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INDEPENDENT EXPERT WITNESS STATEMENT

MELBOURNE METRO RAIL PROJECT EES ENQUIRY AND ADVISORY COMMITTEE HEARING

AUGUST 2016

Prepared by

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BACKGROUND

1. In August 2016 I was asked by Rigby Cooke on behalf of The University of Melbourne to provide a submission on urban design issues arising from the proposed Melbourne Metro Rail project as it relates to the University and its operations and land holdings in the Parkville Precinct. In particular I have been asked in my report to consider the following:
 - a) The built form character of the Parkville campus and the key buildings of architectural significance
 - b) The contribution of landscaping to the existing character of the Parkville Campus
 - c) The potential evolution of built form at the campus as contemplated in the University's growth strategy
 - d) Any potential for integration of the project's surface work (including landscaping) with existing and proposed built form
 - e) Whether there are any additions or changes to the environmental performance requirements which I consider appropriate to address urban design and landscape issues for the Parkville Campus.

STRATEGIC CONTEXT

2. The proposed Melbourne Metro project is a key underpinning part of the Plan Melbourne Strategic Plan to successfully manage the growth of the city to 2050 with a population of nearly 8 million at that time.
3. An underpinning strategy (for which I advocated) now embedded in the Plan, is the key role both now and into the future of our clusters of Health and Knowledge both in the inner city at Parkville and in the suburban centres of Clayton, Bundoora and Sunshine and to a lesser extent Box Hill, Frankston and Footscray.

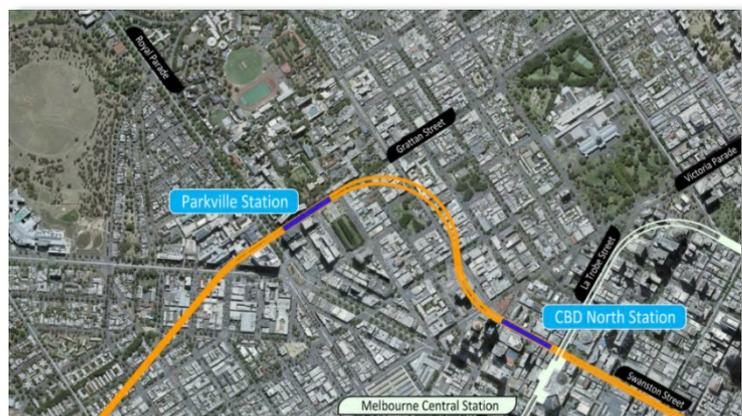
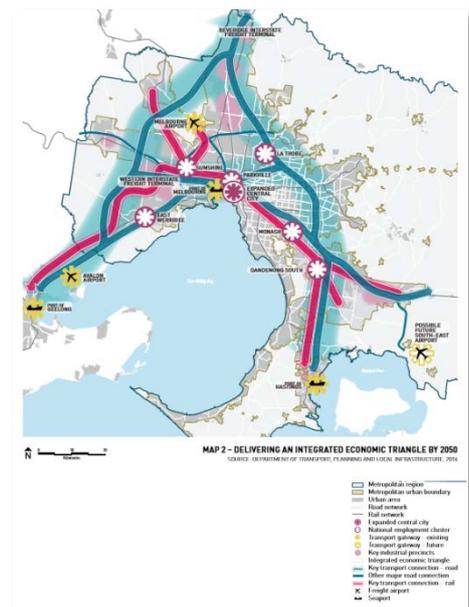
4. A more connected Melbourne seeks to transform the transport system to support a more productive Central City (Direction 3.1), with the Parkville precinct and adjoining City North precinct and the nearby Arden Macaulay areas key areas of transformation.
5. Initiative 1.5.1 seeks to facilitate the development of National Employment Clusters. The plan identifies the key roles of these areas, underpinned by specialist activity including the University and adjoining hospitals and research institutions. It seeks to grow and diversify further and to maximise the potential of these areas to accommodate knowledge intensive economies.

6. The indicative alignment of the Metro, via Footscray, Arden, the subject precinct, CBD North and ultimately Caulfield could be described as the 'University Line', linking as it does each of the major knowledge institutions.

7. I agree with the position taken by Melbourne Metro that

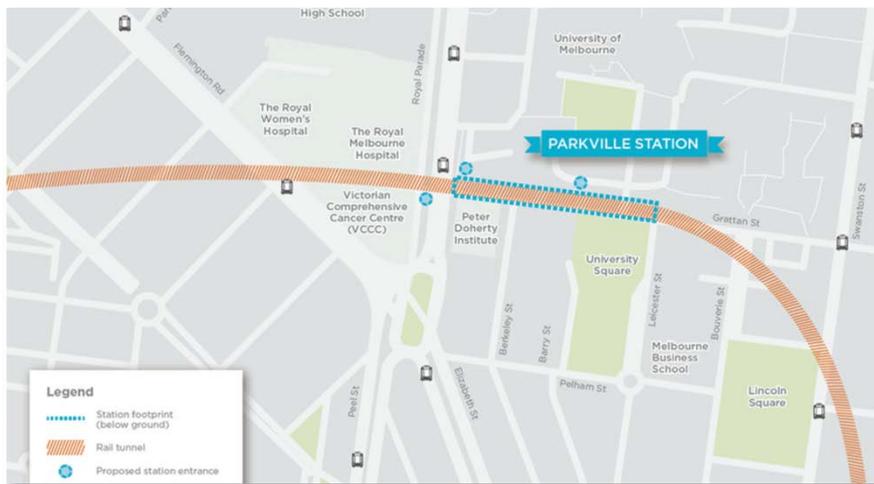
"Parkville is a world-class education, health and research precinct" and that, done well, "The Metro Tunnel project will enhance public transport connectivity to the area and deliver a new underground station for Parkville".

8. I also agree with the position that, "The Parkville precinct is critical to Victoria's and Australia's leadership in biotechnology, medical research education and health services and draws people from across the metropolitan area and regional Victoria.



The website for the authority notes that "Metro Tunnel's Parkville station is expected to provide access to around 45,000 jobs, 14,000 residents and more than 71,000 tertiary students and high school students within 800 metres of its location." I note projections by the agency that, "It will be used by nearly 60,000 passengers each day in 2031". These numbers suggest that the inclusion of these stations will be precinct shaping and hence should be well aligned with a broader precinct vision.

9. Additionally the inclusion of this new infrastructure will strengthen the opportunities for growth of the knowledge cluster into the nearby government-controlled Arden Precinct This will enable enhanced integration of the knowledge economies in the Parkville , City North and Flinders Street Station cultural and creative arts precincts in



particular, thereby establishing a Boston/Cambridge style knowledge and research led employment, innovation and economic development corridor.

10. Parkville was identified in Plan Melbourne as one of two consolidated National Employment Clusters with Clayton. These areas are identified in this overarching State whole of City vision as central to Melbourne's future prosperity.

Local Planning Policy

11. Further support and direction for the precinct are described in local policy. Some key relevant policies include:-
 - a) **Clause 21.04-1.3 Proposed Urban Renewal Areas:** City North, is identified for proposed renewal given its existing role as a specialised activity centre, and highlights its proximity to the CBD.
 - b) **Clause 21.06 Built Environment and Heritage:** Objective 4 seeks to ensure height and scale of development is appropriate to preferred built form character with this area and interface identified as a mid-rise scale precinct commensurate with recent on campus health, research and education facilities.
 - c) **Clause 21.08 Economic Development** locates the precinct within the Parkville Knowledge Precinct. **Clause 21.08-5 Knowledge Precincts** seeks to encourage education, health and research activities in this precinct.
12. The associated DDO's support these goals with the recently developed structure plan taking this
13. **Clause 21.14 -1 City North (Proposed Urban Renewal Areas)** is a precinct identified for major transformation to be informed by the City North Structure Plan. With zonings of University Land within both Public Use Zone designations and within Capital City Zones for the balance, the location for the Metro is clearly seen as invested in a strategic policy position that both supports core education and health infrastructure timely expansion and also now one that supports a more ambitious intensification of the growth of the core research and education facilities south of Grattan Street



14. **Melbourne Metro Rail Urban Design Strategy** sets out a broad framework for the project's urban design approach drawing on a series of best practice documents as its policy basis and includes Guidelines in some instances. I will refer to these guidelines through my report.
15. Section 2.1 sets out these broad principles and also adds to this particular points of relevance to this precinct, notably goals to:
 - a) Make great public places
 - b) Balance line wide consistency with site responsiveness
 - c) Support integrated site redevelopment
 - d) Design to mitigate construction impacts, and finally to design for the future.
16. I support these as appropriate broad guiding principles. They go further to also flag the potential in 3.4 for integration opportunities underground. However these raise a series of site specific issues in the context of the City North Precinct and overseas exemplars that might inform such a station. Issues on which the project is silent but are particularly relevant in this context include the following, which should arguably equally relate to other areas of the line also.

Future Melbourne 2026

17. Recently I have been involved as an Ambassador in the development of Future Melbourne 2026 a process that has engaged Citizens across Melbourne to develop a future set of guiding values that will be provided to the new Council as a tool for policy and capital works decision making.
18. Of particular relevance are:-
 - a) **Goal 5: Knowledge City** and particularly Priority 5.3:
 - *Lead in adult education, research and innovation. Melbourne will value and promote its world-class universities and the vital role they play in its innovation-driven prosperity, cultural development and social life. The universities, other education and training institutions, businesses, governments and the broader community will collaborate to ensure that Melbourne remains a world-leading adult education city.*
 - b) **Goal 6: A Connected City** seeks to ensure Melbourne is a "Great Walking City"(Priority 6.1) and A Cycling City (Priority 6.2) . *"The creation of cycle-only streets will encourage more people to ride. Cycling will also provide personal and public health, environmental and cultural benefits."* It also seeks to ensure that we 'Provide Effective and Integrated Public Transport , *'responsive to customer needs and fully coordinated with the municipality's cycling and walking paths.*
 - c) **Goal 8: A City Managing Change** notes in Priority 8.2 that Melbourne will be "An Online City," where *A high percentage of people will access the internet via their choice of high-speed broadband providers and all will have access to the municipality's universal wireless internet connection. Data will be securely managed to protect the privacy of businesses and individuals and be used for the long-term benefit of the people of Melbourne.*

Connections and the Digital City

19. Future Melbourne 2026 identifies a number of key issues for the city that are particularly notable in the context of the Parkville precinct. These go to issues of the underlying identity and future of the precinct and its needs. These include the nationally significant Knowledge role of this precinct and its collaborative and multi-institutional and neighbourhood nature.
20. The proposed station sits at the fulcrum of neighbourhoods of Health, University South (Modern University) itself within the City North Urban Renewal Area, and University North (Historic University).
21. In that context the Station has the potential to not only connect beyond the precinct but also to link large populations north, south and west of Grattan Street and Royal Parade. With the site abutting the southern edge of the core university it can be reasonably anticipated that substantial transformation will occur with this area the hub of biomedical research teaching and learning on the campus and with this disciplinary focus already manifested south, north and west of Grattan Street's interface with Royal Parade. Undoubtedly this is already established as an area of growing National and State strategic importance to both the University and the research efforts of the region.

22. The Guidelines contained within the MMR Urban Design Strategy document, acknowledge this key role, indicating there will be a diagonal connection linking the proposed SW Health Precinct entry west of Royal Parade to the proposed NE entry to the concourse of the Rail Station Box at the corner of Royal Parade and Grattan Street. Similarly the increasing role of Grattan Street as an Active Transit location of high significance, combined with the growth of the knowledge precinct south of Grattan Street is also highlighted.
23. I am supportive of the future vision that this be a street wherein these north south connections are enhanced, where the key bus, walking, cycling and Metro commuter audiences along with campus populations are given priority in a reimagined Grattan Street public realm. I am however concerned that the underlying footprint for development appears to be unreasonably constrained by an accommodation of private car use as a continuing priority with indicative testing documents indicating the continued provision of left and right turn lanes necessarily constraining the amount of space able to be used by pedestrians and potential amenity and space allocated to cyclists. The implications of these continued allocations of space have consequences too for how well the enlarged learning and research collaborative campus is integrated.
24. The need to decommission Grattan Street to enable the proposed open cut strategy to be implemented provides a unique opportunity to permanently remove Grattan Street as part of the arterial road network. Its retention until now has clearly compromised the recent evolution of the Melbourne Health precinct and added substantial cost and sits at odds with a Knowledge precinct vision that blurs the boundaries between the University activities north and south of Grattan Street. With over 60,000 commuters a day using these portals it is obvious that the efficacy of this Station for the National Employment Cluster would be compromised with a continuing arterial road function. Equally the enhanced strategic role of City North and its integration with the Carlton Connect and Min Campus of the University is similarly diminished by a continued private transport role for this street.
25. Like John Monash Drive in Caulfield and Swanston Street south of Victoria Street, it is my view that these opportunities for a paradigm shift need to be grasped wholeheartedly rather than in a compromised form if we are to be able to optimise the collaborative opportunities for this precinct.
26. The seamless interconnection of this precinct and the campus beyond with the western health precinct and the rapidly transforming southern learning teaching and research precincts should be optimised through this project.

Recommendation

Those linkages above and below ground both across streets and into new development within The University of Melbourne, north and south of Grattan Street, and to the Melbourne Health Precinct to the west of Royal Parade should be optimised for pedestrians and public transport users. A key element of the plan should be the decommissioning of Grattan Street for all but local traffic with potentially that some areas particularly those along the central University Square and south entry spine, should be entirely dedicated to Public transport and Active transport networks and modes.

27. Similarly the role of digital technology as an enabling infrastructure for collaboration and knowledge transfer should be optimised in a project that effectively interconnects the major universities along a single project. To that end the spaces both above and below ground facilitated by the project should be technology rich, enabling patrons to effectively use the spaces and places provided and importantly to underscore the special and particular attributes of this neighbourhood as sought in the broader principles. Aligned place-making and public furniture should identify this station within the precinct of learning as one that provides seamless digital technological integration with the precinct.

Recommendation

Ensure the theme of the Knowledge and Online City noted in Future Melbourne 2026 is embedded in the project urban design goals as a key underlying characteristic of the capacity of public spaces and places provided through the project.

28. The context of this knowledge place also underpins the need for investment in the public realm places and infrastructure that can enable informal collaboration and learning if it is to be responsive to the underlying pedagogical DNA of the precinct and should seek to blur the boundaries between the health and education campuses and the public realm.

Recommendation

In developing the guiding principles, highlight the role of the public spaces in supporting the underlying nature of the place that the proposed Station services with placemaking responsive to its role. In the same way that Federation Square is a Cultural Place, the Parkville Precinct could be considered a learning and collaborative place.

29. Pleasingly the MMR UDS Guidelines acknowledge the University's growth ambitions and the significant change anticipated in the areas of the proposed Station Box and precinct within the Biomedical Precinct and the significant landscape and heritage values that also need to be considered. Additionally the Guidelines also contemplate opportunities to integrate the Station with new University uses at multiple levels (4.4.3). This principle of designing for future readiness is logical in the context of a rapidly transforming precinct for which the project will provide additional turbocharging.
30. Whilst acknowledging one of the station entrances will be on University land in this SW corner of the main campus and that the station may be interconnected, the wording does not suggest that the airspace above the Station could be occupied for University uses. Given the land premium in this area, logically the airspace above the station should be considered where it is located on adjoining rather than public road reserve space. It would also be important that this development opportunity be made available exclusively to the University of Melbourne given the strategic locations at a main gateway corner to a large land holding and in the case of the Eastern proposed northern station entrance, its embedded nature adjoin buildings of heritage and cultural significance within the University.

Recommendation

Ensure that like other Station locations the Guidelines enable consideration of development of the airspace above stations as well as at grade and below ground connections for University of Melbourne purposes.

METRO 2

31. The document is also silent on Metro 2 indicated within Plan Melbourne and interchanging at Parkville and ultimately connecting the north of Melbourne to Australia's largest inner urban renewal precinct Fisherman's Bend. Given that this is now a seriously entertained proposition this should be noted in the document.

Recommendation

- The Guidelines should be informed by the potential for this interchange to bring further increases in population numbers to the precinct in the medium term particularly given the nexus between this knowledge precinct and the broader innovation objectives of government for Fisherman's Bend.*
- The documentation and design of the Parkville Station should demonstrate how a future Metro 2 interchange might be integrated and ensure that the design solution has regard for the necessary capacity increases and structural design required to enable both the future works and the likely above and below ground development of adjoining University and aligned knowledge precinct land holdings.*

ROYAL PARADE TRAM INTERCHANGE AND SUBWAY LINK

32. The documentation and project components description also indicate that a major new tram super stop interchange will be provided in Royal Parade as part of the work.
33. Desirably users would be able to move directly down from the tram stop into the station and interconnecting subway links east to west under Royal Parade. The project, whilst talking in detail about the above ground quality of urban space, is less descriptive about the proposed subway connection.
34. Clearly its utilisation and success will be largely determined by the level of perceived safety, 'street' design quality, activation and convenience afforded by this link. International best practice is essential in ensuring this is a high quality space as poor safety outcomes and use would have major reputational impacts for not only the network but also the adjoining institutions for whom user safety is paramount.

Recommendation

- *Consider the interconnection of the proposed tram interchange in Royal Parade directly into the subway and station.*
- *Ensure in the Guidelines, that the design quality invested in the goals for above ground spaces is similarly applied to the below ground cross road linkages to ensure they are high quality safe alternative undercover street connections.*

Cycling

35. A key objective of both Future Melbourne 2026 and Plan Melbourne is to make Melbourne a great Cycling City. The Parkville Precinct lies at the heart of cycling culture in Melbourne and the University has seen a rapid escalation in cycling users to the precinct in the past few years.
36. A particular characteristic of the Parkville Station is likely to be a high level of interchange between cycling and rail. The opportunity to provide high quality high capacity provision for cycling areas in this location would seem essential in the environs of both entries to the station. The ambition for cycle provision in the indicative landscape plans is of exceptionally modest ambition and needs to be reconsidered in the context of Parkville being a major Active Transport interchange for the Knowledge Economy. The examples below of cities that have successfully promoted active transport and seen major shifts in modal choice as a result should represent the benchmark in a context such as this.



Metro Station Copenhagen



Bike storage main station Amsterdam

Recommendation

Provide for large scale short term bicycle facilities in the public realm adjacent to station access areas.

LAND USE AND PLANNING IMPACT ASSESSMENT

37. A key issue arising out of the project scope for the University relates to the proposed acquisitions of a permanent nature. The positioning of major new station entries will require new campus arrival responses and a review of how these growth areas of the campus might be able to be incorporated in a coherent manner and how the two sides of the campus might be cohesively interconnected during the construction phase. Additionally they suggest challenging issues for resolution if an appropriately high

standard of user experience is to be achieved with the western exit oriented towards a major research facilities service zone and the eastern entry towards a service road and Vice Chancellor's residence.

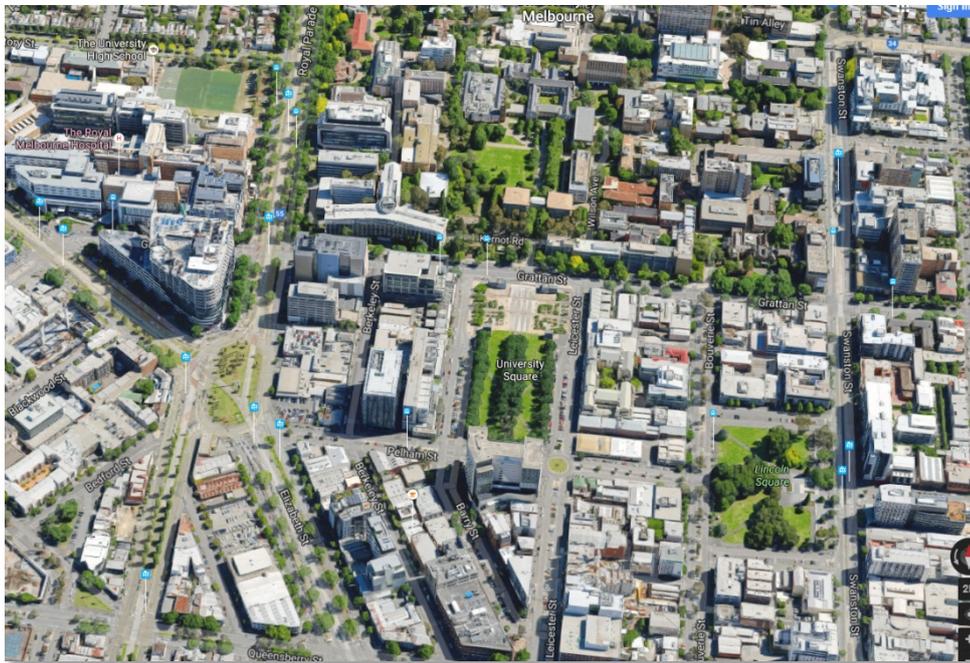
38. Additionally the entrances should be informed by the rapidly changing dynamics of destination for those within the Parkville National employment Cluster. As the IAC is no doubt aware the Melbourne Model provides for considerably greater interdisciplinary engagement by students across the campus than a traditional faculty model might deliver. I understand the Vice Chancellor will be providing a broad outline of the University's future vision.
39. As a result movement between the campus facilities south of Grattan Street and north of the street is high. Additionally much of the recent growth in net floor area of the campus and student numbers has been south of Grattan Street with the Law School, Business School, Education, Economics and parts of Engineering all in this location. The Peter Doherty Centre has also provided a major new teaching and research facility to this new southern campus gateway. Significant new student housing has also developed in this precinct south of Grattan Street that would logically use the Eastern Station.
40. Future development of the City Ford Site, future anticipated redevelopment of the Melbourne Business School and proposed separate development of the allied Graduate Union exemplify the extent of change anticipated and sought in the City North Structure Plan.



Campus Map showing the substantial University landholdings framing University Square South of Grattan Street

41. The shape of the proposed Station Footprint accompanying the plan within the MMR Land Use and Planning Impact Assessment is unusual and is difficult to interpret without understanding the intended model design on which this footprint has been tested. What is obvious from the analysis of both documents (that really do need to be read together) is that the plans as presented have been undertaken based on existing perceived constraints, rather than on the basis of the underlying ambitions invested in the Draft Urban Design Strategy and Guidelines and the potential offered by the location and sought in State and Local Policy.
42. The footprint as provided utilises a small area at the southwest corner of the main campus and a larger space between the UoM Faculty of Medicine and the historic Gatehouse building to the east as the available spaces on the north of Grattan Street unencumbered by existing buildings.
43. Best practice pedestrian flows without switchback arrangements has necessitated, in conjunction with the east west concourse, that exit points for the station via escalators will be oriented internally to the campus, with the western exit oriented to the relatively recently redeveloped service areas of the Howard Florey facility and the eastern exit to the southern side of the modestly scaled and privately configured Vice Chancellor's residence. In neither instance does the primary station exit orient itself towards Grattan Street. The outcome is understandable given the constraints that have been self-

imposed on the project but raise some major questions of the alignment of the Station locations and their configurations with the broader vision for the Parkville National Employment Cluster.



Lateral view showing the importance of the central green pedestrian spine through the campus and down to University Square and the city beyond and the east west spine, anchored by Carlton Connect to the east and the Health Quarter to the west.

44. In this vision the major organisational structures are in my view:
 - > The Grattan Street East West Promenade anchored by the Health Precinct and research areas to the west
 - > Carlton Connect to the east
 - > The central spine of the University anchored at the south by University Square and the horseshoe of surrounding core knowledge oriented faculties and institutions, and the series of key public spaces including the South Lawn, Union Building and the central sports facilities, framed by the Medley Buildings at the central Southern gateway at its southern Grattan Street interface.
45. In this expanded vision the Station and its entrances need to speak to both the southern City North major development zone of the Parkville National Employment Cluster as well as the northern campus. In the current proposition the Stations would turn their backs on Grattan Street save for lift access for the Royal Parade East Entrance.
46. The outcome appears to be predicated on the proposition that the existing underground carpark south of Grattan Street should not be touched. In the context of a project of this size and complexity it seems in my view illogical to have the existence of an underground carpark shape the future vision for a major public transport oriented centre of the knowledge economy in a manner that both undermines the opportunity of the station to equitably serve the whole precinct and also deliver public transport commuters in large numbers into spaces that have the dimensional and orienting attributes that enable easy wayfinding and an identity as being a Station for all those living and working in the precinct , not just University stakeholders.
47. The current assumptions regarding the carpark have also left designers with little option but to suggest the population of the northern end of Barry Street Road reserve with a series of Vent Stacks and I understand are also seeking to potentially locate elevated plant and equipment on the northwest end of University Square.
48. Again, with a blank canvas I am sure neither would be seen as an outcome aligned with the goals outlined in the Urban Design parameters.

49. A more logical outcome in my view would be the following:

- a) The development of two primary station entrances at the eastern end of the Station Box with one located broadly where the existing footprint is proposed. The location of the station on the Barry Street axis is also logical.
 - Whilst I am generally supportive of the footprint for this northern facility the outcome of its location will necessitate a solution is both constrained by the proximity of heritage buildings and remnant perimeter fences and landscapes and equally result in significant impacts on the adjoining Vice Chancellor's residence and gatehouse buildings and their roles and significance and potentially necessitate their reprogramming along with the reimagining of the public space in the surrounds of these buildings up to and including their links to the primary north south spine to the east and the Bioscience spine to the northwest.
 - Given the likely magnitude of users the suggested footprint of scope is I think unrealistically small owing to its reliance on the university campus for dispersal rather than the Grattan Street spine.
- b) Importantly however a second exit should be located in the north-western corner of University Square utilising the northern end of the square as a key orienting plaza around which commuters would be then able to head eastwards along Grattan Street and southwards to broader City North Precinct.
 - A station entrance in this location would be unambiguously public in nature and it's positioning at the intersection of the two principle axes of the Parkville National Employment Cluster also an outcome that speaks to the underlying forward thinking underpinning this precinct.
 - For those exiting the station the outcome is also unambiguously civic in scale.
 - This is an outcome that speaks to the broader urban design ambitions outlined in the Urban Design Strategy and in that of Plan Melbourne.



- c) In such a reconfiguration, the proposed vent stacks could also with such an initiative be relocated off the Barry Street axis where they impair the view back to the historic campus to the north and undermine the pedestrian amenity at this northern gateway to the City North precinct.
 - Unlike Berkeley Street, Barry Street is unambiguously oriented to pedestrian priority and the positioning of plant areas in such a public and axial location would be inconsistent with good urban design practice.

- Their alternative location away from buildings and aggregated into the suggested southern Station entrance composition and Building could provide, if well-executed a visual marker denoting the entry.
 - Any proposed plant south of the Grattan Street alignment within the University Square zone could similarly either be indented below ground in the area of underground carparks reallocated for this project or into the roof zone of the station building again limiting the impacts arising from the dispersal of the infrastructure into this highly valued precinct.
 - Additional space reclaiming in such an outcome could be used in the below ground areas for community, bike arrival and station related retail services.
- d) The western station entrance north of Grattan Street could in this scenario be restricted to a stair and lift arrangement given there is likely I think to be a lower population accessing the station at this point.
- This entrance could then have both stair and lift entrance oriented towards the Grattan and Royal Parade corner as its principal plaza zone again a more logical urban design response than one that orients the entrance to the internal zones of the University.
- e) Similarly whilst I am in strong agreement regarding the provision and logic of the positioning of the entrance west of Royal Parade I'm less convinced about the logic of the propositions to the east.
50. In my view this inclusion of a southern station entry onto University Square is important. It represents a far greater driver of transformation for the precinct and one that speaks to the whole precinct rather than one half thereof, and represents a better utilisation of publically controlled land than the alternative option compromised of this northern end of University Square for below ground parking and related exits.
51. The proposed north-eastern entrance will require substantial reimagining of an area far greater than the station entry area with a need to provide a clear and seamless integration with the primary central north/south walk and a series of new walking networks to the south, linking with Barry Street and to the west.

CONNECTIONS BETWEEN PRECINCTS DURING CONSTRUCTION

52. The interchanges to Royal Parade, Elizabeth St and Flemington Road, and similarly east west crossings of Royal Parade are high and anticipated to increase with the commissioning of the CCC facility. Whilst the assessment notes this it is important, the quality of these connections needs to be ambitious during the construction phase and not considered as rudimentary in the manner we might often see on construction projects.
53. Pedestrian movements north, south and east west are high and hence the dimensional characteristics and regularity of these links must similarly be acknowledged. Linkages aligned with Royal Parade, Barry Street, Leicester Street and Bouverie Street that interconnect seamlessly into internal university pathways should be preserved as a minimum through the development process.

ENVIRONMENTAL EFFECTS

54. A key further issue on which I am not an expert but on which I am aware early investigation is necessary relates to the following:
- a) Vibration and magnetic impacts arising from the construction and the operation of the metro in an area that is research and healthcare intensive. The project bisects a precinct dotted with highly sensitive research instrumentation and where it might reasonably be envisaged to intensify in future development of sites either side of Grattan Street. This will need to be considered in how the project responds to ensure these key strategic facilities are not compromised in any way. I understand the University is calling expert evidence to assist the panel to understand the necessary considerations for the project response more comprehensively.
 - b) Avoiding harmful, dust and emissions arising from excavation and construction in the context of research and academic buildings including laboratories, critically ill patients with diminished

immunity and high population numbers studying, working and residing in the precinct will also need to form part of the response.

- c) Avoiding disruptive noise arising from works or operation in an area with adjoining teaching, research and patient and residential accommodation.

Recommendation

Whilst I note that the Environmental Performance requirements (EPR's) suggest engagement with parties to minimise impacts during works which may address some of these concerns, it needs to be understood that in some instances there are non-negotiable issues that cannot be impacted or that can have longitudinal negative consequences. In these instances the choices of construction techniques and solutions would need to be informed by these matters and not left to a point where the design is at a point of closure.

LAND USE SURVEY

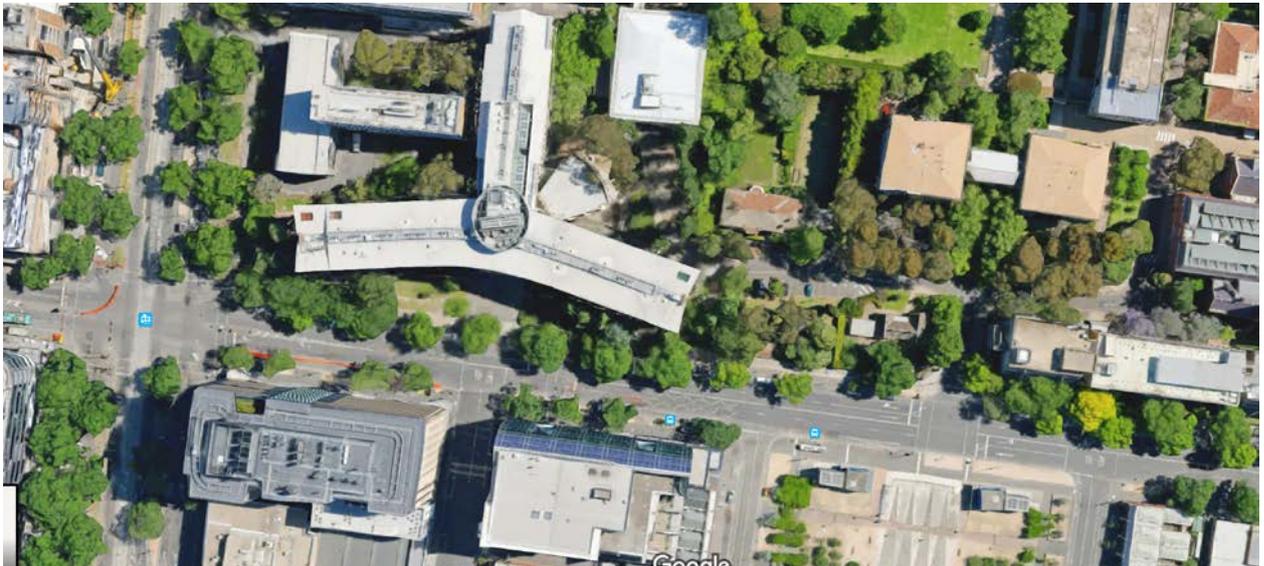
- 55. The Land Use Survey is incomplete and needs I think to be upgraded to acknowledge key attributes of the facility not indicated on the plan. The first of these is the substantial underground carpark and associated access spanning from Berkeley Street to the west across University Square to Bouverie St to the east. I do acknowledge these are indicated in the proposed Parkville Station Model Station Design. The second is the accurate allocation of ownerships and land use with the Graduate Union for example incorrectly notated. (the facility extends to Grattan Street)

THE PHYSICAL CONTEXT NOW AND IN THE FUTURE AND THE IMPLICATIONS FOR THE PROJECT

- 56. As noted by the planning context, the proposed Metro project sits at the centre of a National Employment Cluster of strategic significance for the nation.
- 57. The site is in a planning context of quite radical change in a physical and infrastructure sense, when measured against most parts of broader Melbourne.
 - a) To the west, the Health precinct has recently undergone major change with:
 - > The demolition of the former Dental Hospital and development of the Victorian Comprehensive Cancer Centre (VCCC)
 - > The redevelopment of the Royal Melbourne Hospital to integrate the Women's Hospital
 - > The development of the new Royal Children's Hospital
- 58. The University precinct itself has seen major transformation south of Grattan Street over the past 10-15 years, with the development of new major facilities providing new homes for the Faculties of Business and Economics, Law and Education and the Biomedical Research hub of the Doherty Centre to complement that already provided for the Melbourne Business School, with a parking station linking buildings under University Square.
- 59. These Buildings have been developed at heights of between 8-12 storeys. The Alan Gilbert Building is a commensurate scale to the 10 storey Office Building south of the subject site (approximately RL77). The Law Building anchoring the south end of University Square is 12 storeys, with double height ground and penthouse levels. The new Business and Economics Building is a similar height (RL82.01) from ground level to the Law building, as can be seen from the design report. In a number of these buildings basements fulfil key roles for a range of uses including lecture theatres, research related storage and logistics and car parking.
- 60. Swanston Street has been the location for major transformation primarily lined from Victoria Street to Elgin Street with Student Housing.
- 61. The exception is the former Royal Women's Site earmarked by the University for the transformative Carlton Connect.
- 62. Further boutique developments, on smaller infill sites in Berkeley Street, Barry Street and Leicester Street commensurate in scale with the subject site.

63. In separate evidence my firm will also report on proposals for the Melbourne Graduate Union which is similarly envisaging multi-level development above and below ground as I understand is the Carlton Connect precinct.
64. In a land use sense, the interconnectivity of the core health facilities west of Royal Parade is now framed with teaching and research facilities to its east and the University. The University itself has now defined its future as one extending south of Grattan Street and to either side of its flanking streets with a range of core graduate schools and research focused buildings.
65. The proposed underground station in Grattan Street and the eventual redevelopment of the University Medical precinct opposite will further strengthen these connections if developed in an integrated manner. Limited land availability suggests the sites will seek to utilise spaces above and below ground optimally.
66. This pressure for scale and intensification will inevitably increase in the future for the following reasons amongst many:
 - a) As Australia's pre-eminent University, the University of Melbourne will continue to be a sought after location for tertiary education in a City that is anticipated to grow to nearly 8million by 2050 and within a region of the world thirsty for knowledge and betterment. The University could reasonably be anticipated to grow considerably in response to these context-based changes to population.
 - b) As the second largest research organisation in Australia after the CSIRO, the University fulfils a vital role in the defining the future prospects of our country.
67. For these reasons the construction of the Station and tunnel and its interconnection should be considered in how it might better connect with the knowledge precinct and its primary movement networks as well as perimeter integrating Active Transport modes. It should also seek to optimise the potential to engage with adjoining buildings and public spaces at multiple below and ground levels and in the airspace above and consider how it might be engineered so as not to compromise optimal development of these important and scarce adjoining land holdings.

Landscape Values



68. The Royal Parade and Grattan Street corridors have long been known for their distinctive avenue characteristics and in particular to the University interface in Grattan Street and Royal Parade. Additionally the environment to the north, south and east of the Vice Chancellors residence has similarly been invested with a distinctive character. The South Gate whilst not significant in a heritage sense has a cultural value and urban design value as a key gateway to the campus that marks the central street and wayfinding axis through the north campus and indeed from that campus into University Square and should be highlighted and reinforces in the future vision for Grattan Street and the station environs.

69. The proposed works are inevitably going to have significant impacts on these attributes of the precinct and these impacts are noted within the documentation generally although are more vague in the impacts on the hinterland landscapes within the University.
70. These edge and hinterland landscapes are important attributes of this place and special within a broader Melbourne context.
71. The development should seek where possible not to impact on these landscapes and where it does to undertake works with a commensurate exemplary landscape and public realm ambition not yet evident in the Reference Design Drawings. Both the above ground station elements and the environs are yet to be invested with a placemaking ambition commensurate with the landscapes they seek to replace. The University's considerable expertise in landscape management and design should be utilised in developing these responses and in reviewing design work as it develops to test and ensure the benchmarks for design response are appropriately high.
72. Additionally they must ensure that the future envisaged development of this precinct and need to enable viable footprints therein for the likely uses that would be developed are not compromised by the final station and landscape design.
73. Shade and avenue qualities will continue to be an important attribute of these two important places and the Guidelines should seek specific and careful responses to the known special characteristics of this place.

Emergency access to the campus and access for service vehicles

74. Grattan Street will remain an essential entry for emergency vehicles to the site and the landscape and public realm resolution should be developed potentially through mechanised retractable bollards, to enable this access. Similarly the key medical facilities such as Howard Florey and the existing and future occupying buildings on the Faculty of Medicine Site will similarly require service access for their research intensive activities and similarly the Vice Chancellors residence will continue to require access and servicing. The Urban Design Strategies Document should flag these known attributes of the immediate environment.

CONCLUSION

75. I support the Metro project more broadly and the Parkville Precinct location as a site for one of the stations in particular. The proposition sits elegantly within a future narrative for a rapidly growing but currently overly car-dependent city but one with an acknowledged world competitive strength in learning, teaching and research in the Parkville National Employment Cluster. It also aligns well in a strategic sense with a National and State government realisation that innovation will be a key platform of Australia's future.
76. The location of a station box that enables subway links to the Station from either side of Royal Parade is similarly logical and will enhance the interaction between the health precinct and the University core.
77. I also see logic in the provision of a station entrance to the diagonally opposite Northeast corner of Royal Parade and Grattan Street although I do not see it having the same access demand as the eastern and arguably western entries.
78. The eastern entry represents in my view the key element that will underscore the successful provision of a station in urban design terms depending on its resolution. In its current form the placemaking outcome is poor.
79. The present scope for a new station entry in my view unnecessarily limits the opportunity for the station to be a City-shaping element of the precinct.
80. In its present configuration it as an exclusively northern oriented node, configured in a form that positions it within a congested and domestic scale part of the campus with limited opportunity to engage with a commensurate scale and movement network with Grattan Street. The management of the station entry and environs whilst serving the entire City North and Carlton precinct, somewhat confusingly is configured in a manner that relies on the university northern forecourt and circulation

systems to orient and then disperse users to these out of campus destination areas. Whilst I am satisfied that such an orientation works for Public transport users with a northern campus destination I remain unconvinced that the station outcome as suggested is one that balances this user group with the other much larger user group using this station for access to the broader University and National Employment precinct across the day, week and year.

81. Its configuration towards two heritage buildings of limited and in one case largely private use limits the opportunity to embed traditional principles of safety by design into the entrance and environs suggesting as it does that users will have to enter the campus at night to orient to the primary entry itself a full level below the primary ground level of the main campus to the north and abutting single story buildings that in response will have to increase their privacy response at least in the case of the Vice Chancellors residence. It is not a location that will ever be invested with the vibrancy and activity that might typically be envisaged in an immediate station context with this many users.
82. Its configuration also suggests a narrative that is northern campus centric rather than one that bridges the original campus and the rapidly expanding south (City North) and east (Carlton Connect and Student housing corridor spines).
83. The plan seems to be unreasonably constrained by the location of a basement carpark that should be seen as an enabler of transformation to optimise the precincts future rather than one that distorts and diminishes the opportunities to create a great transit oriented knowledge place that through its positioning integrates and orients the cluster.
84. That is not to say there needs to be any net loss of parking in this facility. Clearly the proposed closure of the northern end of Barry Street and the intended redevelopment of both Barry and Leicester Street and the University Square Gardens themselves provide a range of opportunities for extension to the existing carpark to replace any lost spaces. What is evident however is that with no development there over typically basement parking under these types of areas can be developed for approximately \$40-55,000 per space whereas loss of additional land for larger than necessary pedestrian populations on the core University campus results in a loss of opportunity to put the right scaped facilities in the right location and moreover the station outcome configuration in a manner that provides an appropriate balance of orientation for users.
85. A new and additional primary station entry should be located with its entry onto University Square.
86. Any impact on the existing carpark capacity should be mitigated through expansion of the existing carpark as appropriate in conjunction with the station, park and road closure improvements notably to the east under Leicester Street and west under Barry Street.
87. The impact of the proposed infrastructure notably plant and ventilation stacks should be contained where possible within the new Station building projects and should not be located on key axis such as the Barry Street spine or in elevated stand-alone structures within University Square. These outcomes have major impacts on both the character and perceived safety of these areas and their utilisation for open space purposes. The closure of the north end of Barry Street provides for example opportunities for breakout informal active recreation uses and informal seating and study spaces that would enrich the opportunities for engagement of precinct users with outdoor areas of great amenity.
88. The proposed role and allocation of space for pedestrian, cycling, and Bus of Grattan Street also needs to be unambiguously aligned with this new vision and considered exclusive west of Leicester Street as a shared zone where buses and cyclists may be permitted but not private vehicles. Further opportunities may exist and should be pursued through the process to extend this vision to Swanston Street to the west depending on a successful access management plan being negotiated with non-univeristiy landowners.
89. The repurposing of space should also consider the inclusion of large provision for bicycles at this important interchange with a precinct of Melbourne in which bicycle use is high and car use low.
90. The identity, design response, construction management and operational performance expectations, need to be underpinned by principles that ensure the development of the National Employment cluster's available land can be optimised and that the important enterprises and institutions therein and their work are not substantively impacted in the delivery of the project and not constrained but rather enabled on its completion.

91. To do this it is my view that the University and the City of Melbourne need to collaboratively work with the Metro team with the objectives in mind of delivering a great station as the heart of the Carlton National Employment Cluster configured in a way that facilitates the ambitions of the University and other precinct partners to together invest in integrating new development that collectively delivers a world class transit-enabled knowledge health and innovation precinct.
92. From the existing work it is evident that considerable work has already been done to underpin these ambitions but as is often the case, after the key spatial needs and issues are understood, there is both a need and an opportunity to review the project for where it could be improved.
93. There is no doubt in my view that the manner in which the station engages with the broader Parkville community and the growing City north precinct is a key issue that has yet to be satisfactorily resolved.
94. Similarly, the resolution of how the north-eastern portal is integrated into the northern campus is also presently somewhat awkward and constrained.
95. And finally the treatment of Barry Street north and potentially the northern end of University Square as effectively a storage zone for plant and visually intrusive infrastructure is not one that enriches the experience and integration of the precinct in the manner sought by both the Urban Design Strategy nor the broader City and state policy or best practice urban design.
96. I am confident that in each instance these matters can be addressed with relatively minor modifications to the scope if the project is appropriately visioned and aligned with broader city precinct and institutional masterplanning ambitions.

Prepared By



Professor Robert McGauran
B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, Architect

Dated
August 2016

APPENDIX

STATEMENT OF EXPERIENCE

My name is Robert Alan McGauran. I have been a director of McGauran Giannini Soon Pty Ltd Architects, Urban Planners and Interior Designers since 1985 and practice at 10-22 Manton Lane Melbourne.

Qualifications

I have an Honours degree in Architecture from the University of Melbourne, a Bachelor of Arts majoring in Architectural History from the University of Melbourne and a Postgraduate Diploma in Business Management from the University of Melbourne Business School.

Professional Roles Architecture

Within the architectural profession, I have held or hold a range of senior roles arising from peer nomination including:

Adjunct Professor of Architectural Practice Monash University (current)

Professorial Fellow Urban Design and Architecture Melbourne University (current)

Chairperson of the Architects Registration Board of Victoria
Vice-President of the Royal Australian Institute of Architects
Chapter and National Councillor of the Royal Australian Institute of Architects
Leadership and membership of accreditation panels for the Architectural programs at RMIT, UOM, UOQ and Deakin University.

Jury membership and leadership of Awards Panels for the RAIA
Victorian Convenor of the Residential Working Group for the RAIA,
Awarded a Life Fellowship to the RAIA in 1999 for contributions to the Profession
Membership of the Victorian Design Review Panel (current)

My areas of expertise are in Architecture and Urban Planning.

I have been director in charge of a number of projects that have won professional design, development and industry awards including campus and comprehensive brownfields renewal, structure and strategic planning, luxury residential, heritage, education, affordable housing, and environmental design, commercial, retail and industrial developments.

Professional Affiliations -Education, Urban Design and Planning

I am a member of the PIA

I was awarded Fellowship of VPELA in 2010.

In 2010 I was appointed the University Architect for Monash University after masterplanning campuses at Clayton, Caulfield, Gippsland and Berwick. I have also lead teams who have masterplanned campuses for University of Wollongong, La Trobe University (3 campuses), Victoria University and undertaken Urban Design Frameworks for RMIT Bundoora and Deakin University Burwood. To investigate best practice in knowledge precincts I have visited over 70 University campuses and towns over the past 7 years.

From 2003-2010, I sat on the Building and Estates for the University of Melbourne

I have been a Board member of Melbourne Affordable Housing and then Housing Choices Australia.

In Urban design, I have held positions including:-

Member -Victorian Priority Development Panel for the Minister of Planning

Chair- Sullivans Cove Design Panel for the State Government of Tasmania.

Ministerial Advisory Panel appointed by the Minister for the Commonwealth Games to review the proposed Pedestrian Bridge Link to the MCG and more recently the Fishermans Bend Advisory Committee.

Research projects with the University of Melbourne, Monash University, DPCD, The City of Moreland and the City of Darebin participation in Australian Research Council funded research project into transit oriented development intensification of Melbourne's transport corridors, Affordable Housing for inner Melbourne and Smart green schools to name a few.

I have assisted in the evaluation of potential for the Arden Metro Precinct and develop a framework plan for MPA and the State Government.

I have prepared Urban Design Frameworks and Structure Plans for key precincts including the Cremorne precinct and Victoria Gardens precinct in the City of Yarra, the Toorak Village and Chapel Vision Structure Plans in the City of Stonnington, City of Banyule Ivanhoe Structure Plan, Box Hill Activity centre, and the Megamile Structure Plan and Tally Ho Structure Plan in Whitehorse.

I have also been on the DPCD Expert Panel for Activity Centres and acted as consultant on urban design matters and in particular major projects to Local Councils including City of Port Phillip, Hobsons Bay City Council, City of Banyule, City of Whitehorse, City of Kingston, City of Moonee Valley and the City of Yarra.

Relevant projects

My design Company MGS Architects has received numerous, architecture, urban planning, urban design and interior design awards for our work including:-

National and state awards for Urban Design for our Monash Clayton Campus,

Framework Plans for other universities as noted above and for the proposed Footscray University Town and LaTrobe University Town.

Major urban renewal masterplans undertaken by us include the plans for the former Alphington Mills, The Bradmills Yarraville Gardens Precinct and the Cave Hill Development in Lilydale, each with communities of over 2000 residents.

National and state awards for our affordable housing and public carpark project in Balaclava and new affordable higher density residential project in Altona .

State named awards for Commercial Architecture, Sustainable Architecture

State Educational Buildings awards

State Planning awards in Victoria and Tasmania

State Retail Architecture awards

State and national comprehensive residential development awards.

In the City of Melbourne I have been involved in both private and public sector projects. These have included:

Future Ambassador for Future Melbourne 2026

Drill Hall Community hub and Affordable Housing Project in Victoria Street

The proposed redevelopment of Ozanam House for VincentCare as a new centre of excellence in Homelessness services and housing

Expert evidence for the State Government for the C240 Bourke Hill Planning Scheme amendment

Australian Ballet School Halls of Residence in Parkville

Southbank Arts Precinct Framework Plan

Transport projects in addition to Arden Precinct masterplan framework include:-

Clifton Hill Rail Bridge and placemaking project

Huntingdale Modal Interchange

St Albans Grade Separation Project