

MMRA RESPONSE TO Recommended UDS amendments FROM urban design CONCLAVE

<i>UDS</i>	<i>Existing text in UDS</i>	<i>Proposed text</i>	<i>See</i>	<i>Status</i>	<i>MMRA response</i>
PROJECT-WIDE					
3.1.a	Melbourne Metro's stations will be well connected to the surrounding city to maximise its value in provision for access and movement.	Melbourne Metro's stations will be well connected to the surrounding city to maximise its value in provision for access and movement, and to create civic focal points that support aspirations for each precinct's long term development.	McGauran, 45 Moore, 9.2, 10.2	AGREE	Accepted
3.1.c.2	- Integrate station entrances with the wider pedestrian network.	- Locate, orient and design station entries to connect via public routes into the wider pedestrian network.	McGauran, 49	AGREE	Accepted
3.1.c.2	- Provide bicycle parking as appropriate.	- Provide generous bicycle parking facilities associated with stations where it will expand access to Metro services by connecting to major cycling routes and key catchments, in particular at Arden, Parkville and Domain Stations.	McGauran, 35-36	AGREE	Accepted with the following suggested rewording: 'Maximise bicycle parking facilities associated with stations where it will expand access to Metro services by connecting to major cycling routes and key catchments, in particular at Arden, Parkville and Domain Stations '
3.1.c.4	- Ensure that paths of travel to and from station entries that are not directly connected to main streets are easy to identify and follow.	- Orient station entries onto public streets where possible. Ensure that paths of travel to and from station entries that are not directly connected to main streets are easy to find and follow, and are clearly identifiable as being accessible to the	McGauran, 49	AGREE	Accepted

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		general public.			
3.2.c.2	[add:]	- Support appropriate uses of public streets and spaces to support social and recreational needs of the precinct.	McGauran, 27-28	AGREE	Accepted
3.2.d	[add new Reference Document:]	+ City of Melbourne, Places for People, 2015. http://participate.melbourne.vic.gov.au/placesforpeople	Moore, 3.5	AGREE	Accepted
3.3.d	[add new Reference Document:]	+ City of Melbourne, Design and Construction Standards for Public Infrastructure Works in the City of Melbourne - Melbourne Metro, July 2016.	Jones, 4.2.2 Moore, 3.4	AGREE	Accepted
3.4	In addition to works to build the stations and other aboveground infrastructure and to integrate them into public streets and park reserves, the project requires consideration of adjacent or oversite building and infrastructure redevelopment – for uses other than Melbourne Metro – on sites acquired for, or affected by, construction of the stations. This includes: + redevelopment of the construction works site at the Western Portal + redevelopment of residual land acquired for the project at the Western and Eastern Portals + precinct-wide redevelopment at Arden, as well as potential over-site development of the station + adjoining integrated development at	In addition to works to build the stations and other aboveground infrastructure and to integrate them into public streets and park reserves, the project requires consideration of adjacent or oversite building and infrastructure redevelopment – for uses other than Melbourne Metro – on sites acquired for, or affected by, construction of the stations Project. This includes: + redevelopment of the construction works site at the Western Portal + redevelopment of residual land acquired for the project at the Western and Eastern Portals + precinct-wide redevelopment at Arden, as well as potential over-site development of the station + adjoining integrated development at station entries within the University of Melbourne + redevelopment for complementary uses integrated with and above the station entries in the CBD + opportunities for other interfaces below ground	Schutt Moore, 6.4	AGREE	Accepted - on the basis that it is clear that it is not an MMRA responsibility

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	station entries within the University of Melbourne + redevelopment for complementary uses integrated with and above the station entries in the CBD + opportunities for other interfaces below ground.	+ potential future improvement of South Yarra Station and South Kensington Station + expansion and enhancement of public open space at the Eastern Portal.			
3.4.b	[add:]	6. Maximise opportunities for expansion and improvement of public open spaces.	Schutt	AGREE	Accepted
3.4.c	[add:]	5. Make provision for possible future bridging across, decking over or development above rail cuttings at South Yarra.	Schutt	AGREE	Suggest rewording to: 'not preclude possible future bridging across, decking over or development above rail cuttings at South Yarra.' Wording it as 'make provision for' implies active provision (additional structure etc) for future decking which is outside the scope of the Project.

PRECINCT 1: TUNNELS

4.1.2.a	Fawkner Park is also being considered as a construction works site. This would involve a site in the northwest of Fawkner Park, adjoining the community centre and encompassing the existing	[delete]	Jones, 3.1.3	AGREE	Accepted
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<i>UDS</i>	<i>Existing text in UDS</i>	<i>Proposed text</i>	<i>See</i>	<i>Status</i>	<i>MMRA response</i>
	tennis courts. It would require temporary closure of an existing footpath and removal of a number of trees.				

PRECINCT 2: WESTERN PORTAL

4.2.2.e	6. Extend and widen the existing jogging path parallel to Childers Street within Holland Park to provide a continuous shared path between Kensington Road and Ormond Street, and resolve conflicts resulting from poor sightlines and cross traffic near the Bill Vanina sports pavilion.	6. Provide a continuous and east-west bicycle route connecting Kensington Road and Ormond Street, designed to minimise conflicts with park uses, to minimise conflicts between cyclists and vehicles, and to minimise potential safety issues resulting from limited sightlines and cross traffic near the Bill Vanina sports pavilion.	Jones, 3.2.1	AGREE	Accepted
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PRECINCT 3: ARDEN STATION

4.3.b	[add new:]	Moonee Ponds Creek is generally separated from the Melbourne Metro works by rail lines, but one of the substation site options lies between the railway and creek. Historically, the creek has been abused as an industrial area but significant effort has been made to improve access and restore its environmental values. There is now an important bike path along the creek. The riparian environment is rare in the City of Melbourne, and while degraded, still provides an important habitat for some native species.	Jones, 3.3.2	AGREE	Accepted but suggest that use of the word 'abused' is more emotive than necessary. MMRA suggests substitution of 'damaged' for 'abused'.
4.3.d	[add new:]	6. Revitalise the Moonee Ponds Creek environs as a recreational and environmental corridor.	Jones, 3.3.2	AGREE	Suggest rewording the objective to: 'support the revitalisation of the Moonee Ponds Creek environs as a recreational and

UDS	Existing text in UDS	Proposed text	See	Status	MMRA response
					environmental corridor' It is noted that there is an option for a substation to have an interface with the creek environs.
4.3.e	[add new:]	3. Any works near Moonee Ponds Creek should: - Create an attractive interface with the shared path. - Minimise disruption or damage to habitat that supports endangered or threatened species. - Enhance the corridor's environmental and recreational values.	Jones, 3.3.2	AGREE	Accepted in principle, but note that there is an option for an interface with the creek environs. Suggest the following rewording: 'Protect the corridor's environmental and recreational values.'
4.3.f	[add new:]	Reference Documents: + Arden-Macaulay Structure Plan. City of Melbourne, 2012, p. 86.	Jones, 3.3.2	AGREE	Accepted in principle Suggest: +Arden Vision and Framework, MPA, 2016

PRECINCT 4: PARKVILLE STATION

	[no changes]		NA	NA	
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PRECINCT 5: CBD NORTH

4.5.1.e.1	- Widen the footpath as appropriate on the west side of Swanston Street between La Trobe Street and Little La Trobe Street.	[delete/relocate to 4. 5. 3]	Jones, 3.5.2 Moore, 9.2	AGREE	Accepted
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<i>UDS</i>	<i>Existing text in UDS</i>	<i>Proposed text</i>	<i>See</i>	<i>Status</i>	<i>MMRA response</i>
4.5.3	A'BECKETT STREET AND STEWART STREET	LOCAL ACCESS NETWORK	Jones, 3.5.2	AGREE	Accepted
4.5.3.a	A ventilation and emergency access structure will be built in A'Beckett Street, near Swanston Street. Post construction, A'Beckett Street between Swanston and Stewart Streets will remain closed to vehicular traffic except for emergency vehicles.	A ventilation and emergency access structure will be built in A'Beckett Street. Post construction, A'Beckett Street between Swanston and Stewart Streets will be partially closed, with allowance for vehicular traffic flows in one direction only.	Jones, 3.5.2 Moore, 9.2	AGREE	Accepted
4.5.3.b	A'Beckett Street carries only light local traffic due to its discontinuity within the street grid, and limitations on vehicular access via Swanston Street. Stewart Street, which connects Franklin and A'Beckett Streets, is blocked by bollards.	<p>The Swanston and Latrobe Street intersection frequently suffers from pedestrian congestion. This issue is likely to worsen with increased pedestrian traffic around the new Metro station.</p> <p>Swanston Street is now closed to vehicular traffic between Franklin and A'Beckett Streets, and south of Latrobe Street. Swanston Street between A'Beckett and Latrobe Streets therefore carries only local traffic but this is important for deliveries, waste removal and other services to properties in the precinct.</p> <p>A'Beckett and Little Latrobe Streets carry only local traffic due to their limited accessibility via Swanston Street. Stewart Street, which connects Franklin and A'Beckett Streets, is blocked by bollards.</p>	Jones, 3.5.2 Moore, 9.2	AGREE	<p>MMRA notes that pedestrian modelling and analysis will inform the design of the station and OSD to preserve acceptable levels of service. MMRA suggests rewording of the first paragraph to:</p> <p>'Without careful planning and design, this issue could worsen as a result of increased pedestrian traffic around the new Metro station'</p>
4.5.3.c	A'Beckett Street between Swanston Street and Stewart Street will be a pedestrian open space encouraging social and recreational engagement by local students and residents.	The local access network will be optimised to maintain access to properties and enhance Swanston Street's role as a tram and bike route, while maximising space for pedestrian activity within one of Melbourne's major learning precincts.	Jones, 3.5.2 Moore, 9.2	AGREE	Accepted

<i>UDS</i>	<i>Existing text in UDS</i>	<i>Proposed text</i>	<i>See</i>	<i>Status</i>	<i>MMRA response</i>
4.5.3.d	<p>1. Improve A'Beckett Street to enhance pedestrian capacity and links west towards Flagstaff Gardens, and to provide a usable and high-amenity public open space.</p> <p>2. Maintain local vehicular access to properties in A'Beckett Street to the west of the proposed closure at Swanston Street.</p>	<p>1. Maximise capacity and safety in Swanston Street for pedestrians, trams and bicycles.</p> <p>2. Enhance A'Beckett and Little Latrobe Streets for local access by vehicular traffic and to improve pedestrian capacity and amenity.</p>	<p>Jones, 3.5.2</p> <p>Moore, 9.2</p>	AGREE	Accepted
4.5.3.e	<p>1. Create a public plaza in A'Beckett Street between Swanston Street and Stewart Street.</p> <ul style="list-style-type: none"> - Close the street to private vehicular traffic. - Create a public plaza area catering to local recreational and social needs. - Provide for emergency access via removable bollards or an equivalent. - Incorporate canopy tree planting. <p>2. Manage local traffic in A'Beckett Street to safely return to the wider road network.</p> <p>3. Provide clear pedestrian circulation space along the building frontages on both sides of the street, preferably wider than is currently provided.</p> <p>4. Provide for servicing of adjacent</p>	<p>1. Manage local traffic to maintain access to properties, to minimise conflicts with pedestrians, bicyclists and trams, and to safely return traffic to the wider road network.</p> <p>2. Manage and design Swanston Street between Latrobe and Little Latrobe Streets consistently with areas of Swanston Street south of Latrobe Street, with widened footpaths, improved tree planting, footpath paving, street furniture and lighting.</p> <p>3. Provide clear pedestrian circulation space along building frontages in all streets, maintaining existing capacity and increasing capacity where possible.</p> <p>4. Maintain on-street kerbside loading and delivery</p>	<p>Jones, 3.5.2</p> <p>Moore, 9.2</p>	AGREE	Accepted

<i>UDS</i>	<i>Existing text in UDS</i>	<i>Proposed text</i>	<i>See</i>	<i>Status</i>	<i>MMRA response</i>
	properties.	facilities to provide for servicing of adjacent properties.			
PRECINCT 6: CBD SOUTH					
	[no changes]		NA	NA	
PRECINCT 7: DOMAIN STATION					
4.7.1.e	2. Provide convenient pedestrian access across St Kilda Road via both the proposed station subway and by improving the safety and amenity of street level crossings.	<p>2. Provide convenient pedestrian access:</p> <ul style="list-style-type: none"> - Support pedestrian crossings of St Kilda Road via the proposed station subway and by improving the safety and amenity of street level crossings. - Enhance pedestrian links from St Kilda Road to the Park Street tram route. 	Jones, 3.7	AGREE	<p>Accepted subject to clarification as to the correct Park Street (there are two Park Streets in the project area). Suggest the following:</p> <p>'Enhance pedestrian links from St Kilda Road to the Park Street (South Melbourne) tram route.'</p>
4.7.1.e.4	[add new:]	- Ensure that the design of the Park Street tram stop near Wells Street preserves views to the Shrine.	Jones, 3.7	AGREE	<p>Accepted subject to clarification as to the Park Street referred to as follows:</p> <p>'Ensure that the design of the Park Street (south Melbourne) tram stop near Wells Street preserves views to the Shrine Reserve.'</p>

<i>UDS</i>	<i>Existing text in UDS</i>	<i>Proposed text</i>	<i>See</i>	<i>Status</i>	<i>MMRA response</i>
4.7.1.e	6. Locate and design vent shafts to minimise their visual impacts: - Minimise impacts.	6. Locate and design vent shafts, the chiller plant and substations to minimise their visual impacts: - Minimise impacts.	Jones, 3.7	AGREE	Accepted
4.7.3.d	3. Respect and integrate with the heritage values and civic character of the area.	3. Respect and integrate with the heritage values and civic character of the Reserve, its context and memorials within it.	Jones, 3.7	AGREE	Accepted
4.7.3.e	2. Respect the heritage values of the reserve and memorials in it.	[delete]	Jones, 3.7	AGREE	Accepted
4.7.3.e	4. Minimise impacts on culturally significant features and fabric: - Maintain the South African Soldiers Memorial's formal visual links to St Kilda Road and the Shrine of Remembrance. - Sensitively reinstate or relocate other existing memorials as required. - Retain or replace significant trees.	4. Minimise impacts on culturally significant features and fabric: - Minimise the size and prominence of the station entry and ensure that it provides an appropriate setting for the South African Soldiers Memorial. - Maintain the South African Soldiers Memorial's formal visual links to St Kilda Road and the Shrine of Remembrance. - Retain as many trees as possible, in particular the elms to the north of the South African Soldiers Memorial. - Retain the Windsor Oak in situ, conserve it off site during construction, or propagate replacements from the original tree. - Return the Cockbill Fountain and Windsor Oak (or its replacement) to the site after construction. - Sensitively reinstate or relocate other existing plaques and memorials as required.	Jones, 3.7	AGREE	Accepted subject to amendment to dot point 2. The South African Soldiers' Memorial was constructed many years before the Shrine and views are not possible between the structures. To be true to the history and current presentation of the monument the visual relationship, while very important to its significance, should not be formal. MMRA suggests the following: 'Maintain the South African Soldiers Memorial's visual links

UDS	Existing text in UDS	Proposed text	See	Status	MMRA response
					to St Kilda Road, and where possible improve its prominence as the focal point of the reserve.'
4.7.3.e	<p>6. Create a high quality open space and facilities to support local residents' and office workers' social and passive recreational activities.</p> <ul style="list-style-type: none"> - Provide spaces for seating and casual social interaction. - Avoiding fragmenting useable open spaces with busy pedestrian routes. - Rationalise and reduce trafficable road space and car parking areas and convert to pedestrian use where possible. 	<p>6. Create a high quality open space and facilities to support cultural, social, and passive recreational activities:</p> <ul style="list-style-type: none"> - Provide spaces for seating and casual social interaction. - Avoiding fragmenting useable open spaces with busy pedestrian routes. - Rationalise and reduce trafficable road space and car parking areas and convert to pedestrian use where possible. - Provide a modest congregation area near the South African Soldiers Memorial that provides access for ceremonies. 	Jones, 3.7	AGREE	Accepted
PRECINCT 8: EASTERN PORTAL					
4.8.e.1	<ul style="list-style-type: none"> - Widen (where possible) and improve Lovers Walk. 	<ul style="list-style-type: none"> - Widen Lovers Walk, as appropriate and where possible, to support its role as a major shared path. 	Schutt, 52	AGREE	Accepted
4.8.e	<p>3. Maximise permanent usable public open space in the precinct, including:</p> <ul style="list-style-type: none"> - Construct vertical retaining walls along the rail corridor at alignments and to heights that allow the South Yarra Siding Reserve and areas along 	<p>[stet]</p> <ul style="list-style-type: none"> - Construct vertical retaining walls along the length of the interface between South Yarra Siding Reserve, Lovers Walk, Osborne Street Reserve and the Sandringham and Frankston/ Dandenong 	Schutt, 52	AGREE	Accepted subject to amendment. The proposed rewording greatly exceeds current

<i>UDS</i>	<i>Existing text in UDS</i>	<i>Proposed text</i>	<i>See</i>	<i>Status</i>	<i>MMRA response</i>
	Lovers Walk to be brought to a more level and usable surface grade.	Railway lines, and backfill level with the reserves such that all land between the corridors that is zoned Public Park and Recreation Reserve can be used as public space.			scope of work. Suggest the following: 'Construct any required vertical retaining walls to support backfilling to levels that increase the level of useable open space.'
	- Design retaining walls and backfill to provide generous soil depths to support the growth of trees.	- Design retaining walls and backfill to provide generous soil depths to support the growth of trees, and to maximise opportunities for future bridging, decking or development above the rail corridors.			Accepted
4.8.e.6	[add:]	- Provide transparency in acoustic screens and fencing above one metre (nominal) height at interfaces with walking routes or actively used public spaces, to improve passive surveillance and personal security. - Consider decking over rail cuttings as a means to reduce the impact of noise walls and fences and to increase the extent of accessible and usable public open space.	Schutt, 56	AGREE	Accepted Disagree The second dot point is a level of specificity that would be best developed through a design brief as identified in chapter 4 (precinct 8). The suggested consideration crosses a number of technical areas that would require more detailed

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					investigation and may not be feasible.
<hr/> PRECINCT 9: WESTERN TURNBACK <hr/>					
	[no changes]		NA	NA	

1 RECOMMENDED EPR AMENDMENTS

<i>EPR</i>	<i>Existing text in EES</i>	<i>Proposed text</i>	<i>See</i>	<i>Status</i>	<i>MMRA Response</i>
LU3	Design and construction of Arden station must consider the ongoing strategic planning of the Arden-Macaulay Urban Renewal Area and include consultation with the Metropolitan Planning Authority, City of Melbourne and any other relevant agencies.	Design and construction of Arden Station must ensure a fully integrated approach to the urban design and planning of the station and must be consistent with an adopted Framework Plan for Arden Central.	Moore, 7.3	AGREE	Accepted subject to the following minor amendment: 'Design and construction of Arden Station must ensure a fully integrated approach to the urban design and planning of the station and must be consistent with an adopted <u>Vision</u> and Framework Plan for Arden Central.'
LU4	[add sentence:]	Advertising should generally be limited to appropriate locations and to an appropriate scale as determined following review by the Urban Design Reference Group and determination by the Design Review Panel chaired by OVGA.	Moore, 3.8	AGREE	Direction about appropriate locations for signage is offered throughout the Urban Design Strategy, and the membership of the former Urban Design Reference Group will likely change to best meet stakeholders needs at each design stage. MMRA's preference is to be consistent with the phrasing of other EPRs with regards to consultation and relevant authorities. Suggest rewording the final sentence of LU4: '... The strategies must be developed in consultation with relevant local councils, land managers and the Office of the Victorian Government Architect.'

<i>EPR</i>	<i>Existing text in EES</i>	<i>Proposed text</i>	<i>See</i>	<i>Status</i>	<i>MMRA Response</i>
LV1	...The design shall avoid or minimise visual impacts on sensitive receptors and maintain broader landscape character values, particularly in relation to:	[stet]			
	<ul style="list-style-type: none"> • Tunnels: Queen Victoria Gardens, Fawkner Park • Western portal: JJ Holland Park • Parkville station: University of Melbourne, Victorian Comprehensive Cancer Centre, Royal Melbourne Hospital, University Square 	<ul style="list-style-type: none"> •Tunnels: Queen Victoria Gardens, Tom’s Block, Fawkner Park 	Moore, 5.3	AGREE	Accepted
	<ul style="list-style-type: none"> • CBD North station: Royal Melbourne Institute of Technology, the State Library 	<ul style="list-style-type: none"> • CBD North station: Royal Melbourne Institute of Technology, the State Library and State Library Forecourt 	Moore, 9.3	AGREE	Accepted
LV1	<ul style="list-style-type: none"> • CBD South station: St Paul’s Cathedral, Federation Square, City Square and Flinders Street Station 	[stet]			
LV1	<ul style="list-style-type: none"> • Domain station: The Shrine of Remembrance, Albert Road Reserve, Domain Parklands • Eastern portal: South Yarra Siding Reserve. 	<ul style="list-style-type: none"> • Domain station: The Shrine of Remembrance, Shrine of Remembrance Reserve, Albert Road Reserve, Domain Parklands 	Moore, 11.2	AGREE	Accepted
		[stet]			

2 RECOMMENDED PROCESSES TO ENSURE GOOD DESIGN OUTCOMES

<i>Item</i>	<i>See</i>	<i>Status</i>	<i>MMRA Response</i>
<p>a. The EMF (Ref Main Report, Vol 3, Table 23-1, pages 23-7 and 23-8) states that MMRA must engage an Independent Reviewer. Table 23-1 sets out the responsibility of the Independent Reviewer in five dot points, including ensuring compliance with EPR's. A sixth dot point should be added to read:</p> <p style="padding-left: 40px;">- Review recommendations from (a) Urban Design Reference Group and (b) Design Review and advise and ensure the PPP contractor has adequately and appropriately responded to recommendations of these two groups.</p>	Moore, 3.3	AGREE	<p>Reference to the Independent Reviewer in (a) should be to the Independent Auditor.</p> <p>The EMF establishes a solid framework for the ongoing management of impacts as a result of the Project. Consultation with affected stakeholders and processes for audit and independent review are built into the framework.</p> <p>All contracting parties will be obliged to meet the requirements of the Urban Design Strategy and comply with the EMF.</p>
b. PPP contractors should be required to respond to section 3.5 of the MMRA UDS as part of their construction management plans.	Moore, 3.6	AGREE	
c. Government should retain the right to withdraw over station development from a PPP bid if it fails to meet standards that can be supported by the OVGA Design Review Panel.	Moore, 3.7	AGREE	This section raises a number of issues that extend beyond the scope of urban design analysis and talk to issues relating to Government commercial and procurement process. These processes are managed and overseen by the Treasurer and the Department of Treasury and Finance.
d. Ensure that public artists are embedded in the design process at the earliest stage of the project.	Moore, 3.8	AGREE	
e. Ensure that design teams include consultants with understanding and skills in place making.	McGauran, 28	AGREE	The additional guidance referred to in the section below captures the broad range of stakeholders requirements and informs this process.
f. Ensure that provision is made in the structure and management of the PPP process requiring responsiveness to future stakeholder inputs into the resolution of designs for areas affected by the Project.	Jones, 4.2 McGauran Moore	AGREE	An expert panel for architectural and urban design will also be established, alongside legal, commercial and technical to assist in this process and the Urban Design Strategy will be an important document in this assessment.

3 RECOMMENDED ADDITIONAL DESIGN GUIDANCE TO BE PREPARED

<i>Item</i>	<i>See</i>	<i>Status</i>	<i>MMRA response</i>
PRECINCT 1: TUNNELS			3.1.1 MMRA agrees in principle with the recommendations. However, MMRA notes that the list represents work that is already planned or currently underway. This work involves stakeholders articulating their requirements for public realm precincts.
City of Melbourne: Finalise the Domain Parklands Master Plan	Jones, 4.2.2	AGREE	
PRECINCT 2: WESTERN POR			The list of recommended additional guidance is not an exhaustive list of the work that is, or will need to be, undertaken to inform the various procurement packages.
Nil	NA	NA	
PRECINCT 3: ARDEN STATION			Reference to the Metropolitan Planning Authority should be a reference to Metropolitan Economic Development and DV.
Metropolitan Planning Authority: A Framework Plan for Arden Central to be completed by MPA, taken out to the community for consultation and presented to CoM and other relevant agencies for endorsement prior to adoption. This should include a strategy for development in relation to flooding which can be adopted in the design of Arden Station.	Moore, 7.3	AGREE	
PRECINCT 4: PARKVILLE STATION			
City of Melbourne: Finalise the University Square Master Plan	Jones, 4.2.2	AGREE	
City of Melbourne: Prepare more detailed briefs or concept design work for Grattan Street.	Jones, 4.2.3	AGREE	
PRECINCT 5: CBD NORTH			
City of Melbourne: Prepare more detailed briefs or concept design work for Franklin Street.	Jones, 4.2.3	AGREE	
PRECINCT 6: CBD SOUTH			
City of Melbourne: Prepare more detailed briefs or concept design work for the City Square.	Jones, 4.2.3	AGREE	

<i>Item</i>	<i>See</i>	<i>Status</i>	<i>MMRA response</i>
PRECINCT 7: DOMAIN STATION			
City of Port Phillip: Prepare concept design for Albert Road between St Kilda Road and Kingsway, encompassing and extending beyond the Melbourne Metro area.	Jones, 4.2.3	AGREE	
PRECINCT 8: EASTERN PORTAL			
City of Stonnington: Develop concept design for complementary public realm improvements within or adjoining the Project area.	Schutt	AGREE	
PRECINCT 9: WESTERN TURNBACK			
Nil	NA	NA	

4 RECOMMENDATIONS REGARDING PROJECT SCOPE AND DESIGN

<i>Item</i>	<i>Status</i>	<i>See</i>	<i>MMRA Response</i>
PRECINCT 1: TUNNELS			
Option for Fawkner Park TBM launch/retrieval site is not a desirable outcome. Elimination of the option by the MMRA is understood and supported.	AGREE	Moore, 4.3	MMRA acknowledges that these are the personal/organisational opinions of the urban design experts. MMRA notes that the options which involved EAS shafts and TBM launch sites are no longer part of the Concept Design (See Technical Note 16: Fawkner Park and Technical Note 55 Access Shafts). In relation to the remainder of the recommendations by the urban design experts, decisions on any of the options will be made after consideration of the Committee's recommendations and the Minister's assessment of those recommendations. The final decision will be made following the Minister's assessment and through the respective procurement processes and will be balanced against a number of factors including, but not limited to, operational efficiency and value for money.
The option for an emergency access shaft at the Fawkner Park tennis courts is not a desirable outcome. Elimination of the Fawkner Park TBM launch site option should, in turn, explicitly rule out this associated option for the emergency access shaft location.	AGREE	Moore, 4.3	
An emergency access shaft location outside of Fawkner Park would be preferable to one in the park, with a location within but at the edge of the park a less preferred but acceptable option subject to careful design.	AGREE	Moore, 4.4	
Consider potential to alter the tunnels' alignment with deletion of the Fawkner Park TBM launch site option, so as to reduce the parkland impact of the emergency access shaft.	AGREE	Moore, 4.4	
The Metro tunnels should be below CityLink to minimise potential detrimental impacts on future tree planting and landscape character.	AGREE	Moore, 5.3	
The emergency access shaft location near the Edward VII monument and floral clock is undesirable. The option in Tom's Block would be less of a concern, although another location situated in existing roadway to the south side of Linlithgow Avenue would be preferred.	AGREE	Moore, 5.3	
PRECINCT 2: WESTERN PORTAL			
The Alternative portal location would have lesser impact on urban fabric and uses and is preferred.	AGREE	Moore, 6.3	
Provision of a safe on-road bicycle path in Childers Street should be considered rather than conversion of the jogging path in Holland Park to a bike path.	AGREE	Moore, 6.3	

<i>Item</i>	<i>Status</i>	<i>See</i>	<i>MMRA Response</i>
Option for substation at 50 Lloyd Street is not a desirable outcome and an option in the Arden Precinct is preferred.	AGREE	Moore, 6.3	
PRECINCT 3: ARDEN STATION			
Either alternative site for the substation at Arden Precinct is preferable to the concept design. The most preferred option is co-location with the existing substation near Moonee Ponds Creek.	AGREE	Moore, 7.3	
PRECINCT 4: PARKVILLE STATION			
Coordinate inter-agency preparation of a master plan for the entire length of Royal Parade, and investigate options for Haymarket Roundabout.	AGREE but not as task for MMRA	Moore, 8.2	
PRECINCT 5: CBD NORTH			
Nil	NA	NA	
PRECINCT 6: CBD SOUTH			
Station entry in Federation Square should be within a remodelled western shard.	AGREE	Moore, 10.2	
PRECINCT 7: DOMAIN STATION			
Coordinate inter-agency preparation of a master plan for the entire length of St Kilda Road.	AGREE but not as task for MMRA	Moore, 11.2	
Reduce scale and landscape impacts of entry at Shrine Reserve if possible.	AGREE	Moore, 11.2	
PRECINCT 8: EASTERN PORTAL			
Construct a pedestrian and cycling link from Toorak Road to the South Yarra Siding Reserve.	AGREE but not as task	Schutt, 57	

<i>Item</i>	<i>Status</i>	<i>See</i>	<i>MMRA Response</i>
	for MMRA		
Construct a plaza or 'village square' adjoining Toorak Road and connecting to the South Yarra Siding Reserve.	AGREE but not as task for MMRA	Schutt, 63	
