

Feedback on the Draft Portal Development Plans

Draft Development Plans for the Western Portal and Eastern Portal were made available for public display and comment from Friday 6 April 2018 to Friday 27 April 2018.

As part of the updated Development Plan submission to the Minister for Planning, Cross Yarra Partnership has provided all written comments received during the stakeholder and community consultation undertaken in April 2018.

In total, 22 submissions were received.

The key issues raised in feedback received on the Western Portal included:

- Flood mitigation
- External materials and finishes
- Interface with appointed Rail Infrastructure Alliance contractor
- Tree removal and replacement
- South Kensington station upgrade.

The key issues raised in feedback received on the Eastern Portal included:

- Ancillary building set back
- Crime Prevention through Environmental Design (CPTED)
- External materials and finishes
- Interface with appointed Rail Infrastructure Alliance contractor
- Landscaping
- South Yarra station upgrade.

This document outlines how feedback on these key issues has been addressed in the updated Development Plans submitted to the Minister for Planning for approval.

Detailed design will continue during project delivery, with CYP to prepare approximately 450 Design Packages that relate to specific technical disciplines and geographic areas. In accordance with the project contract, Design Packages are reviewed by Rail Projects Victoria (RPV) and the Independent Reviewer, and subject to specified consultation with relevant stakeholders such as relevant council/s, the Office of Victorian Government Architect (OVGA), VicRoads, Metro Trains Melbourne and Yarra Trams.

In the event that the scope and extent of the built form of CYP's works change during detailed design, an amendment to the Development Plan would be prepared and approval sought from the Minister for Planning.

Western Portal

Flood mitigation

In response to the architectural design of the Western Portal ancillary building, submissions requested further clarity on the height of the building and the requirements to guard against the 1 in 100 and 1 in 1,000-year Average Recurrence Interval (ARI) flood events. CYP has provided further detail in the Western Portal Development Plan regarding Melbourne Water's design standards and Project Scope and Technical Requirements, which dictate the height of the ancillary building.

The relevant floodplain manager for the Western Portal is Melbourne Water. As a minimum, Melbourne Water's design standards require buildings to be elevated at least 300mm above the 1-100 year ARI flood event. As per the Project Scope and Technical Requirements, a freeboard that is 600mm above the 1 in 1,000-year ARI flood event level (plus provision for climate change considerations for rainfall and sea level rise) must be provided at all openings into the Tunnels and Stations. This is achieved by elevating all shaft and stair openings above the predicted future flood levels. The additional 3 metres in height (making up the total approximate 9.1 metre height of the ancillary building), is required to house a lift overrun and mechanical plant for the safe operation of the tunnels and emergency egress.

External materials and finishes

Submissions provided suggestions for the external materials and finishes of the ancillary building which included green walls, murals and graffiti deterrent materials and finishes.

CYP will consider these options and further develop the architectural finish of the ancillary building during the detailed design phase of the project.

Interface with appointed Rail Infrastructure Alliance (RIA) contractor

CYP is limited to presenting only the scope and extent of the Tunnels & Stations PPP built form in the Western Portal Development Plan. However, CYP acknowledges the limited scope of our built form in the precinct and will work with the appointed RIA contractor to ensure design consistency. Consultation will take place between RIA and CYP to ensure that the final design resolution integrates the two packages of work seamlessly.

Tree removal and replacement

CYP has retained an additional two trees in the Western Portal precinct with tree removal reduced from 34 to 32 trees from that publicly displayed in the draft Development Plan. CYP is committed to further reducing tree removal, where practicable, as the project progresses.

Further clarification regarding the breakdown of tree removal within the precinct has been added to Section 4.3.2 of the Development Plan to assist with differentiating the tree removal approvals associated with the various work packages in the precinct. With regards to tree replanting, the design response for the future built form of the Western Portal precinct will be developed and addressed by the appointed RIA contractor and is subject to a separate Development Plan.

South Kensington station upgrade

CYP is not undertaking any works on South Kensington station. However, the proposed design does not preclude an upgrade to South Kensington station in the future.

Eastern Portal

Ancillary building set back

The set back of the ancillary building from the footpath will be further explored during the detailed design phase of the project. As detailed design progresses, CYP will continue to consult with key stakeholders to refine the design of the ancillary building and the public realm response.

Section 4.1 of the Eastern Portal Development Plan has been updated to demonstrate CYP's commitment to ongoing consultation with key stakeholders during the detailed design phase to ensure a high quality above-ground response in accordance with the Urban Design Strategy and relevant Environmental Performance Requirements.

Crime Prevention through Environmental Design (CPTED)

CYP has amended the design of the Eastern Portal for an improved Crime Prevention through Environmental Design (CPTED) outcome. This includes a change in the orientation of the mechanical plant to remove the use of the northern pocket of land along the rail corridor. The revised orientation and consolidation of the mechanical plant also allows the parking bays to be positioned closer to the ancillary building, creating better continuation of public open space and amenity for the community.

External materials and finishes

Submissions provided suggestions for the external materials and finishes of the ancillary building which included, local sourcing of materials, and graffiti deterrent materials and high quality architectural finishes.

CYP will consider these options during the detailed design phase of the project.

Interface with appointed Rail Infrastructure Alliance (RIA) contractor

CYP is limited to presenting only the scope and extent of the Tunnels & Stations PPP built form in the Eastern Portal Development Plan. CYP acknowledges the limited scope of our built form in the precinct and will work with the appointed RIA contractor to ensure design consistency. Consultation will take place between RIA and CYP to ensure that the final design resolution integrates the two packages of work seamlessly.

Landscaping

CYP's landscaping design response is limited to planting of vegetation surrounding the ancillary building. The landscaping design response for the future built form of the wider Eastern Portal precinct will be addressed by the appointed RIA contractor and is subject to a separate Development Plan.

The species, density and maturity of the proposed trees and vegetation to be reinstated are subject to ongoing investigation and will be confirmed during the detailed design phase of the project.

South Yarra station upgrade

CYP is not undertaking any works at South Yarra station. However, the proposed design does not preclude an upgrade to South Yarra station in the future.