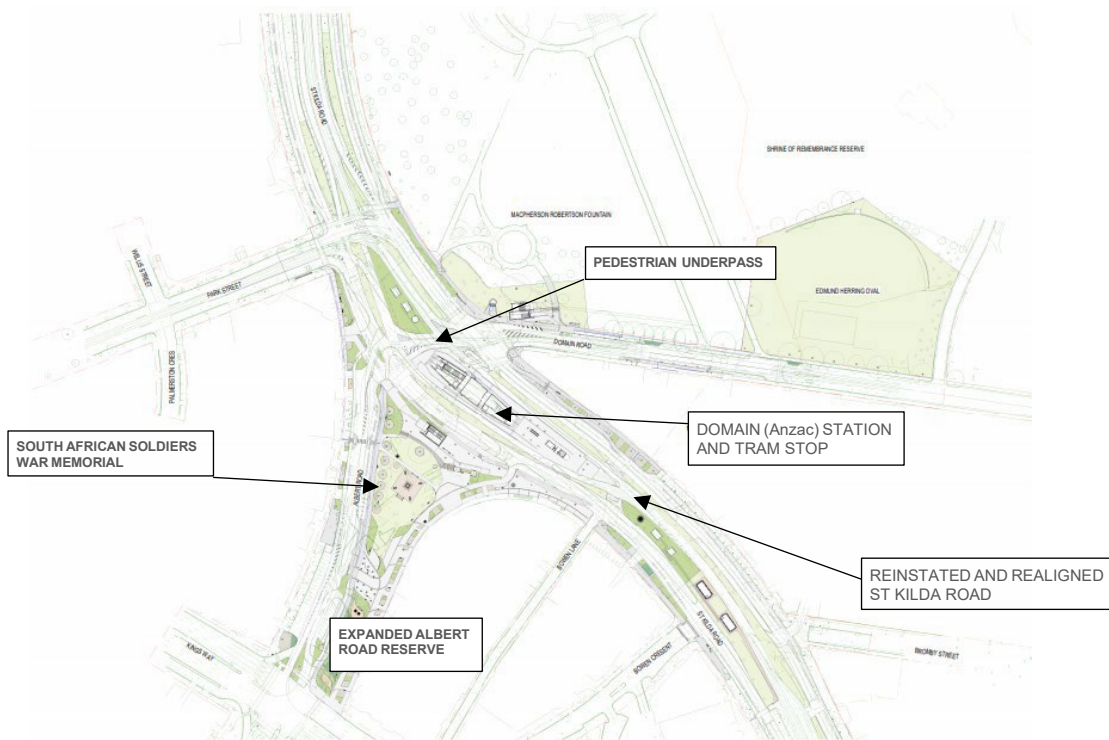


Figure 3: Domain precinct surface works

## 4. DESIGN RESPONSE

### 4.1. DESIGN DEVELOPMENT

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

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

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

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

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

The previous version of this Domain Precinct Development Plan was approved by the Minister for Planning on Tuesday 3 April 2018. Following an iterative consultation period during detailed design, amendments to the architectural layout, landscape design and public realm components of the Project include:

#### **Architectural layout and design**

- Central tram platform and St Kilda Road
  - Updated design of the tram stop kiosk building to be representative of line wide architectural typology (refer to Section 4.3.1)
  - Updated design of the station canopy to reduce visual impact (refer to Section 4.3.1)
  - Reduced physical footprint of ancillary structures following updates to the design to be representative of line wide architectural typology (refer to Section 4.3.1)
  - Replaced timber columns in the main canopy structure with steel to comply with Project Scope & Technical Requirements (PS&TR). Finishes are to be non-combustible in all areas (refer to Sections 4.3.1 and 4.3.8)
  - Updated design of the retail tenancies as part of the design development leading to reduced width of the unpaid concourse passageway (refer to Section 4.3.4)
- Eastern entrance (Shrine of Remembrance) and Domain Road
  - Reduced footprint of the above ground-built form due to the combined entrance lift with skylight, enabling daylight to penetrate to B1 level entrance and thereby reinforcing the use of daylight as a wayfinding tool (refer to Sections 4.3.1 and 4.3.4)

- Minimised encroachment of the station infrastructure into the Shrine of Remembrance grounds through adjusting the eastern station entrance portal and egress stair alignment (see Section 4.3.1)
- South-western entrance (Albert Road Reserve) and Albert Road
  - Reduced footprint of the above ground built form due to the:
    - Combined entrances (escalator and stair) into a single entrance oriented north
    - Combined entrance lift with skylight, enabling daylight to penetrate to B1 level entrance and thereby reinforcing the use of daylight as a wayfinding tool (refer to Sections 4.3.1, 4.3.3 and 4.3.4)

### **Landscape design and public realm components**

- Central tram platform and St Kilda Road
  - Updated proposed tree locations due to ongoing design development and coordination with tram pole locations, utilities, ancillary structures and other road infrastructure (refer to Section 4.3.2)
  - Relocated the existing fire booster at the Shrine Reserve to St Kilda Road to facilitate construction of the station structure, the cabinet also integrates the Victorian State Disaster Plan (DISPLAN) requirements. (refer to Section 4.3.7)
  - Reconfigured vent locations and chiller plant including the addition of a maintenance path (refer to Section 4.3.7)
  - Reduced rain garden extent along St Kilda Road north bound western verge, between Bowen Lane and Bowen Crescent (refer to Section 4.3.2)
  - Removed rain gardens from bike separators south bound stretch of St Kilda Road, between Domain Road and Bomby Street, and north bound between Bowen Crescent and Kings Way (refer to Section 4.3.2)
  - Removed planting from central medians in line with the comments from the City of Melbourne (refer to Section 4.3.2)
- Eastern entrance (Shrine Reserve) and Domain Road
  - Proposed stairs to tie into existing path leading to Macpherson Robertson Fountain, creating a more generous forecourt area for the station entrance (refer to Section 4.3.4.1)
  - Increased station entry footprint to the east which incorporates a new set of stairs for fire egress requirements; and has led to some modifications to the public realm that interfaces with this area (refer to Sections 4.3.3 and 4.3.4)
  - Reduced hardstand on the corner of Domain and St Kilda Roads due to changes to the public realm solution in response to consolidated oculus and lift (refer to Section 4.3.3)
  - Relocated bike share from the south-east corner of Domain and St Kilda Roads to west of the Domain Road tram stop (refer to Section 4.3.4.3)
- South-western entrance (Albert Road Reserve) and Albert Road
  - Relocated the South African Soldiers Memorial to the centre of Albert Road Reserve resulting in design changes to both the station forecourt and eastern section of the Albert Road Reserve including the retention of two significant Elms and removal of three heritage trees, all of which are within the Victorian Heritage Register listed place (refer to Sections 4.3.2 and 4.3.3)
  - Reduced public realm space due to the introduction of angled parking along the western section of Albert Road Reserve (east side of Albert Road) in consultation with the City of Port Phillip to provide additional car parking spaces (refer to Section 4.3.3)

- Realigned the eastern end of Albert Road (south) to the north to ensure that vehicles are travelling clear of the existing building canopy associated with 1 Albert Road (refer to Section 4.3.3)
- Added a new north-south path between the Windsor Oak and South African Soldiers Memorial to provide a *Disability Discrimination Act 2002* (DDA) compliant connection (refer to Section 4.3.4.1)
- Updated public realm design at the station entry in response to lift reconfiguration and inclusion of fire doors as part of revised fire egress solution (refer to Section 4.3.3)
- Added a new ramp to north corner of Albert Road and St Kilda Road to achieve compliant pedestrian access
- General
  - Updated tree removal and retention across the precinct due to the design development. In total, 156 trees are proposed for removal, which is 14 less than the previously approved Development Plan (refer to Section 4.3.2)
  - Refined bike parking locations due to ongoing design development and in response to stakeholder comments, which has led to an additional 20 bike parking spaces (refer to Section 4.3.4.3)
  - Updated bike hoop set out in line with the City of Melbourne Design Standard 706.08: Bicycle hoop where applicable (refer to Section 4.3.4.3)
  - Inclusion of Copenhagen-style separated bicycle lanes both north bound and south bound between Dorcas Street and Toorak Road and reduction of St Kilda Road traffic lanes from three to two, both north and south bound between Dorcas Street and Toorak Road (refer to Section 4.3.4.3)
  - Relocation of the changing places facility, shown in Appendix B: Architectural Plans and Elevations drawing TAS-CYP-DM-00-DRG-ARC-DOM-752011-DP.

## 4.2. DESIGN PRINCIPLES FOR METRO TUNNEL PROJECT

### 4.2.1. VISION AND KEY DIRECTIONS

The Urban Design Strategy establishes an Urban Design Vision that is:

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

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

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

Each of these key directions has objectives with associated design guidelines to inform the design response. In order to address these project wide key directions, CYP developed six public realm



principles to guide the design of the public realm and support the delivery of the Urban Design Vision. Table 4 summarises how each of these public realm principles is integrated into design and specifically addressed in the Domain precinct.

Table 4: CYP public realm principles integrated in Domain precinct

Principle	Principle integrated into design	Design response for Domain precinct
Performance for people	Our public realm design provides for seamless, simple and intuitive experiences for people in each of the station precincts.	The new tram interchange will be the first in Melbourne with a direct platform-to-platform connection to the train network. The tram stop is more generous than the Reference Design, providing an enhanced passenger transfer experience and provision for larger passenger volumes for events, linked to an unpaid pedestrian connection under St Kilda Road.
More Melbourne	There will be more and better-quality public spaces proposed as a result of the Metro. New cultural and creative programs generated and tested in the lead up to Day 1 operation will inform the design of each public realm space.	On a macro scale the greening of Albert Road will complete the green corridor connecting some of Melbourne's most-loved open spaces between Port Phillip Bay, along Kerford Road, the Royal Botanic Gardens and the Yarra River. On a local scale, the Project will deliver a new neighbourhood park in a dense mixed-use precinct on Melbourne's busy St Kilda Road.
Context and nature	The public realm has been designed to promote views, wayfinding and help draw daylight and fresh air into and through each station. This helps to amplify the local character of each station's neighbourhood and authentically reflect the nature and character of each place. This approach is supported through planting, the careful use of materials and finishes as well as the design and placement of civic furniture.	The design responds to Domain's unique character. The connection to country, the six seasons and natural systems have been embraced in the concept design of the Albert Road Reserve. The concept is a contemporary and concentrated representation of the pre-European landscape that transitions down Albert Road from Woodland to Lagoon.
Sustainable and resilient	The public realm designs associated with each station are focused on being ecologically conscious and designed to be resilient and adaptable to climate change. Resources required to maintain the landscape are reduced because of the quality and detailing proposed. Urban forestry, water use and biodiversity strategies have been employed that reference the RPV's Urban Design Strategy, Environmental Performance Requirements and the Living Infrastructure Plan.	The many sustainability features include promotion of walking and cycling, enhanced ecological value through tree pits and garden beds, Water Sensitive Urban Design (WSUD), and increased tree canopy coverage.
Functional, efficient and safe	Legible, accessible and clearly defined public realm spaces provide for a highly functional and efficient environment for people to use. Increased passenger space in each station is supported by safe, inviting and generous public realm areas. This provides a seamless transition for passengers from the moment they leave the train through to the public realm.	Access routes to the station entries and within the public realm to transit facilities will be legible and safe for pedestrians of all abilities. An unpaid pedestrian underpass under St Kilda Road and linking to the tram interchange will provide a safe passage of travel. This is particularly important considering the large amount of schools in the area. A new shared-use path on Albert Road through the new park will open up a new and safe connection.
A quality legacy	The quality of each public realm space proposed supports the move towards a "turn up and go" Metro system. The investment in the quality of the public realm spaces proposed for today can help provide the confidence for others to	Project works mean the St Kilda Road boulevard will require significant alteration between Dorcas Street and Toorak Road. The reworks are an opportunity to consider the future direction for St Kilda Road. Our design will reinstate a greener and more sustainable boulevard as a legacy -

Principle	Principle integrated into design	Design response for Domain precinct
	invest time, capital and energy into further precinct development.	and potentially a prototype that could ultimately extend from the CBD to St Kilda Junction. It will feature less car traffic, more trees, safer separated bicycle lanes, and capture and treat stormwater through planting.

## 4.2.2. PRECINCT-SPECIFIC DESIGN ISSUES

The Urban Design Strategy identifies precinct-specific design issues for Domain. As with the project wide key directions, each of these issues has objectives with associated design guidelines to inform the design response. Table 5 identifies the design objectives by sub-precinct.

Table 5: Urban Design Strategy design objectives by sub-precinct for Domain

Sub-precinct	Design objective
St Kilda Road	Create an integrated multi-modal transport interchange. Protect and enhance St Kilda Road's formal boulevard character.
Shrine Reserve and Kings Domain construction works areas	Respect and integrate with the heritage values and civic character of the area. Protect and enhance existing parkland recreational values.
Albert Road Reserve	Enhance walking and cycling links through the area. Enhance the extent and amenity of usable public open space. Respect and integrate with the heritage values and civic character of the Reserve, its context and memorials within it.

## 4.3. CONSISTENCY WITH URBAN DESIGN STRATEGY

The CYP design vision for Domain precinct is for a 'Pavilion in the Park' – an integrated public building and landmark that connects seamlessly with its parkland surroundings, cognisant of the Shrine to Sea Project being delivered by the Department of Environment, Land, Water and Planning (DELWP) which will create a boulevard that connects the Domain Gardens to Port Phillip Bay via Albert and Kerferd roads. The project will enhance the existing greenery and open spaces, improve the safety and experience for people walking and bike riding through this part of Melbourne and help bring the local history, stories and culture to life for resident and visitors.

The Anzac Station design features the underground train station immediately beneath St Kilda Road and the new Domain Interchange tram stop at Domain and Albert Roads. Entry to the station is provided via one of three entries, from either the tram platform, Albert Road Reserve or the grounds of the Shrine of Remembrance. These entrances in relation to the precinct components are shown on Figure 4.

A station forecourt or plaza on the south side of St Kilda Road, as well as reinstated St Kilda Road boulevard and an expanded Albert Road Reserve will provide a green link between Shrine Reserve and Domain Parklands to Albert Park and beyond to Port Phillip Bay.

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

- St Kilda Road boulevard — a re-instated, more sustainable boulevard for the 21st Century, with Copenhagen-style separated bicycle lanes, St Kilda Road traffic lanes reduced from three to two both north and south bound between Dorcas Street and Toorak Road, and an unpaid pedestrian connection under St Kilda Road
- Albert Road Reserve — a green connection between Albert Park and the Shrine Reserve and Kings Domain which includes the station plaza

- Tram interchange – centred in the intersection of the boulevard and the expanded Albert Road reserve green spine.

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

The design drawings of the resultant built form for the Domain precinct attached as follows:

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

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



Figure 4: Domain precinct components and station entries

### 4.3.1. ARCHITECTURAL RESPONSE

The architectural design of Domain precinct has been developed to align with the vision of creating a 'Pavilion in the Park'; a 'public building and landmark that connects seamlessly with its parkland surroundings'. This has been achieved through responsive architectural solutions and enhancing existing connections through the precinct.

The proposed Anzac Station is immediately below St Kilda Road and adjacent to Albert and Domain Roads. The main entrance is located in the middle of the boulevard on the central tram platform connecting to the Domain interchange located directly above the station. Secondary entrances are located to either side of St Kilda Road. The eastern entrance portal is located on the Shrine of Remembrance ground, providing connection between the Anzac Station and the Shrine of Remembrance and Melbourne Grammar School. The south-western entrance portal is located within the Albert Road Reserve, providing connection between the Anzac Station and St Kilda Road north and south as well as Albert Park Lake to the west.

The canopy above the new Domain interchange tram stop is a refined architectural element and represents an important onset of St Kilda Road. The canopy structure rises from the below ground concourse level, through a void in the centre of the tram platform and rests at height within the tree canopy. In the amended design, the timber columns of this main canopy have been replaced with steel to be non-combustible in compliance with the PS&TR. The void and elegantly curved columns that rise from the concourse to support the canopy at the surface serve to connect the two spaces, and help create a strong visual connection between the platforms and station concourse to the tram platform above. In addition to being an architectural focal point of the St Kilda Road boulevard, the tram stop canopy will provide passengers waiting for trams with year round weather protection. A cross section of this station canopy is shown in Figure 5.

The vision of a public building with seamless connections to its surrounding parklands has been achieved through the provision of an unpaid pedestrian underpass providing unhindered passage between the Albert Road Reserve and Shrine of Remembrance that will be open during station operational hours. Passengers will use this underpass to access the escalators and lifts to the train platforms below as well as the tram stop above. This unpaid underpass and station concourse is shown in Figure 6.

The subterranean experience is illuminated with natural light that penetrates Anzac Station from the void within the tram platform as well as openings at either end of the underpass. The prominent station oculus provides views to adjacent greenery and allows additional sunlight to enter the concourse level as well as views to the train station concourse and platforms below.

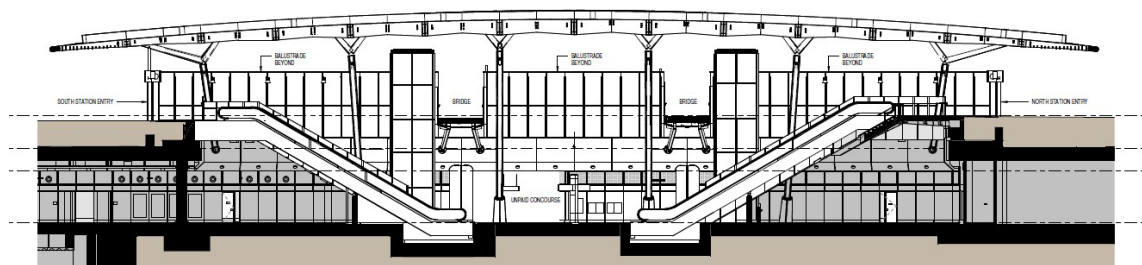


Figure 5: St Kilda Road Station Entry - Section

Anzac Station has been designed in a manner to reflect architectural line wide identity with other project stations. The design ensures common treatment and elements in the built form subtly link the stations to one another while ensuring local context driven design. This is reflected at Anzac Station where secondary entry portal canopies are designed in a manner to architecturally reflect those at other project stations. Key design development during detailed design has included the update of the tram stop kiosk building, as well as the ancillary structures such as chiller plant, to be representative

of the line wide architectural typology. This has led to a reduced physical footprint within the St Kilda Road boulevard.

As part of the design development, there have been amendments to the architectural design of the station entrances. At both secondary entrances, the lift and skylight have been consolidated to minimise the above ground-built form, enabling daylight to penetrate to B1 level entrance and thereby reinforcing the use of daylight as a wayfinding tool. At the eastern entrance (Shrine Reserve), the lift has been moved as close as possible to St Kilda Road to minimise encroachment of station infrastructure into the Shrine of Remembrance land in accordance with the Project Scope and Technical Requirements. The encroachment of structures and hard scaping into the Shrine Grounds has been reduced where reasonably practical, whilst acknowledging the need for infrastructure to serve the new Anzac Station. This has been achieved through consolidation of various structures and minimising of massing. Material selection has been carefully considered to ensure visual transparency towards the Shrine and surrounding Shrine Grounds. At the western entrance (Albert Road Reserve), the two entrances (escalator and stair) have been consolidated into a single entrance leading to the reduced footprint of the built form in the Albert Road Reserve.

In addition to these station architectural design outcomes, the operational elements of the project stations will also be consistent with the broader public transport system in metropolitan Melbourne. Steps have been taken to ensure architectural design allows for consistency of the new stations with the existing network, particularly in relation to station elements such as ticketing machines, ticket barriers and customer service facilities through adherence to requirements such as Metro Trains Melbourne (MTM) standards and the Project's contractual PS&TR. Anzac Station's architectural response also addresses the need for amenities, such as public toilets, locating them in paid zones, beyond ticket gates, similar to other stations across the network. Design development processes have been undertaken to ensure the design of the station and these operational elements work together and result in a space which is highly useable and provides seamless orientation.

As Anzac Station is located within a road reserve, over-site development opportunities are not possible, in comparison to the likes of the Arden, State Library and Town Hall precincts. Despite this, the ongoing redevelopment of the Albert Road area from predominantly commercial to residential will not be hindered by the design of Anzac Station. The station footprint has been designed to reduce any potential impact on the surrounding environment, with particular attention to minimise land required within the Shrine of Remembrance Reserve. As such the station entry within Shrine Reserve, as well as those within the Albert Road Reserve, feature low profile glass canopies which sit either within or below the tree canopy, reducing visual bulk and vistas towards these important landmarks.

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

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

- TAS-CYP-DM-00-DRG-ARC-DOM-751000-DP
- TAS-CYP-DM-00-DRG-ARC-DOM-752001-DP
- TAS-CYP-DM-00-DRG-ARC-DOM-752002-DP
- TAS-CYP-DM-00-DRG-ARC-DOM-752003-DP.

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

- TAS-CYP-DM-00-DRG-ARC-DOM-751010-DP
- TAS-CYP-DM-00-DRG-ARC-DOM-751011-DP
- TAS-CYP-DM-00-DRG-ARC-DOM-751012-DP
- TAS-CYP-DM-00-DRG-ARC-DOM-751013-DP.



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

- TAS-CYP-DM-00-DRG-ARC-DOM-754000-DP
- TAS-CYP-DM-00-DRG-ARC-DOM-754011-DP
- TAS-CYP-DM-00-DRG-ARC-DOM-754012-DP
- TAS-CYP-DM-00-DRG-ARC-DOM-754250-DP.

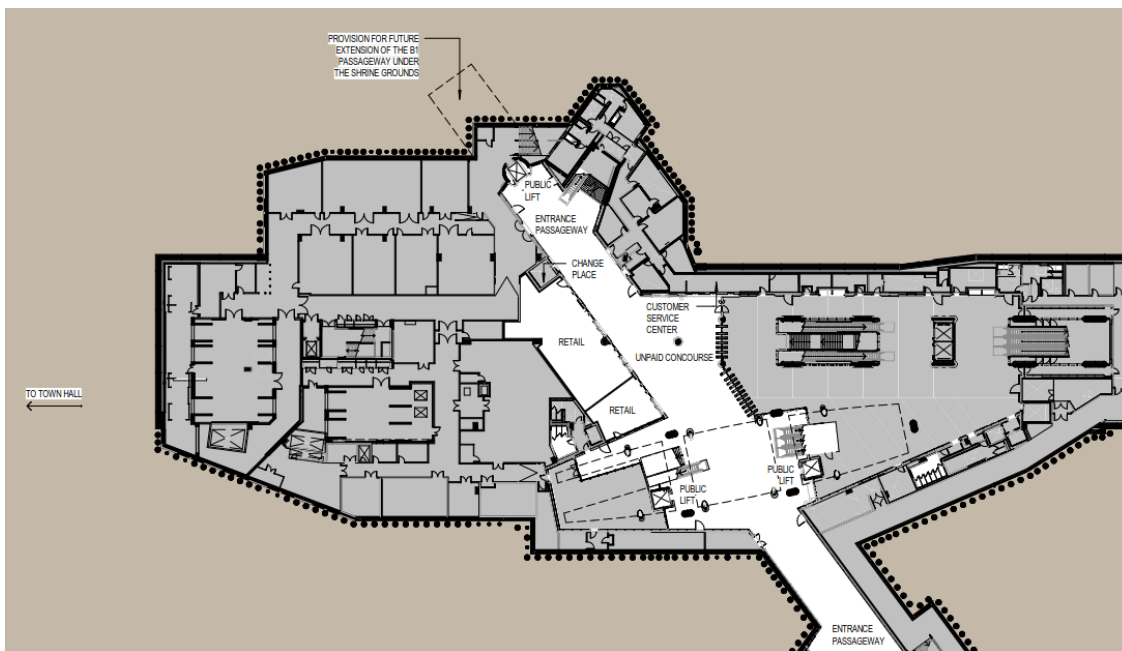


Figure 6: Anzac Station architectural floor plan

### 4.3.2. LANDSCAPE RESPONSE

The landscape design response for Anzac Station addresses the Project's vision for a seamless connection to surrounding parklands through integrating the new tram platform with the broader Albert Road green spine that contributes to connecting the 'Shrine to Sea'. Through the incorporation of trees and low lying vegetation into the station design, the Domain interchange tram stop will become part of the green spine itself as well as connect the expanded Albert Road Reserve and its green spaces beyond (Albert Park through to Port Phillip Bay) with the Shrine of Remembrance Reserve and Kings Domain (and Royal Botanic Gardens).

This green spine connection will be further strengthened by the reconfiguration and landscaping of the Albert Road Reserve, creating an extended area of public open space from St Kilda Road to Kings Way, further strengthening the connection between Anzac Station and Albert Park, and beyond. This new area of public open space will become a new community park for the growing population of workers and residents who inhabit the surrounding office and apartment buildings.

In response to stakeholder and community concerns, removal of existing trees along St Kilda Road and Albert Road Reserve has been minimised. As part of project works, 156 trees will be removed. These trees are mainly concentrated along St Kilda Road and Albert Road. In total, this is 68 less trees than identified during the EES and 14 less than was presented in the previously approved Development Plan. The development of the design has resulted in changes to trees to be removed and those that are now able to be retained.

Tree reinstatement will build on the existing character of the site to create a strong local identity for the Domain precinct within the context of St Kilda Road, the Shrine Reserve and Albert Road

Reserve. Tree reinstatement across the Domain precinct will need to be undertaken in accordance with the relevant heritage permit conditions, which includes written approval of a detailed tree planting methodology and maintenance schedule by Heritage Victoria's Executive Director. Heritage permit conditions stipulate that trees are to be located as close as practicable to the original locations of the removed trees, in order to establish a regular and continuous pattern of tree planting along the heritage registered portion of St Kilda Road, so as to ensure the integrity of the boulevard form and planting arrangement of St Kilda Road. The pattern of replacement tree planting has been planned in such a way as to create a continuous avenue of trees that connect with the avenue of trees to the north (running from Princes Bridge to Dorcas Street), and with the avenue of trees to the south (running from Domain Road to Henry Street). Proposed new trees are a mix of native and exotic species and have been selected in accordance with heritage requirements, the City of Melbourne Urban Forest Strategy 2012-2032, the City of Port Phillip Greening Port Phillip – An Urban Forest Approach (2010) and the Shrine of Remembrance Landscape Management Plan 2001-2015.

The CYP design reinstates more trees than currently exist in line with the Project's goal of increasing overall tree canopy coverage. The proposed tree locations have been subject to change in consultation with the relevant stakeholders. This change mainly relates to coordination with tram pole locations, utilities, ancillary features and other road infrastructure. Tree retention is ongoing through design and construction stages.

Median areas will be planted with native and indigenous low planting. The CYP reinstated boulevard maintains symmetry, but widens at the tram interchange to better accommodate the expected passenger volumes and the vertical transport modes leading into and out of the station. The widening also articulates the juncture of the boulevard and the new intersecting green spine of Albert Road. Edmund Herring Oval will also be reinstated to return its purpose of supporting recreational activities.

Within Albert Road Reserve, the Windsor Oak is retained. The Oak, as well as the retained elm trees along St Kilda Road will be supplemented with primarily native species, drawing inspiration from the areas pre-European landscape.

In the amended design, the South African Soldiers Memorial has been relocated to the centre of Albert Road Reserve. This relocation has led to the retention of two significant elms on the corner of Albert Road and St Kilda Road, where the South African Soldiers Memorial was previously proposed to be relocated. However, the new location will result in the loss of three trees, all of which are within the Victorian Heritage Register listed place. Two of these trees sit within the boundaries of the proposed location and one Sweet Pittosporum (*Pittosporum undulatum*), which is located further to the north, is proposed to be removed as it obstructs sightlines to the South African Soldiers Memorial and is in very close proximity to the proposed north-south path that runs through the Albert Road Reserve. This tree species is considered a weed in the City of Port Phillip Nature Strip Management Guidelines (2010) and of low amenity value in the Greening Port Phillip – An Urban Forest Approach (2010).

Similar to the strategy for tree reinstatement, the low-level planting design integrates the Domain precinct landscape with the surrounding precinct character and context of the Shrine Reserve, St Kilda Boulevard and Albert Road Reserve. Planting design and species selections facilitate ground level vistas, clear sightlines and allow for visual dominance to the tree canopy above. In the amended design, planting has been removed from central medians that cannot be accessed from a footpath. This change has been informed by the comments from the City of Melbourne. The exception to this strategy is:

- Where the design is using understory planting to discourage access to medians and illegal crossing by the public, for example around tram stops
- Where the design is using understory planting to discourage access to medians and illegal crossing of the tram tracks from in between the southern ancillary structures.

Additionally, WSUD is an important aspect of the design for the Domain precinct open space south of the station and boulevard landscape concept. WSUD measures, such as drainage swales, grates and natural surface falls will capture and treat stormwater, providing passive irrigation and natural filtration. This is articulated on the attached drawings which show passive irrigation. As part of the design development and in line with the comments from the City of Melbourne, there have been

amendments to the WSUD areas consisting of rain gardens. Following the amendments, rain gardens have been removed from bike separators south bound stretch of St Kilda Road between Domain Road and Bromby Street, and north bound between Bowen Crescent and Kings Way. In addition, the rain garden extent has been reduced along St Kilda Road north western verge, between Bowen Lane and Bowen Crescent.

The following relevant landscape drawings and sections are attached in Appendix C: Domain Precinct Landscape Plans and Elevations:

- TAS-CYP-DM-00-DRG-AUD-DOM-752201-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752202-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752203-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752204-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752205-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752206-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752207-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752208-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752209-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-754200-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-754201-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-754202-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-754203-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-754204-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-754205-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-754206-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-754207-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-754208-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-754209-DP.

### 4.3.3. PUBLIC REALM RESPONSE

The public realm design response for Anzac Station has responded to both the project wide and precinct specific design principles to create unique and engaging public spaces. At Anzac Station, the dominant public realm areas are St Kilda Road and Albert Road Reserve.

Project works will require significant alteration to St Kilda Road with the reduction of three to two traffic lanes between Dorcas Street and Toorak Road, creating an opportunity to reconsider the future direction of St Kilda Road, shifting the emphasis towards sustainable transport choices such as trams and bicycles. The design will reinstate a greener, more sustainable boulevard as a legacy – and potentially a prototype that could ultimately extend from the CBD to St Kilda Junction. The proposed boulevard will feature more trees, safer Copenhagen-style separated bicycle lanes both north bound and south bound between Dorcas Street and Toorak Road, and capture and treat stormwater through planting.

The Albert Road Reserve public realm has been designed sensitively to incorporate heritage elements and contribute to the landscape character of the precinct. An extended open space has been proposed in Albert Road Reserve, extending from St Kilda Road down to Kings Way. The South African Soldiers Memorial, Cockbill Fountain and heritage plaques are integrated into this area

and landscape elements are carefully arranged to ensure that views to the South African Soldiers Memorial are maintained. In line with this, in the amended design the South African Soldiers Memorial has been relocated to the centre of the Reserve, in a landscape setting consisting of an open lawn with heritage trees to the north and south. Although being set back into the Reserve to avoid conflict with the station operations, the memorial will maintain visual relationship with St Kilda Road. It will also be able to be seen from Kings Way.

The station plaza will accommodate the western station entry stairs and lifts, as well as the associated functional requirements including kiss-and-ride, taxi zone and bus stops, and the majority of bicycle parking. It will be a social and gathering space for commuters and the community linking to the reconfigured and landscaped Albert Road Reserve. The proposed new community park will feature barbecues, a picnic shelter, tables and seating, to facilitate and encourage activation of the public realm. The public realm elements of this area have been refined in the amended design following the consolidation of the entrances (escalator and stair) into a single entrance as well as combining the entrance lift with the skylight.

Reconfigured vehicle access through Albert Road will also encourage greater public realm activation as vehicle access through the plaza and park spaces will be accommodated on 'shared' roads with stone paving signalling pedestrian priority. In turn the pedestrianisation of Albert Road, particularly along the south side, will encourage existing and new developments to reposition their ground levels to interact with the street and will encourage spill out spaces for outdoor dining. The design of Albert Road (south) has further been realigned in the amended design. In the previous design, the alignment of Albert Road (south) included a portion of the roadway beneath the existing building canopy associated with 1 Albert Road. This section has been realigned to the north to ensure that vehicles are travelling clear of the building canopy and to remove the risk of large vehicles hitting the structure. As a result, reconfiguration of the retaining wall and footpath width has been revised in this location.

The loss of parking on Albert Road is minimised in the amended design by the inclusion of angled over parallel parking on the south side of the carriageway. This change has been undertaken in consultation with the City of Port Phillip to gain additional car parking spaces. This has resulted in reduced public realm space for the western half of the Albert Road Reserve.

The tram platform itself features distributed seats along the platform with a small retail kiosk providing passengers with an opportunity to buy refreshments and food while waiting. There is also digital passenger information display enhancing the user experience. The void between the tram stop and the concourse below provide not only light, but also provide good passive surveillance.

The public realm design of the eastern entrance (Shrine Reserve) has also been subject to a number of changes since the previous version of this Development Plan was approved. This includes the refinements to the public realm in response to the consolidated skylight and entry lift. Further, the station entry footprint has been increased to the east due to the inclusion of a second set of stairs for fire egress requirements. The public realm that interfaces with this area has been modified as a result. The existing tree to the east is still proposed to be retained.

Integrated art that reinforces the above themes will also be provided.

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

- TAS-CYP-DM-00-DRG-AUD-DOM-752101-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752102-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752103-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752104-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752105-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752106-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752107-DP

- TAS-CYP-DM-00-DRG-AUD-DOM-752108-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752109-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752110-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752111-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752112-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752113-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752114-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752115-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752116-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752117-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752118-DP.

#### 4.3.4. COMMUNITY EXPERIENCE

The Domain precinct has been designed to allow seamless movement through the station and public realm.

The Domain precinct is located at the intersection of St Kilda, Domain and Albert Roads and features a high degree of pedestrian, cyclist and public transport accessibility. The precinct contains a number of elements, including active and public transport infrastructure and significant public open space, namely the Albert Road Reserve.

Upon project completion, the Domain precinct will:

- Be integrated into the broader pedestrian network via existing pedestrian paths along both sides of St Kilda and Domain Roads. New pedestrian connections will be provided either side of the expanded Albert Road Reserve, linking the Domain precinct to Kings Way and Albert Park Lake beyond. Further, the amended design proposes a north-south path within the Albert Road Reserve, between the Windsor Oak and the South African Soldiers Memorial
- Have cyclist access through the precinct, with existing St Kilda Road cycle paths upgraded to Copenhagen-style separated bicycle lanes both north bound and south bound between Dorcas Street and Toorak Road, providing direct cyclist access to the Domain precinct. Similar to pedestrian access, the expanded Albert Road Reserve will also connect cyclists to Kings Way and beyond, in addition to new separated on road cycling paths along Albert Road. Bicycle hoops are provided throughout the precinct, providing cyclists the opportunity to easily access transport services via bicycle
- Be at the centre of the precinct, above the new underground train station, the Domain Interchange tram stop. Servicing the busy St Kilda Road tram corridor, one of the busiest in the world, this tram corridor links the Domain precinct to the broader Melbourne tram network
- Allow users to access the new station from one of three new entries. One within the Shrine of Remembrance, another in the footpath adjacent the Albert Road Reserve and a third within the central median tram stop. Each of these entries feed into an unpaid underpass which connects each entry, beneath St Kilda Road, through the ticket gates to the train platforms below. The entrance within the central tram platform that will feature one escalator and a set of stairs orientated north, and another bank of three escalators orientated toward the south. Additionally, there are two lifts. These will provide users with a direct interchange with trams at the surface from train services below. The entrance within the Shrine of Remembrance is orientated toward the south-east and previously featured one escalator, a set of stairs and one lift. As mentioned in Section 4.3.1, in the amended design, the entrance lift has been combined with the skylight which enables daylight to penetrate to B1 level entrance and thereby reinforces the use of daylight as a



wayfinding tool. Further, a new set of fire egress stairs has been added to the eastern entrance which has resulted in increasing the portal footprint at this entrance. The south-western entrance (within Albert Road Reserve) has also been updated in the amended design. In the previous version of this Development Plan, this entrance was divided between two entrance portals, one with two escalators and another being a set of stairs. There were also two lifts, one of which was a goods lift. In the updated design, the two entrance portals have been combined into a single entrance oriented north. The entrance lift has also been combined with the skylight which, similar to the eastern entrance, would allow the use of daylight as a wayfinding tool. The goods lift is proposed within proximity of the public lift. The access to the station for all users, regardless of mobility status, is equitable. Mobility impaired users will be able to get from the station entrance, to the platform, step free

- Integrate an underpass connecting the entrances to the station concourse and train platforms below, features natural light from a large void in the centre of the tram stop above. The unpaid concourse area features retail units and station facilities such as ticket machines. As part of the design development, the design of the retail tenancies in the central tram platform has been updated which has led to reducing the passageway width. The station has been designed in a manner to reduce the need for signage, encouraging intuitive way finding through design.

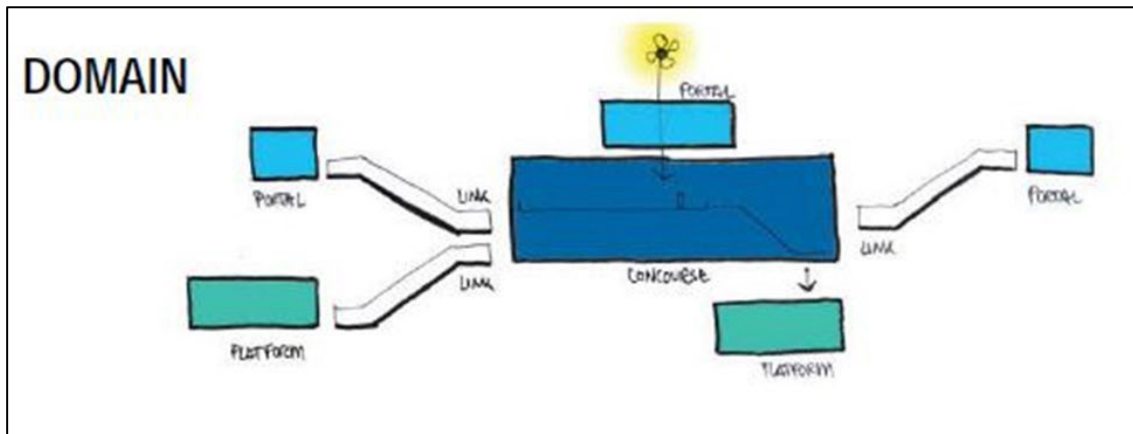


Figure 7: Domain precinct user experience design

#### 4.3.4.1. UNIVERSAL ACCESS

Universal access has been incorporated into the design of Anzac Station and precinct. A series of universal access vehicle bays for both parking and drop-off are provided on St Kilda Road and Albert Road. These parking and drop-off bays have been placed close to ramps and lifts to ensure that any people in the precinct can access the station regardless of physical ability.

The amended design has investigated opportunities to further promote the universal access across the precinct. As such, a new path has been proposed between the South African Soldiers Memorial and the Windsor Oak. This path provides a north-south connection through the Albert Road Reserve compliant with DDA requirements.

Adjacent to the station entry on the corner of St Kilda and Domain roads, an existing pedestrian path provides access to the Macpherson Robertson Fountain. Due to the level difference between the fountain and Domain Road, the gradient of the existing path was not DDA compliant. Where this path now abuts the new station entry, a fully compliant stairway has been proposed in the amended design. While this pathway is a route to the Shrine of Remembrance, the most direct route from the station entrance is via St Kilda Road, towards the city. People with disabilities requiring an accessible path of travel to the Shrine can take the St Kilda Road route.



#### 4.3.4.2. PEDESTRIAN ACCESS

The majority of station passenger movements will involve interchanging with the tram. The precinct design addresses this by giving priority and more area to accommodate the interchange vertical transport and to the central island tram platform. Significant destinations located close to Anzac Station include:

- The Shrine of Remembrance
- The Royal Botanic Gardens
- Melbourne Grammar School
- Nearby commercial and residential buildings
- Albert Park Reserve and Albert Park Lake
- Mac Robertson Girls High School.

As the majority of these destinations are located to the east or west of the station, the design has been careful to increase east-west station connectivity via an unpaid pedestrian underpass beneath St Kilda Road. The underpass leads directly and conveniently to the station entrance and offers a safe, convenient route to the tram interchange on the surface (via one escalator and a lift). Improved surface-level crossings are also included in the design, to allow no station passengers to cross the roads and access the trams. In addition, a primary pedestrian path is provided from St Kilda Road to Park Street to enhance pedestrian links to the Park Street (South Melbourne) tram route.

Broader east-west pedestrian movement is nurtured through the extended and enhanced Albert Road Reserve which creates a more functional and attractive link between Albert Park and the Shrine Reserve. The orientation of the new circulation also caters for large events such as ANZAC Day and the Grand Prix.

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

The existing pedestrian operated signals in the vicinity of Wadhurst Gate will be retained. Pedestrian crossings have been provided direct from Domain Road to the tram interchange and station access as well as the St Kilda Road Gate to the tram interchange. The unpaid connection under St Kilda Road also provides a safe pedestrian movement reducing the number of street level crossings to one.

During the design development, a number of changes have been applied to improve pedestrian access and connectivity across the precinct. This includes the addition of a new set of stairs on the corner of St Kilda Road and Domain Road which connects to an existing pedestrian path that provides access to the Macpherson Robertson Fountain (see also Section 4.3.4.1). In addition, a new ramp has been added to the northern corner of Albert and St Kilda Roads to achieve compliant pedestrian access.

The design of the Domain precinct, particularly the eastern entrance, has been developed to be flexible to allow for future aspirations of the Domain Parklands Master Plan to create an accessible pathway from the station forecourt to the Royal Botanic Gardens (see also Section 2.1).

The pedestrian movement network through the Domain precinct is shown in Figure 8.

#### 4.3.4.3. BICYCLE ACCESS

In 2016, VicRoads, with funding from the Transport Accident Commission (TAC), commenced development of the St Kilda Road Safety Improvement Study to investigate safety improvement along St Kilda Road. The study identified St Kilda Road as one of the busiest cyclist commuter routes in Melbourne, carrying 3,000 cyclists every day and during a five-year period to 2015, the transport

corridor had a higher number of crashes or incidents involving cyclists compared with pedestrians and private vehicles.

With St Kilda Road subject to significant reinstatement and realignment between Dorcas Street and Toorak Road to allow for the new station entrances and tram stop, there is an opportunity to improve both safety and to address increasing demand for bicycle access. These changes will align with the safety objectives of the St Kilda Road Safety Improvement Study Project, City of Melbourne's Bicycle Plan (2012-16) and the Victorian Government commitment to building new bicycle lanes that physically separate drivers and cyclists to make St Kilda Road safer for all road users.

The design includes Copenhagen-style separated bicycle lanes both north bound and south bound between Dorcas Street and Toorak Road. This means that they are separated from moving traffic, and away from parked cars' opening doors. Bicycle east-west connectivity has also been improved with separated paths linking Albert Road to Anzac Station and to St Kilda Road. On Day One, 146 bicycle parking spaces will be provided (which is an additional 20 bike parking spaces than proposed in the previous submission of this Development Plan). A space for Bike Share parking and access will be available in the station forecourt. In addition, space for 200 future secure bicycle parking spaces is provided.

Due to design development and in response to stakeholder comments, the bike parking locations have been refined across the Domain precinct. This includes the relocation of the bike share from the south-east corner of Domain and St Kilda roads to west of the Domain Road tram stop. Further, some bike hoops have been relocated across the precinct. The amended design proposes an additional of 20 bike parking in comparison to the previous version of this Domain Precinct Development Plan.

In the amended design, the set out and spacing of bike hoops adjacent to kerbs has been updated in line with the City of Melbourne design standard. All other set out and dimensions not otherwise covered by this standard are to the Australian Standard. Secure parking spaces are provided with standard and durable City of Melbourne stainless steel hoops, which will be mechanically fixed to a concrete footing / slab. Two bicycles can be locked to each individual hoop.

Figure 9 shows the location of bicycle facilities within the station precinct.

#### **4.3.4.4. TRANSPORT INTEGRATION**

The Domain precinct has been designed with a transport modal hierarchy that focuses on pedestrians followed by cyclists, public transport, service vehicles and finally the private automobile.

This is evident in design by allowing passengers direct interchange between public transport modes without having to cross vehicle lanes. With 50 to 55 percent of Anzac Station passengers expected to use the station as a train-tram interchange point, providing a comfortable and easy journey between trains and trams is a key design driver. The island tram platform can accommodate four trams at any one time, or two 33m-long trams traveling in each direction, while also providing a comfortable waiting environment.

Bicycle parking is provided at station entries to make cycling not only attractive but a safe and inviting form of transport (refer to bicycle facilities in Figure 9). The current bus routes that use St Kilda Road include the No.216, 219 and 220. Any changes to the current bus network are subject to detailed design and in consultation with relevant transport authorities. New bus stops with shelters on St Kilda Road will allow passengers to readily connect with train and trams. Kiss-and-ride, service vehicles, and taxi bays have been integrated into the public realm — these are located near the Albert Road southern station entry. The location of rail replacement bus stops is based on an existing understanding of the precinct and should the suitability of these locations change, a review can be undertaken during detailed design in consultation with the relevant transport authorities. As detailed design has progressed, the rail replacement bus stop has relocated from Albert Road to St Kilda Road. These arrangements are shown on Figure 10.

Additionally, the current design accommodates the reinstatement of the No.58 Domain Road tram service, which has been diverted to Toorak Road during construction. However, this is subject to ongoing consultation with Department of Transport as detailed design progresses.

The reinstatement of a realigned St Kilda Road will require significant alteration to the existing boulevard between Dorcas Street and Toorak Road, and will result in the removal of 67 parking spaces along the boulevard to allow more existing trees to be retained. A further 15 parking spaces will be removed from Domain Road and 135 from Albert Road to make way for the expansion and landscaping of the reserve. Overall, 215 parking spaces will be removed from within the Domain precinct (which is a decrease of 6 parking spaces since the previous Development Plan submission). Universal access car parking and loading bays for residents have also been included within the design. Parking allocations have been further reviewed as part of detailed design and are shown in Figure 10: Vehicle integration in the Domain precinct. The revised design proposes 136 parking spaces along St Kilda Road, 23 along Domain Road and 54 along Albert Road. The provision of a train station for this precinct will significantly alter the existing mode shares for the precinct as well as the form and function of surrounding land-uses.

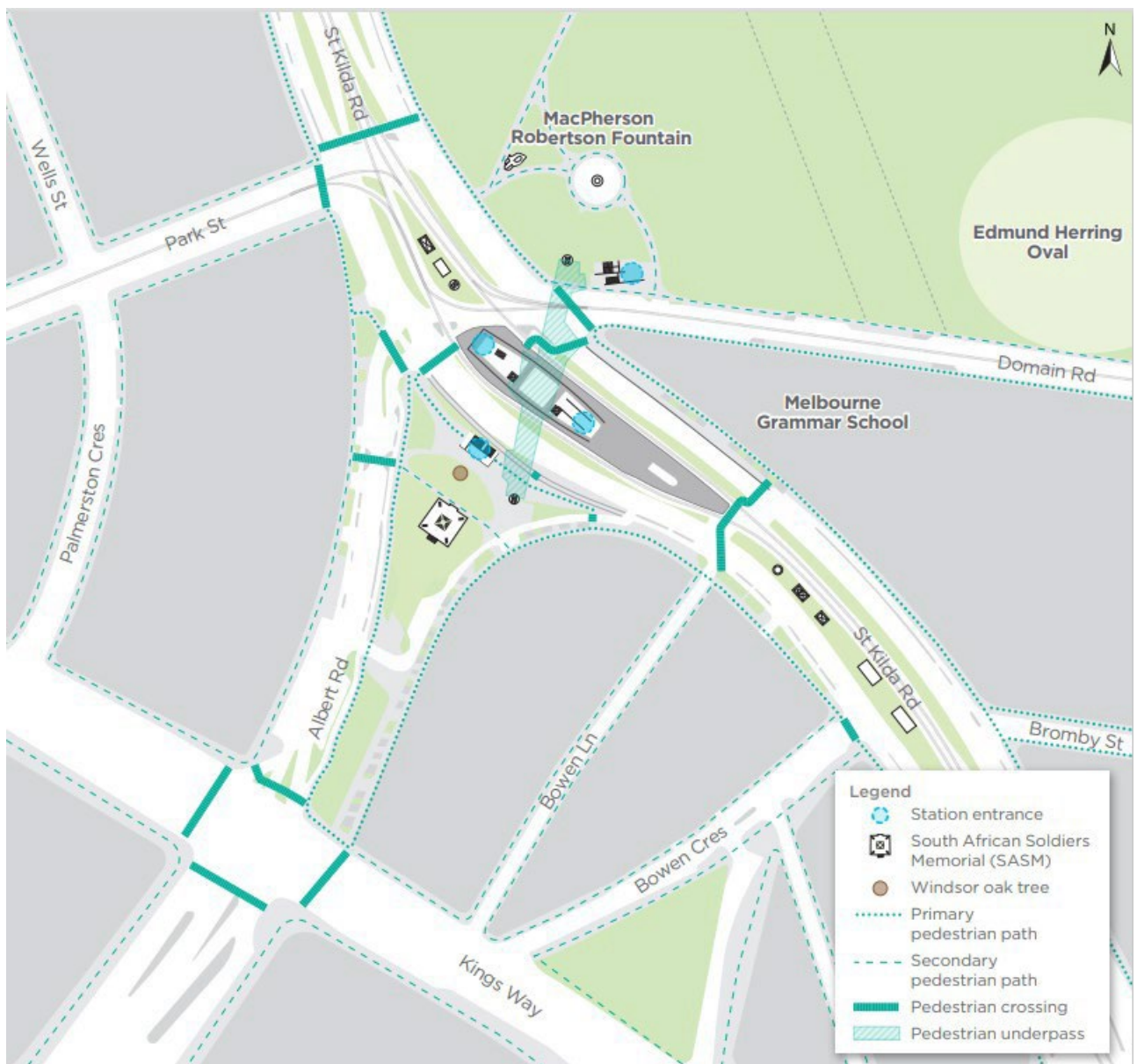


Figure 8: Pedestrian network in the Domain precinct

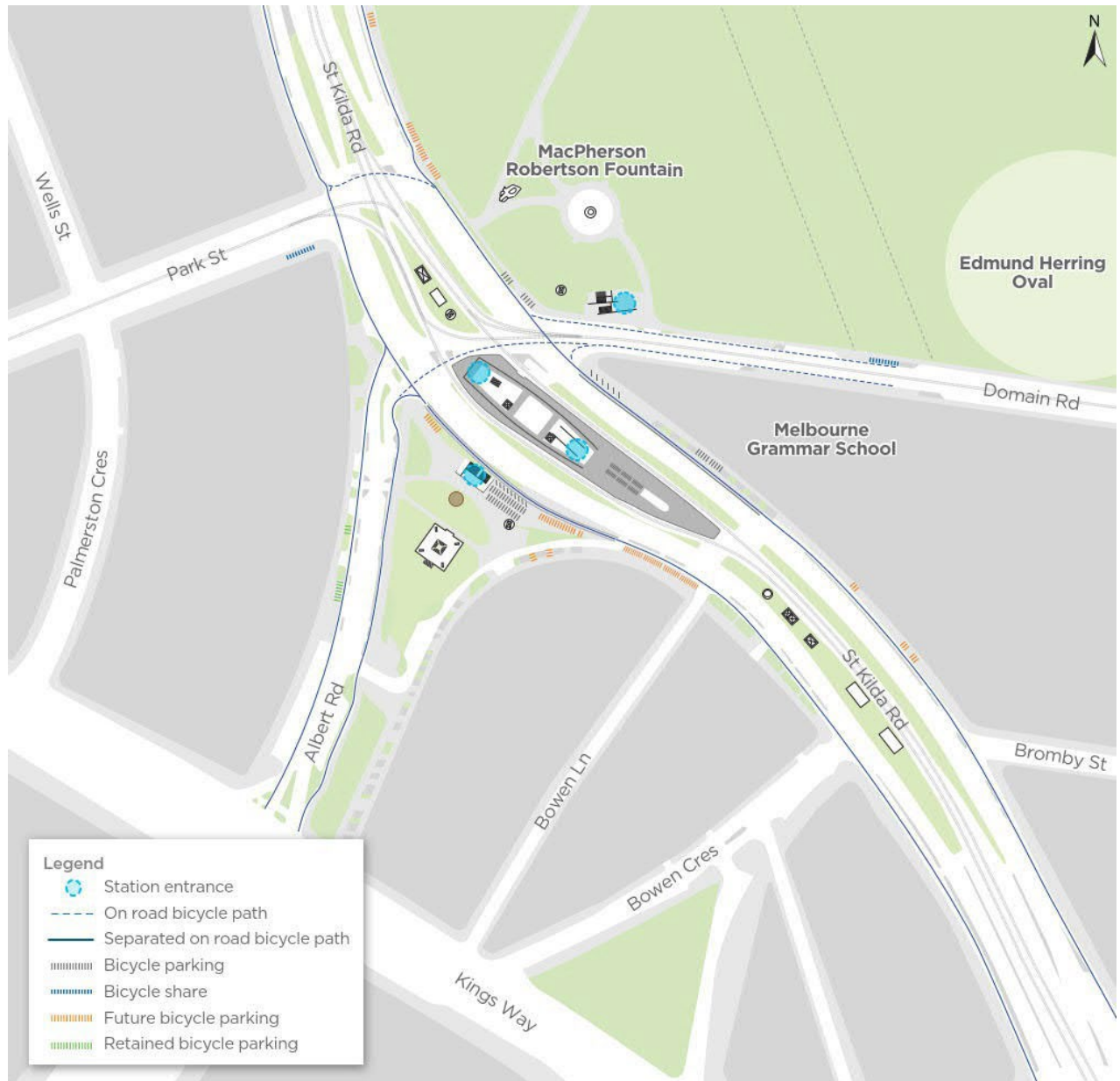


Figure 9: Bicycle facilities in the Domain precinct



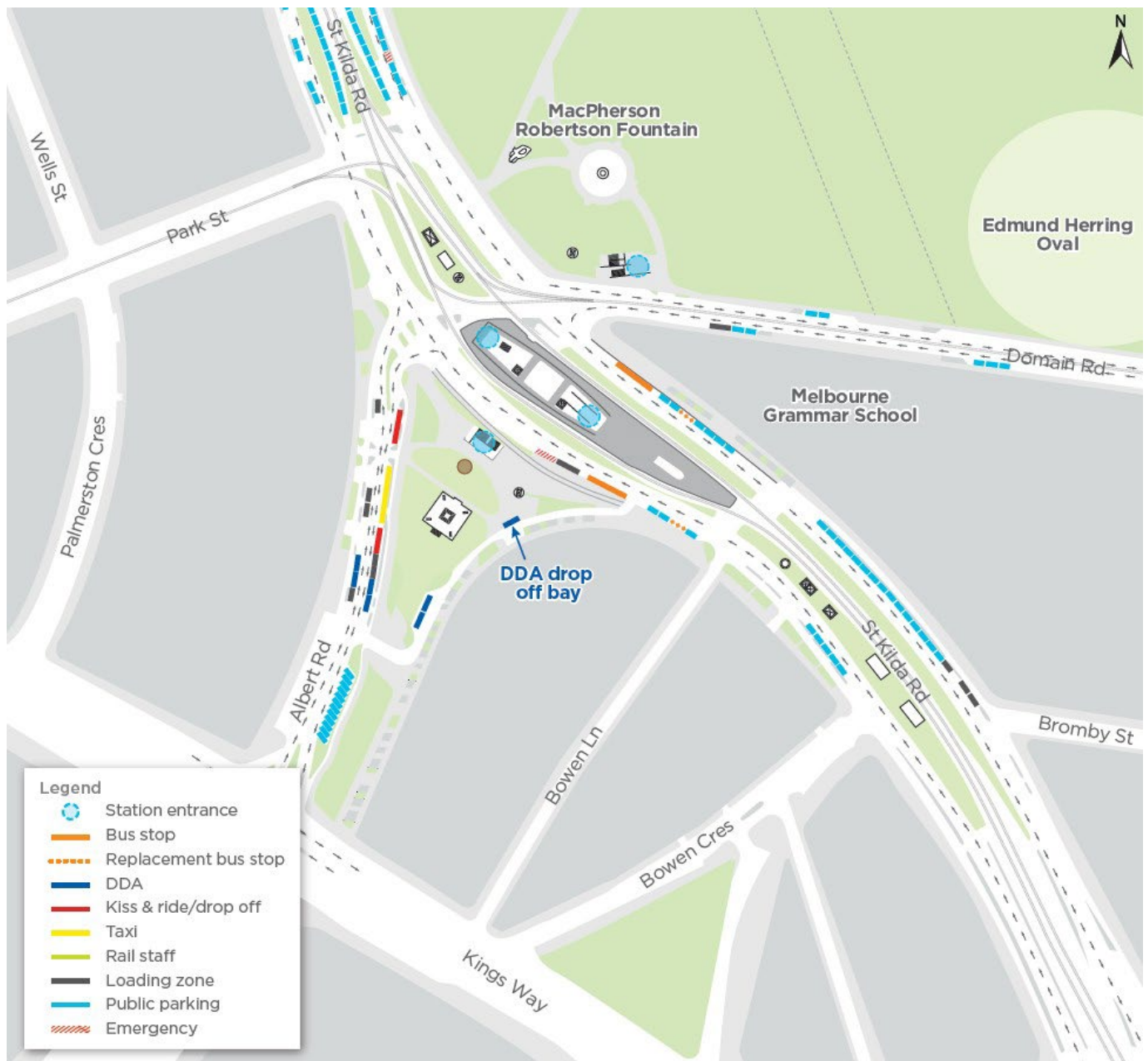


Figure 10: Vehicle integration in the Domain precinct

#### 4.3.5. LIGHTING

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

Street and pathway lighting will be provided by pole-mounted lighting, at a scale and form to suit the purpose and local context. Street furniture, walls, play areas and BBQ zones will have localised, low level lighting, inviting passengers to spend a moment interacting with the station precinct and the local community. The oculus at the tram interchange platform will provide direct visual connection into the stations by day, and glow from within at night.

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

During detailed design, additional details have been provided regarding lighting specifications. The location of the proposed lights have also been amended and are now shown in the amended public realm plans in Appendix D: Domain Precinct Public Realm Plans.

#### 4.3.6. SIGNAGE

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

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

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

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

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

The indicative outline of the way finding signage is shown in Figure 11. Appendix B: Domain Precinct Architectural Plans and Elevations, drawing TAS-CYP-AR-00-DRG-ARC-DOM-751101-DP, provides an illustration of where signage will be located and the indicative station signage type.



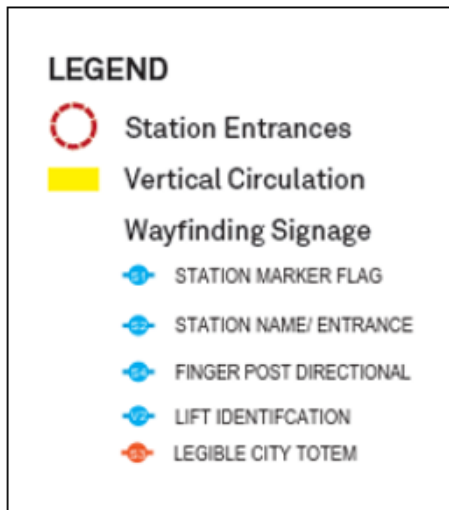


Figure 11: Indicative way finding signage

#### 4.3.7. ANCILLARY FEATURES

Station ventilation structures and the chiller plant have been placed within the centre median strip of St Kilda Road. This placement makes them less visibly obtrusive, reducing their potential to impede on sightlines and vistas to significant landmarks. Being placed within the roadway also separates these structures from pedestrian areas. The ventilation structures and chiller plant are approximately 6 metres in height and vary in width. The relevant architectural drawings showing the ancillary structures and associated height are attached in Appendix B: Domain Precinct Architectural Plans and Elevations:

- TAS-CYP-DM-00-DRG-ARC-DOM-754000-DP.

During the detailed design, there have been changes to the design of the ancillary features. This includes the relocation of the existing fire booster at the Shrine Reserve to St Kilda Road to facilitate construction of the station structure. The cabinet also integrates the Victorian State Disaster Plan (DISPLAN) requirements, and is designed to minimum sizes required to house the equipment and will be powder coated in a charcoal colour (rather than the typical fire engine red) so it is as visually recessive as possible. In addition, the vent location and chiller plant have been reconfigured along with the addition of a new gravel maintenance path.

The chiller plants have been designed at the minimum possible height and in consideration of the technical requirements. The key stakeholders including the OVGA and Heritage Victoria have been consulted during the design development. It is not practicable to place the plants underground as air flow is required to the underground structure and, if this were to be accommodated, it would require a pit adjacent to the intake, which would result in a larger overall structure and footprint.

The location of the chiller plants is constrained by:

- Limited available above-ground area due to public realm requirements such as for road, public transport and active transport, and the retention of trees
- Distance requirements from the South African Soldiers Memorial and Albert Road Reserve to avoid important sightlines
- Acoustic requirements including from the Environmental Performance Requirements
- Separation requirements from the tunnel ventilation system and smoke exhaust system
- Proximity to station entrances as well as distance to station for pipe culvert connection and maintenance access requirements.

There will be two sewer vent pipes (approximately 3 metres high and 300mm in diameter) that will be incorporated into the Domain precinct public realm design. Indicative locations include in proximity to the Albert Road station lift and Domain Road station lift. The specific form and location of the sewer vent pipes is subject to ongoing detailed design in consultation with Heritage Victoria, City of Melbourne and City of Port Phillip.

#### 4.3.8. MATERIALS AND FINISHES

Materials such as bluestone, granite and timber have been carefully selected as part of the station's design to reflect the surrounding parkland and the Shrine of Remembrance. Other finishes, such as metal roof coverings, glass screening and bluestone cladding is reflective of other project stations and strengthens the line wide identity.

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

The material palettes within the Domain precinct are described below:

- Streetscape – The hardscaping and furniture that have been chosen within the streetscape reflect City of Melbourne's durable and distinctive palette, including bluestone and asphalt paving, and stainless steel furniture elements. This approach will help to define Domain precinct as part of Melbourne's municipal brand identity by offering visual links and references that are readily identifiable as 'Melbourne'. The consistent application of materials and finishes already in use within the City of Melbourne municipality will also simplify maintenance over the long term. Further, in lieu of a standard City of Port Phillip landscape furniture suite, the City of Melbourne palette will also be used on the western side of St Kilda Road and parts of Albert Road Reserve. This will assist to unify both sides of the boulevard
- Entry portal forecourts – City of Melbourne standard palette including bluestone pavements and stainless steel furniture are proposed to the entry portal forecourts. In addition, granite and bluestone clad retaining and seating walls have been proposed. In addition, to define the western portal forecourt from Albert Road Reserve, a grand granite clad seating terrace is proposed
- Central tram platform – A simple palette will be used for the central tram platform including bluestone paving, standard Yarra Trams and City of Melbourne stainless steel furniture palette. Standard shelters are also provided on the platform to supplement the weather protection provided by the main canopy and Retail Pod. As mentioned in Section 4.3.1, the timber columns of this main canopy have been replaced with steel in the amended design to be non-combustible in compliance with the PS&TR
- Albert Road Reserve – A custom picnic shelter design is proposed for the Albert Road Reserve. The design is simple to not distract from the South African Soldiers Memorial, which is in close proximity. It will consist of a steel frame with timber and polycarbonate roofing. In addition to the shelter, custom granite clad seating walls are proposed throughout the park
- Ancillary structures – The materiality of the chiller plants has been updated to be a weathering steel. This material has been carefully selected for its autumnal colours and ability to complement the surrounding landscaping following consultation with the Office of the Victorian Government Architect and Heritage Victoria. This change followed feedback from stakeholders that the previously proposed bluestone was too monumental in consideration of the surrounding area.

The detailed design process has progressed and led to minor amendments to materials and finishes, including a station wide colour update with the addition of the colour green to the portal beams.

#### 4.3.9. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

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

design development, CPTED assessments and workshops have been undertaken with CPTED specialists to ensure that a safe and defensible environment is provided for the public using the Anzac Station and its environs.

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

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

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

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

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

- Reinforcing existing natural surveillance and natural access control strategies with additional symbolic or social ones to enhance a feeling of legitimate ownership
- Designing a space to accommodate long-term and continued use and to fit its intended purpose
- Using pavement treatments, landscaping, art, signage, screening and fences to define and outline ownership of space

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

The station entry points and station plaza have been sited and designed to provide clear sight lines from St Kilda Road, Domain Road and Albert Road. Other key initiatives include:

- Sightlines are provided from the southern plaza directly into the station concourse
- Sightlines are provided from the tram platforms directly down to the station concourse through openings.
- Hiding locations designed out from all public areas
- Quality and uniform lighting throughout the public spaces, including the pedestrian underpass which has been designed to create passive surveillance at station entry and exit points and facilities

- Plantings will be selected to maximise visibility and increase passive surveillance in the public realm
- Skateboarding deterrents have been proposed on walls and structures throughout the precinct to prevent skateboarding.

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

A CPTED review of Domain precinct has been undertaken since the Domain Precinct Development Plan was approved by the Minister for Planning on Tuesday 3 April 2018. The outcome of this review indicated a number of CPTED issues in relation to the design. Those issues and associated response strategies are discussed below.

Furthermore, the indicative location of protective bollards is identified in the hardscape plans detailed in Appendix D: Domain Precinct Public Realm Plans. The final design and location of the bollards has been developed in consultation with the City of Melbourne and City of Port Phillip. Both removable and permanent bollards are proposed to facilitate protection of pedestrians in the public space whilst also providing flexibility for events and other uses.

Table 6: CPTED issues and relevant response strategies

Issue	Response strategy
Visibility along footpath areas, to / from station approaches, maintenance entry/emergency exits and of the station entrances	<ul style="list-style-type: none"> <li>• Providing visibility with species selection, pruning and maintenance to provide clear-trunks to 3 m for mature trees and a maximum height of 0.5 m for ground level planting</li> <li>• Proposing line of sight on approaches into DDA access areas</li> <li>• Providing opportunities for natural surveillance from adjacent buildings through lighting and careful specification and selection of understorey and tree species</li> </ul>
Safe movement for users between entrances towards Royal Botanical Gardens and Albert Road Reserve  Pedestrians using the footpaths and pedestrian crossings adjacent/leading to the station entrances may be vulnerable to criminal threats at off-peak times	<p>Providing safe movement and smooth transition for station users by maximising opportunities for surveillance:</p> <ul style="list-style-type: none"> <li>• Locating the main entrance portal as part of the tram interchange to ensure the area will be activated for much of the day, and will have regular traffic movement</li> <li>• Increasing visibility and limiting pinch points adjacent to footpaths through the effective use of glazing for entrances and lift pop-ups</li> <li>• Providing lighting in a manner that illuminates the public realm to Australian standards along with balancing the levels between inside and outside to not cause glare, contrast or shading</li> </ul>
The lift on the junction of Domain Road and St Kilda Road has been identified as vulnerable due to its proximity to potential areas of concealment, distance from the entrance portal and the perceived difficulty in access from Domain Road	<ul style="list-style-type: none"> <li>• Providing an equitable and universally accessible public realm with particular focus to ensure no areas of transit are required through unpaved or dark areas</li> <li>• Designing the areas around the lifts in a manner that eliminates any places for someone to hide</li> <li>• Providing CCTV to cover lift entrance in line with PS&amp;TR requirements</li> </ul>
Potential for loitering at the Albert Road Reserves lift due to the proximity of the public and goods lift in the previous version of this Domain Precinct Development Plan	<ul style="list-style-type: none"> <li>• Shifting lifts further apart in the amended design to mitigate concealment risk</li> <li>• Providing suitable lighting to discourage loitering and increase opportunity for passive surveillance of potential illegitimate activity</li> </ul>

Issue	Response strategy
	<ul style="list-style-type: none"> <li>Ensuring the area between the entrance portal and lifts is well lit and clear of obstruction so that users of the portal can observe people waiting for the lift</li> </ul>
Proximity of DDA bay planned for the south-west side of the Albert Road Reserve and retaining wall level change present obstructions or concealment points. Sightlines and natural surveillance maybe restricted	<ul style="list-style-type: none"> <li>Providing improved line of sight on approach for Albert Road Reserve drop off area with lighting incorporated</li> <li>Ensuring the DDA lift is well-lit and a duress button has been implemented so that patrons may call for emergency assistance</li> <li>Designing the retaining walls as terraced to break down the height of the retaining wall along the local access road, reducing concealment opportunities and providing better sight lines</li> </ul>
Image / space management across the precinct needs careful consideration	<ul style="list-style-type: none"> <li>Designing the landscape in a way that is accessible and inclusive and provides spaces that are easy and safe to navigate through as well as spaces that encourage gathering and social activity</li> </ul>
The emergency exits / chiller plant enclosure are set away from the main interchange entrance portal, presenting a potential vulnerability to property crimes and potential victimisation of contractors/staff when utilised for maintenance purposes	<ul style="list-style-type: none"> <li>Locating the fire egress points in close proximity to the entrances at Domain and Albert roads</li> <li>Providing CCTV and suitable lighting to illuminate area to Australian standards</li> <li>Designing the landscape areas around the chiller plant to consist of grass treatment and trees that have a clear trunk to 3m, allowing for good sightlines to and from the structures</li> </ul>
The means of staff access needs careful consideration as station opening and closing times will likely be late evening and early morning - times when natural surveillance by passers-by is low	<ul style="list-style-type: none"> <li>Facilitating passive surveillance and reduction for concealment opportunities through the careful specification of shrub and tree species and placement of urban furniture and signage in the public realm, particularly entrance points to ensure sightlines are not impeded, approach routes are clear of obstructions</li> <li>Providing suitable lighting to illuminate the area to Australian standard</li> </ul>
Other items	<ul style="list-style-type: none"> <li>Eliminating climbing opportunities at the entrances and main portal roof (where applicable), for example trees are located a minimum of 2 m of any structure to reduce climbing risk</li> </ul>

## 4.4. CONSISTENCY WITH ENVIRONMENTAL MANAGEMENT FRAMEWORK

The Environmental Management Framework provides a transparent and integrated governance framework to manage the environmental aspects of the entire project. A summary of the framework is provided in Table 7.

Table 7: Summary of RPV's Environmental Management Framework

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

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

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



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

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

#### 4.4.1. AQUATIC ECOLOGY AND RIVER HEALTH

Table 8 provides the CYP design response to the relevant aquatic ecology and river health EPRs.

Table 8: Design response to relevant aquatic ecology and river health EPRs

EPR	Design Response
EPR AE1: Stormwater treatment EPR AE7: Stormwater treatment	<p>The design of the Domain precinct has been developed in consultation with Melbourne Water, Department of Transport (previously known as VicRoads, Transport for Victoria and Public Transport Victoria), City of Melbourne and City of Port Phillip.</p> <p>Water sensitive urban design (WSUD) principles have been integrated into the Domain precinct design ensuring stormwater entering water bodies complies with the relevant Environmental Performance Requirements (EPR AE1 and AE7). In meeting these requirements, the Project has implemented design measures which align with key City of Melbourne and City of Port Phillip water management plans. Broadly, these objectives include:</p> <ul style="list-style-type: none"> <li>• Reducing flood risk in lower elevated areas of flood catchment areas</li> <li>• Increasing soil moisture</li> <li>• Mimicking the natural water cycle by retaining more rainwater in the upper section of catchments, reducing stormwater runoff</li> <li>• Providing passive irrigation to plants reducing potable water demand.</li> </ul> <p>In order to meet these objectives and satisfy relevant Environmental Performance Requirements (EPR AE1 and AE7), the following design measures have been implemented in the Domain precinct design:</p> <ul style="list-style-type: none"> <li>• Bio-retention landscaped areas which help with local stormwater management and discharge stormwater quality have been provided across the Domain precinct, particularly within the Albert Road Reserve. A feature rain garden has been provided in the south of the park, which will aid in further reducing pollutants from stormwater runoff prior to discharging to the drainage under Kings Way</li> <li>• Provision of tree pits containing large soil volumes which have drainage inlets have been integrated into the public realm hardscape design. These measures both provide passive irrigation and assist with stormwater management.</li> </ul> <p>Landscape drawings in Appendix C: Domain Precinct Landscape Plans and Elevations show the location of these water sensitive urban design plantings across the Domain precinct, incorporating water sensitive urban design measures.</p>

#### 4.4.2. ARBORICULTURE

Table 9 provides the CYP design response to the relevant arboriculture EPRs.

Table 9: Design response to relevant arboriculture EPRs

EPR	Design Response
EPR AR1: Maximise tree retention	<p>The design of the Domain precinct has been developed in consultation with Heritage Victoria, the City of Melbourne and the City of Port Phillip.</p> <p>The removal of trees has been avoided, where possible, to maximise the retention of mature trees. This has been achieved through the placement of the station box, which where possible has been reduced in size. Additionally, surface works</p>

EPR	Design Response
	<p>pertaining to the strategic placement of street furniture, ancillary structures such as emergency egress and vent shafts and the legacy road layout have been designed to maximise the retention of existing trees within the Domain precinct.</p> <p>As part of project works, 156 trees will be removed. These trees are mainly concentrated along St Kilda Road and Albert Road. In total, this is 68 less trees than identified during the EES and 14 less than was presented in the previously approved Development Plan. The retained and removed trees are shown on the landscape plans in Appendix C: Domain Precinct Landscape Plans and Elevations.</p>
EPR AR2: Tree soil and water supply	<p>The design of the Domain precinct identifies soil zones for tree planting. At Domain, trees will be planted in several different conditions:</p> <ul style="list-style-type: none"> <li>• Directly in garden beds or lawn areas where there will be natural large soil volumes</li> <li>• In paved areas where tree pits with structural soil systems allow soil volume to be created below the pavements. These will typically also allow stormwater to enter the tree pit providing passive irrigation and water treatment. Tree pits in paved areas will have an indicative size of 3 metres wide by 6 metres long by 1.2 metres depth, with structural soil cell system, which allows uncompacted soil to be placed under ridged surface pavements. The actual size and configuration will be subject to underground utilities</li> <li>• Above station structure – these trees will have sufficient soil depth, with subsoil drainage, irrigation and structural soil pits where the surface is paved.</li> </ul> <p>CYP have worked with a specialist soil scientist and the City of Melbourne and the City of Port Phillip to develop a high-performance soil specification and profile that balances the optimal soil requirements for storm water drainage, as well as for long term tree growth.</p> <p>WSUD is a key part of the landscape concept here and all trees and garden beds will be passively irrigated and used to detain and clean stormwater.</p> <p>The soil zone for tree planting and WSUD is shown on landscape plans in Appendix C: Domain Precinct Landscape Plans and Elevations.</p>
EPR AR3: Tree replacement	<p>The design for the Domain precinct includes reinstating trees along St Kilda Road and within Albert Road Reserve. Overall there will be a minimum of 227 new trees within the Domain precinct which will contribute to RPV's objective of doubling tree canopy by 2040.</p> <p>A tree replacement program has been developed in consultation with Heritage Victoria, City of Melbourne and City of Port Phillip, with replacement to be carried out in the following manner:</p> <ul style="list-style-type: none"> <li>• St Kilda Road boulevard – formal avenue tree planting will be reinstated along the boulevard. Tree species on St Kilda Road have been selected in consultation with key stakeholders (as above). The new parkland within Albert Road will include new trees and low level, native and indigenous plant species. The overall design expression within this park area, will draw on a representation of the site's pre-European landscape</li> <li>• Expanded Albert Road Reserve – most of the existing elm trees have been retained including the Windsor Oak, which frame the building edges. Relocation of the South African Soldiers Memorial in the amended design has also resulted in the retention of two additional elm trees. Trees have been supplemented by native species in the centre of the park. The Albert Road Reserve, sloping down from the Shrine Reserve to Albert Park, originally marked the transition between grassy woodland to lagoon landscape. This has been expressed in a contemporary and abstracted representation through the new landscape. The expanded Albert Road Reserve will form part of the biodiversity corridor bringing nature into the city through a diverse and multi-layered vegetation structure.</li> </ul> <p>With the number of proposed trees to be planted in the precinct and the total number of trees on project completion, there will be approximately 71 new trees compared to prior to project works (this is an additional eight trees since the previous Development Plan submission).</p> <p>The tree locations have been proposed in coordination with tram pole locations, utilities, ancillary structures and other road infrastructure</p> <p>Details regarding the type of species of plant have been decided in consultation with Heritage Victoria, City of Melbourne and City of Port Phillip.</p>

EPR	Design Response
	The reinstated trees are shown on the landscape plans in Appendix C: Domain Precinct Landscape Plans and Elevations.

### 4.4.3. HISTORICAL CULTURAL HERITAGE

Table 10 provides the CYP design response to the relevant historical cultural heritage EPRs.

Table 10: Design response to relevant historical cultural heritage EPRs

EPR	Design Response
<p>EPR CH1: Minimise heritage impact</p> <p>EPR CH2: Avoid or minimise heritage impacts</p> <p>EPR CH8: Heritage Interpretation Strategy</p> <p>EPR CH10: Response to heritage places</p>	<p>The design of the Domain precinct has been developed in consultation with Heritage Victoria, City of Melbourne and City of Port Phillip, in accordance with the Project's Heritage Interpretation Strategy.</p> <p>The design has sought to avoid and minimise impacts on cultural heritage values and be responsive to heritage places, for example:</p> <ul style="list-style-type: none"> <li>• Reinstatement of the realigned St Kilda Road will return the formal European-style boulevard</li> <li>• Reinstatement of Edmund Herring Oval will return to its purpose of supporting recreational activities</li> <li>• Reinstatement of the relocated South African Soldiers Memorial within the expanded Albert Road Reserve will provide an appropriate commemorative place with the memorial addressing the St Kilda Road boulevard</li> <li>• Minimising the size and extent of the entrance on the Shrine of Remembrance Reserve and using architecture that is complementary and subtle to the area's heritage significance</li> <li>• Ensuring key design elements (such as entrances) are within the height of the tree canopy to further minimise visual impacts</li> <li>• Reducing the overall design footprint relative to the concept design publicly exhibited in the EES</li> <li>• Placement of station ventilation structures and the chiller plant within the centre median strip of St Kilda Road, creating a physical and visual separation between these structures and surrounding heritage values</li> <li>• Provision of materials such as bluestone paving, granite and timber to reflect the surrounding parkland character and complement heritage features.</li> </ul> <p>Disturbing and reinstating heritage registered places (such as St Kilda Road, Shrine of Remembrance, Domain Parklands and the South African Soldiers Memorial) has been subject to separate public consultation and approval by Heritage Victoria required under the <i>Heritage Act 2017</i>.</p> <p>Separate to this Development Plan, in consultation with Heritage Victoria, City of Port Phillip and City of Melbourne, CYP has prepared and implemented a Heritage Management Plan to avoid or minimise heritage impacts in relation to construction impacts.</p> <p>The heritage values are shown on the landscape plans in Appendix C: Domain Precinct Landscape Plans and Elevations.</p>
EPR CH18: Replacement of trees	<p>The design of the Domain precinct has been developed in consultation with Heritage Victoria, the City of Melbourne and the City of Port Phillip.</p> <p>The design of the precinct, including replacement of removed vegetation and reinstatement of heritage values has been informed by the Conservation Management Plans in the following manner:</p> <ul style="list-style-type: none"> <li>• Domain Parklands Conservation Management Plan – recognises the social significance of providing the continued use of this oval. As such, Edmund Herring Oval will be reinstated on completion of works</li> <li>• Shrine of Remembrance Conservation Management Plan – views to (vistas) and form (prospects) are a key consideration of this plan. The design has responded to this through reducing, orientating and consolidating the entrance near the Shrine of Remembrance. The glass and steel entry structure will be subtle, whilst being</li> </ul>

EPR	Design Response
	<p>consistent with metro design. The openings provide views to greenery and a hint of the Shrine beyond</p> <ul style="list-style-type: none"> <li>• Shrine of Remembrance Landscape Improvement Plan – the design has reduced the footprint within the reserve while reinstating vegetation along the pavement</li> <li>• South African Soldiers Memorial Conservation Management Plan – this design responds to the plan by recognising the importance of retaining the structure as close to its original location as possible, conserving and maintaining the physical fabric of its present form, preserving its social significance and providing separate uses within Albert Road Reserve to support its tangible and intangible significance.</li> </ul> <p>The replacement trees are shown on the landscape plans in Appendix C: Domain Precinct Landscape Plans and Elevations.</p>
EPR CH19: Eastern Domain Station entrance	<p>The design of the eastern Anzac Station entrance has been developed in consultation with Heritage Victoria, the Shrine Trustees, City of Melbourne and the City of Port Phillip.</p> <p>Visual impacts have been reduced through:</p> <ul style="list-style-type: none"> <li>• Consolidating the two eastern entrances into one single entrance and limiting its presence to the edge of the reserve. The proposed works are subtle, and include a light glass and steel entrance structure and small paved plaza on the street corner with furniture signage and new street trees. The footprint of this entry has sought to minimise physical and visual encroachment into this culturally significant landscape</li> <li>• Placement of station ventilation structures and the chiller plant within the centre median strip of St Kilda Road, creating a physical and visual separation between these structures and the Shrine of Remembrance</li> <li>• Ensuring key design elements (such as entrances) are within the height of the tree canopy.</li> </ul> <p>The proposed works will not affect the footprint of the Macpherson Robertson Memorial Fountain.</p> <p>Disturbing and reinstating the heritage registered Shrine of Remembrance is subject to separate public consultation and approval by Heritage Victoria.</p> <p>The eastern entrance of the Anzac Station is shown on the landscape plans in Appendix C: Domain Precinct Landscape Plans and Elevations.</p>
EPR CH20: South African Soldiers Memorial	<p>The design for the reinstated and relocated South African Soldiers War Memorial within an expanded Albert Road Reserve has been developed in consultation with Heritage Victoria, the Boer War Memorial Association and City of Port Phillip.</p> <p>It is noted that the Boer War Memorial Association's preference is for the memorial to be reinstated outside the Albert Road Reserve within the Shrine of Remembrance, however this is not subject to the scope of CYP works.</p> <p>The design provides an appropriate commemorative place and also provides for the memorial to address the St Kilda Road boulevard, which is consistent with the series of monuments along the boulevard.</p> <p>In the amended design the South African Soldiers Memorial has been relocated to the centre of the Reserve, in a landscape setting consisting of an open lawn with heritage trees to the north and south. Although being set back into the Reserve to avoid conflict with the station operations, the memorial will maintain visual relationship with St Kilda Road. It will also be able to be seen from Kings Way. Additionally, placement of station ventilation structures and the chiller plant within the centre median strip of St Kilda Road, creates a physical and visual separation between these structures and the South African Soldiers Memorial.</p> <p>Reinstating the heritage registered South African Soldiers Memorial is subject to separate public consultation and approval by Heritage Victoria in accordance with the <i>Heritage Act 2017</i>.</p> <p>The preparation of interpretive material to display during construction is subject to the Early Works Managing Contractor scope of works, and therefore does not form part of this Development Plan.</p> <p>The South African Soldiers Memorial is shown on the landscape plans in Appendix C: Domain Precinct Landscape Plans and Elevations.</p>

EPR	Design Response
EPR CH21: St Kilda Road EPR CH23: Heritage street fabric	<p>The design for the reinstated and realigned St Kilda Road has been developed in consultation with Heritage Victoria, Department of Transport (previously known as VicRoads, Transport for Victoria and Public Transport Victoria), City of Melbourne and City of Port Phillip.</p> <p>The design provides for the reinstatement of a realigned St Kilda Road between Dorcas Street and Toorak Road that allows for the new station entrances and tram stop, including realigning traffic lanes, tram lines and stops, ancillary structures, bicycle lanes, footpaths and pedestrian crossings. As part of this the formal boulevard values will be reinstated including street fabric and avenue tree planting.</p> <p>Additionally, visual impacts have been reduced through ensuring key design elements (such as entrances) are within the height of the mature tree canopy.</p> <p>Disturbing and reinstating the heritage registered St Kilda Road is subject to a separate approval by Heritage Victoria under the <i>Heritage Act 2017</i>. Where heritage street fabric and infrastructure along St Kilda Road are impacted, it will be conserved and/or reconstructed in accordance with statutory controls to be separately approved by Heritage Victoria and/or City of Melbourne and City of Port Phillip as relevant.</p> <p>Any temporary impacts to heritage street fabric and infrastructure will be managed in accordance with the <i>Heritage Act 2017</i> including conditions of approval to ensure it is accurately reconstructed/conserved.</p> <p>The St Kilda Road design is shown on the landscape plans in Appendix C: Domain Precinct Landscape Plans and Elevations.</p>

#### 4.4.4. LAND USE AND PLANNING

Table 11 provides the CYP design response to the relevant land use and planning EPRs.

Table 11: Design response to relevant land use and planning EPRs

EPR	Design Response
EPR LU1: Minimise impact on existing land use	<p>The design of the Domain precinct has been developed in consultation with City of Melbourne and City of Port Phillip.</p> <p>The design has sought to minimise impacts on existing land uses, particularly the public open space of the Shrine of Remembrance and Shrine Reserve, and Domain Parklands. For example:</p> <ul style="list-style-type: none"> <li>• The design footprint has been reduced relative to the concept design publicly exhibited in the EES</li> <li>• There is no private land acquisition and the dominant use of spaces on Crown Land (such as Shrine of Remembrance Reserve and Albert Park Reserve) will be returned to public use on completion of works</li> <li>• The eastern entrance to Anzac Station has been consolidated into one entrance, which has further reduced the footprint within the Shrine of Remembrance Reserve</li> <li>• The temporary loss of public open space within Edmund Herring Oval will be reinstated on completion of works</li> <li>• Placement of station ventilation structures and the chiller plant within the centre median strip of St Kilda Road, creates physical and visual separation between these structures and surrounding land uses, including residential apartments</li> <li>• The design also provides additional public open space with the reconfiguration and landscaping of the Albert Road Reserve, creating an extended area of public open space from St Kilda Road to Kings Way. This strengthens the connection between Anzac Station and Albert Park, and beyond. This new area of public open space will become a new community park for the growing population of workers and residents who inhabit the surrounding office and apartment buildings.</li> </ul> <p>The public open space is shown on the landscape plans in Appendix C: Domain Precinct Landscape Plans and Elevations.</p>
EPR LU2: Master plans	<p>The design of the Domain precinct has been developed in consultation with City of Melbourne and City of Port Phillip.</p>

EPR	Design Response
	<p>The reconfiguration and landscaping of the Albert Road Reserve, which extends public open space from St Kilda Road to Kings Way responds to open space master planning by both City of Port Phillip and City of Melbourne that seeks improved access to Domain Parklands and Albert Park and improved linkages between parks as outlined in the City of Port Phillip's St Kilda Road North Precinct Plan.</p> <p>The design has been developed cognisant of the Shrine to Sea Project being delivered by the Department of Environment, Land, Water and Planning which will create a boulevard that connects the Domain Gardens to Port Phillip Bay via Albert and Kerferd roads.</p> <p>A detailed assessment of consistency with the Urban Design Strategy is provided in Appendix E: Domain Precinct Urban Design Strategy guidelines assessment and Section 4.3.</p>
EPR LU4: Urban Design Strategy	<p>The design of the Domain precinct has been developed in consultation with the Office of the Victorian Government Architect.</p> <p>A detailed assessment of consistency with the Urban Design Strategy is provided in Appendix E: Domain Precinct Urban Design Strategy guidelines assessment and Section 4.3.</p>

#### 4.4.5. LANDSCAPE AND VISUAL

Table 12 provides the CYP design response to the relevant landscape and visual EPRs.

Table 12: Design response to relevant landscape and visual EPRs

EPR	Design Response
<p>EPR LV1: Reducing visual impact</p> <p>EPR LV2: Re-establishment of public open space</p>	<p>The design of the Domain precinct has been developed in consultation with the Office of the Victorian Government Architect, Heritage Victoria, City of Melbourne and City of Port Phillip.</p> <p>St Kilda Road is a heritage-listed boulevard and a gateway into Melbourne's city centre. The Shrine Parklands to the north is sacred ground of high heritage, social and landscape value and Albert Road Reserve has significant mature trees, and a small park that is home to the South African War Memorial.</p> <p>The design has sought to minimise impacts on public open space including the Shrine of Remembrance and Shrine Reserve, Domain Parklands and Albert Road Reserve by undertaking the following:</p> <ul style="list-style-type: none"> <li>• Placing station ventilation structures and the chiller plant within the centre median strip of St Kilda Road, creating physical and visual separation between these structures and surrounding public open space</li> <li>• Reinstating Edmund Herring Oval</li> <li>• By ensuring key design elements (such as entrances) are within the height of the mature tree canopy</li> <li>• Through consolidating the eastern entrance into one structure to further reduce visual impact on the Shrine of Remembrance</li> <li>• Reinstating St Kilda Road to its formal European-style boulevard character and providing additional tree planting to those removed.</li> <li>• Providing additional public open space with the reconfiguration and landscaping of the Albert Road Reserve, creating an extended area of public open space from St Kilda Road to Kings Way. The arrangement includes the station forecourt and plaza at the north and a community park to the south. Historic features, such as the South African Soldiers Memorial, Windsor Oak, Cockbill Fountain and Firewall Tree Plaque will be retained and integrated into the reserve.</li> </ul> <p>The public open space is shown on the landscape plans in Appendix C: Domain Precinct Landscape Plans and Elevations.</p>



#### 4.4.6. SOCIAL AND COMMUNITY

Table 13 provides the CYP design response to the relevant social and community EPR.

Table 13: Design response to relevant social and community EPR

EPR	Design Response
EPR SC8: Re-establish public open space	<p>The design of the Domain precinct has been developed in consultation with the City of Melbourne and City of Port Phillip.</p> <p>Anzac Station precinct will provide improved community access to open and recreational space and the creation/re-establishment of places through the following design considerations:</p> <ul style="list-style-type: none"> <li>• Reinstatement of 500 metres of St Kilda Road including provision for Copenhagen-style separated bicycle lanes both north bound and south bound between Dorcas Street and Toorak Road, and a formal avenue of tree planting. The design will reinstate a greener more sustainable boulevard as a legacy – and potentially a prototype that could ultimately extend from the CBD to St Kilda Junction</li> <li>• At Anzac Station, there will be a seamless connection to its surrounding parklands through the provision of an unpaid pedestrian underpass providing unhindered passage between the Albert Road Reserve and Shrine of Remembrance</li> <li>• Albert Road Reserve will be expanded, providing for the relocated South African Soldiers Memorial. The arrangement includes the station forecourt and plaza at the north and a greener community park to the south. In addition to providing the southern entry to Anzac Station, it will provide bike parking, kiss-and –ride, and taxi zones and be a social and gathering space for commuters and the community</li> <li>• Edmund Herring Oval will be reinstated to return to its purpose of supporting recreational activities.</li> </ul> <p>The public open space is shown on the landscape plans in Appendix C: Domain Precinct Landscape Plans and Elevations.</p>

#### 4.4.7. SURFACE WATER

Table 14 provides the CYP design response to the relevant surface water EPRs.

Table 14: Design response to relevant surface water EPRs

EPR	Design Response
EPR SW1: Flood design EPR SW2: Water sensitive urban design	<p>The design of the Domain precinct has been developed in consultation with Melbourne Water, Department of Transport (previously known as VicRoads, Transport for Victoria and Public Transport Victoria), City of Melbourne and City of Port Phillip.</p> <p>Surface water movement has been addressed in the Domain precinct in the following manner:</p> <ul style="list-style-type: none"> <li>• Water sensitive urban design principles have been applied to project design providing an important sustainability and visual aspect. Local stormwater run-off will be filtered and utilised for passive irrigation via gardens and street planters</li> <li>• Water sensitive urban design is a key part of the landscape concept - trees and garden beds will be passively irrigated, and used filter stormwater. An underground water storage tank will be provided at the Anzac Station. This water will be harvested from stormwater collected from the roads and public realm</li> <li>• At the new Albert Road Reserve park, water captured from the station and adjacent roads will be filtered through landscaped areas of the park, to recharge the ground with moisture and support tree growth, before culminating in the WSUD feature (feature rain garden to the south) prior to flowing to local waterways in a cleaner condition than it would be if it had simply come off the local road surfaces.</li> </ul>

EPR	Design Response
	<p>Additional detailed flood modelling has been undertaken in consultation with Melbourne Water and Local Councils to confirm appropriate flood conditions are achieved. Anzac Station is located outside Melbourne Water's Land Subject to Inundation Overlay (LSIO) or Special Building Overlay (SBO) and as such is not subject to flooding from Melbourne Water's drainage system and floodplain. Melbourne Water's interest is to ensure that the amount of flow entering Melbourne Water's floodplain/drainage system is maintained as existing. As a result no floodplain compensation storage is required.</p> <p>The design intent of water sensitive urban design is shown on the landscape plans in Appendix C: Domain Precinct Landscape Plans and Elevations, and a detailed assessment of consistency with the Urban Design Strategy is provided in Appendix E: Domain Precinct Urban Design Strategy guidelines assessment and Section 4.3.</p>

## 4.4.8. TRANSPORT

Table 15 provides the CYP design response to the relevant transport EPRs.

Table 15: Design response to relevant transport EPRs

EPR	Design Response
EPR T7: Operational road transport	<p>The design for the reinstatement of the realigned St Kilda Road has been developed in consultation with the Department of Transport (previously known as VicRoads, Transport for Victoria and Public Transport Victoria), City of Melbourne and City of Port Phillip.</p> <p>The design provides for the reinstatement of a realigned St Kilda Road between Dorcas Street and Toorak Road that allows for the new station entrances and tram stop, including realigning traffic lanes in each direction (and reduction of three to two traffic lanes), tram lines and stops, Copenhagen-style separated bicycle lanes both north bound and south bound between Dorcas Street and Toorak Road, footpaths and pedestrian crossings. As part of this the formal boulevard values will be reinstated including street fabric and avenue tree planting.</p> <p>Disturbing and reinstating the heritage registered St Kilda Road is subject to separate public consultation and approval by Heritage Victoria.</p> <p>The Project will result in the removal of 215 parking spaces across the precinct, 67 of these along St Kilda Road, and a further 15 on Domain Road and 135 on Albert Road. The provision of a train station for this precinct will significantly alter the existing mode shares for the precinct as well as the form and function of surrounding land-uses.</p> <p>For the design, the needs of service, emergency vehicles and DDA requirements has been taken into consideration in the following manner:</p> <ul style="list-style-type: none"> <li>• Loading bays have been reinstated at strategic locations along Albert Road with a maintenance bay for use by the station also located along St Kilda Road</li> <li>• DDA parking for the precinct will be located within Albert Road and the Albert Road South 'Shared' space. A DDA compliant drop-off bay will also be provided in proximity of the station to provide easy access to the station lifts</li> <li>• Two emergency vehicle bays will be provided in the vicinity of the eastern station access along St Kilda Road.</li> </ul> <p>The St Kilda Road design is shown on the Public Realm Plans in Appendix D: Domain Precinct Public Realm Plans.</p>
EPR T8: Operational public transport	<p>The design for the reinstatement of the realigned St Kilda Road has been developed in consultation with the Department of Transport (previously known as VicRoads, Transport for Victoria and Public Transport Victoria), City of Melbourne and City of Port Phillip.</p> <p>At Domain, 50 to 55 percent of station passengers are expected to use the station as a train-tram interchange point, so providing a comfortable and easy journey between trains and trams is a key design driver. The island tram platform can accommodate four trams at any one time, or two 33m-long trams traveling in each direction, while also providing a comfortable waiting environment.</p>

EPR	Design Response
	<p>The current design also provides new bus stops with shelters on St Kilda Road to allow passengers to readily connect with train and trams, and accommodates the reinstatement of the No.58 Domain Road tram service, which has been diverted to Toorak Road during construction. However, this is subject to ongoing consultation with Department of Transport as detailed design progresses.</p> <p>The design of the station has been undertaken in tandem with pedestrian movement modelling to ensure the station entrances are orientated towards passenger destinations to reduce congestion, encourage ease of access and optimise use of footpath areas.</p> <p>A wayfinding strategy has been prepared to reduce the amount of signage required across the precinct. Internal and external spaces have been designed to support intuitive movement where reliance on signage is kept to a minimum. Signage is presented in a logical sequence based on providing the right information, at the right time and in the right place. A family of sign types has been developed and applied consistently across all stations and their precincts. Signs are categorised into four main functional groups including: identification signs, directional signs, information signs and statutory signs. The intuitive movement concept within the wayfinding strategy will also assist mobility and vision impaired persons.</p> <p>Public transport design is shown on Figure 7 and Appendix B: Domain Precinct Architectural Plans and Elevations. The signage plan is also provided in Appendix B: Domain Precinct Architectural Plans and Elevations.</p>
EPR T9: Operational active transport	<p>The design for the reinstatement of the realigned St Kilda Road has been developed in consultation with the Department of Transport (previously known as VicRoads, Transport for Victoria and Public Transport Victoria), City of Melbourne and City of Port Phillip.</p> <p>The Domain precinct has been designed with a transport modal hierarchy that focuses on pedestrians followed by cyclists, public transport, service vehicles and finally the private automobile.</p> <p><i>Pedestrians:</i></p> <p>The majority of station passenger movements will involve interchanging with the tram. The precinct design addresses this by giving priority and more area to accommodate the interchange vertical transport and to the central island tram platform. Significant destinations located close to Anzac Station include:</p> <ul style="list-style-type: none"> <li>• The Shrine of Remembrance</li> <li>• Domain Parkland</li> <li>• The Royal Botanic Gardens</li> <li>• Melbourne Grammar School</li> <li>• Nearby commercial and residential buildings</li> <li>• Albert Park Reserve and Albert Park Lake</li> <li>• Mac Robertson Girls High School.</li> </ul> <p>As the majority of these destinations are located to the east or west of the station main entrance, the design has been careful to increase station connectivity via a pedestrian underpass beneath St Kilda Road. At surface level the station entrance has been designed to allow for easy north-south pedestrian connectivity along St Kilda Road. The underpass leads directly and conveniently to the station entrance and offers a safe, convenient route to the tram interchange on the surface (via two escalators and a lift). Improved surface-level crossings are also included in the design, to cross the roads and access the trams.</p> <p>Broader east-west pedestrian movement is nurtured through the extended and enhanced Albert Road Reserve which creates a more functional and attractive link between Albert Park and the Shrine Reserve. The orientation of the new circulation space also caters for large events such as ANZAC Day and the Grand Prix.</p> <p>Care has been given to ensure the station and precinct have been designed in a manner which provides mobility and vision impaired passengers with a user experience comparable to fully abled persons. In line with the <i>Disability Discrimination Act 1992</i>, passengers will be able to get from the street level to the train without having to use steps. The station has been designed in a manner to allow intrinsic movement through spaces, reducing passenger's dependence on actual signage.</p>

EPR	Design Response
	<p>The pedestrian movement network through the Domain precinct is shown in Figure 8.</p> <p><i>Bicycles:</i></p> <p>St Kilda Road is Melbourne's busiest bicycle route, and is also one of the city's most dangerous. With St Kilda Road subject to significant reinstatement and realignment between Dorcas Street and Toorak Road to allow for the new station entrances and tram stop, there is an opportunity to improve both safety and to address increasing demand for bicycle access. The design aligns with the safety objectives outlined in the St Kilda Road Bicycle Improvement Project.</p> <p>The design includes Copenhagen-style separated bicycle lanes both north bound and south bound between Dorcas Street and Toorak Road. This means that they are separated from moving traffic, and away from parked cars' opening doors. Bicycle east-west connectivity has also been improved with off-road paths linking Albert Road to Anzac Station and to St Kilda Road. On Day One, 146 bike-parking spaces will be provided. A space for Bike Share parking and access will be available in the station forecourt.</p> <p>Figure 9 shows the location of bicycle facilities within the Station precinct.</p> <p>Active transport design is shown on Figure 8, Figure 9 and Appendix D: Domain Precinct Public Realm Plans.</p>
EPR T10: Waste collection	<p>The design of the Domain road network has been undertaken in consultation with the Department of Transport, City of Melbourne and City of Port Phillip. Waste collection bays have been provided within the Domain Precinct. Figure 10 shows the location of the loading bays that will be used for waste collection.</p>

## 5. CONCLUSION

CYP have designed the Anzac Station to reflect a ‘Pavilion in the Park’ – an integrated public building and landmark that connects seamlessly with its existing and new parkland surroundings and provides a modal interchange, between trams and trains, not seen in Melbourne before.

Anzac Station will be built directly below St Kilda Road with a new Domain interchange tram stop at the intersection of Domain and Albert Roads. Passengers can enter and exit the station via three entry points – the central island tram platform, Albert Road Reserve or the grounds of the Shrine of Remembrance. A station plaza on the south side of St Kilda Road, as well as a reinstated St Kilda Road boulevard and an expanded Albert Road reserve will provide a green link between the Shrine Reserve and Domain Parklands to Albert Park and beyond to Port Phillip Bay. To allow for Copenhagen-style separated bicycle lanes, St Kilda Road traffic lanes have reduced from three to two, both north and south bound between Dorcas Street and Toorak Road.

This Domain Precinct Development Plan presents the scope and extent of the built form of CYP’s works in the Domain precinct, including for the new Anzac Station from the station entrances to the ticket gate. In accordance with Clause 4.7 of the Incorporated Document, this plan includes:

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

RPV’s Urban Design Strategy established the following Urban Design Vision for the Project:

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

The previous version of this Domain Precinct Development Plan was approved by the Minister for Planning on Tuesday 3 April 2018. Under the Project’s Incorporated Document, and in accordance with Clause 4.7.8, CYP is seeking an amendment to this Development Plan.

In accordance with the Incorporated Document requirements, the amended version of this Domain Precinct Development Plan was made available for public inspection for 15 business days from Wednesday 22 September 2021 until Wednesday 13 October 2021, allowing for the Grand Final public holiday. During this time, it was available on the Engage Victoria website along with an opportunity to provide written comments.

The amendments to this Development Plan improve the design in line with the design principles for Metro Tunnel Project and includes changes to the architectural layout, landscape design and public realm components of the Project. These amendments have been made to improve access to the Anzac Station, reduce the above ground footprint, further promote the historical cultural heritage values of the Domain precinct, and retain more greenery, with 70 less trees removed than identified during the EES and 16 less than the previously approved Development Plan. Consultation with key stakeholders has been ongoing during the preparation of these amendments. This includes the Shrine of Remembrance Trustees and Metro Trains Melbourne as well as the list of stakeholders

identified in the Incorporated Document; the Office of the Victorian Government Architect, City of Melbourne, City of Port Phillip, Department of Transport (previously VicRoads, Public Transport Victoria and Transport for Victoria), Melbourne Water and Heritage Victoria.

Following approval of the amended Domain Precinct Development Plan by the Minister for Planning on Sunday 13 February 2022, the detailed design process has progressed and led to minor amendments to materials and finishes and public realm. As part of this process, consultation has taken place with key stakeholders on the amended materials and finishes and public realm including City of Melbourne, City of Port Phillip, RPV, Heritage Victoria, and OVGA.

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