



EASTERN PORTAL DEVELOPMENT PLAN

TAS-CYP-EPZ-ZWD-PLA-XLP-MMN-X0001

REV H AMENDMENT – MINISTERIAL SUBMISSION

Friday, 22 October 2021



ACKNOWLEDGMENT TO COUNTRY

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

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

DOCUMENT CONTROL AND AMENDMENT

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

Document Number	
Document Title	Eastern Portal Development Plan
Document Path	Cross Yarra Partnership
Document Template	Management Plan Template

SUBMISSION AND UPDATING

The submission and update of this plan is as per PS&TR Volume 2 Part C, Annexure 1 Management Plans.


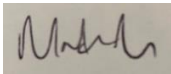

Time for Submission	Period for Update	Update Interval
On or before Financial Close	From initial submission until the end of the D&C Phase	6 monthly

REVISION RECORD

Revision	Date	Reason for Issue	Prepared by
A	19/03/2018	Stakeholder Draft	Sabrina Chapman
B	06/04/2018	Public Display	Sabrina Chapman
C	15/05/2018	Review by Victorian Government Development Plan Review Committee	Sabrina Chapman
D	06/06/2018	Submission to the Minister for Planning	Sabrina Chapman
E	07/07/2021	Amendment: Stakeholder Draft	Sabrina Chapman
F	09/08/2021	Amendment: Draft for Public Display	Sabrina Chapman
G	23/09/2021	Amendment: Review by Victorian Government Development Plan Review Committee	Sabrina Chapman

H	22/10/2021	Amendment: Ministerial Submission	Sabrina Chapman
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APPROVALS

Name	Signature	Date
Sabrina Chapman		22/10/2021
Mat Peel		22/10/2021
Mark Wells		22/10/2021

DEFINITIONS

STANDARD TERMS AND DEFINITIONS

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

ABBREVIATIONS

Term	Definition
CoM	City of Melbourne
CPTED	Crime Prevention Through Environmental Design
CYP	Cross Yarra Partnership
DoT	Department of Transport
EES	Environment Effects Statement
EMF	Environmental Management Framework
EPA	Environment Protection Authority Victoria
EPR	Environmental Performance Requirements
HV	Heritage Victoria
MTM	Metro Trains Melbourne
OVGA	Office of Victorian Government Architect
PS&TR	Project Scope and Technical Requirements
PSA	Planning Scheme Amendment
PTV	Public Transport Victoria
RPV	Rail Projects Victoria
RIA	Rail Infrastructure Alliance
RPV	Rail Projects Victoria
TBM	Tunnel Boring Machine
TfV	Transport for Victoria

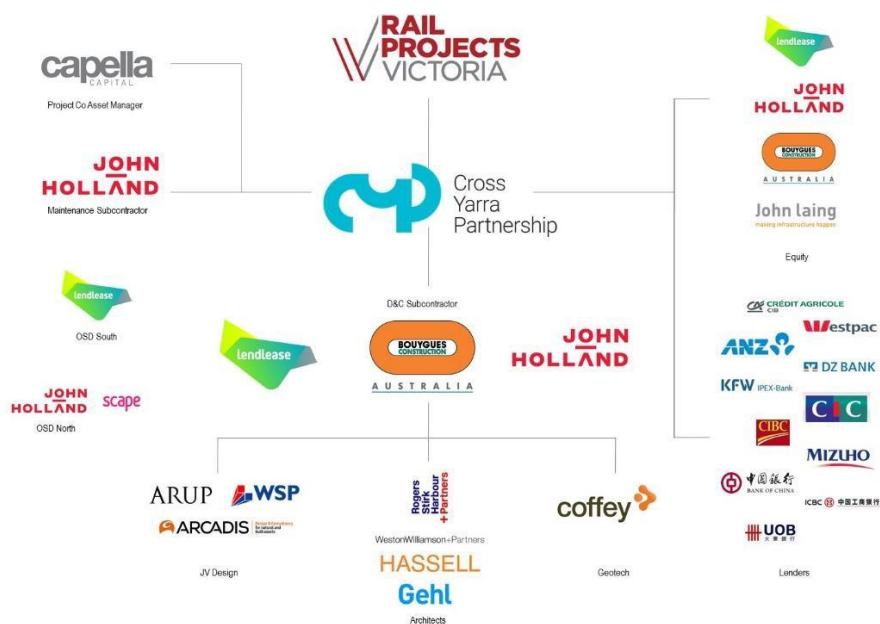
The Project	The Metro Tunnel, or The Metro Tunnel Project
UDAAP	Urban Design Architectural Advice Panel
UDS	Urban Design Strategy
WSUD	Water Sensitive Urban Design

PROJECT AND SCOPE

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



CONSORTIUM STRUCTURE



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FOREWORD

Rail Projects Victoria (RPV) is responsible for delivery of the Metro Tunnel Project (the Project). RPV is responsible for all aspects of the Project including planning and development of a project reference design, site investigations, stakeholder engagement, planning approvals and procurement, through to construction delivery and project commissioning.

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

In developing the EES, RPV undertook a comprehensive engagement program to seek input from stakeholders and the community. The EES provides flexibility for design changes to be made within the approved Project Land as contractors are appointed and designs are refined, provided the Environmental Performance Requirements (EPRs) are met by the contractors delivering the works.

The Project's concept design in the EES positions the Eastern Portal on the east side of Osborne Street in close proximity to Toorak Road. This location was influenced by design standards required for crossing of the Sandringham and Frankston rail lines and requires a tunnel boring machine retrieval box to be located in the rail reserve between Osborne Street, South Yarra and the existing Sandringham Line.

The Project is being procured in a series of staged works packages, with the built form at Eastern Portal having the following work packages:

- Cross Yarra Partnership (CYP) has been contracted to deliver the Tunnel and Stations Public Private Partnership (PPP) works package, including twin nine-kilometre tunnels, two portals, one Intake Substation and five new underground stations. As part of delivering this package, CYP will be responsible for the main tunnelling works, station fit-out, mechanical and electrical systems, tunnel boring machine extraction shafts at the portals, and specific station operations and maintenance services
- The Rail Infrastructure Alliance (RIA) is responsible for works at the Eastern Portal including cut and cover tunnelling, decline structures and realignment of existing line tracks to allow for the new Metro Tunnel tracks as they surface.

Figure 1 presents the indicative scope and extent of CYP and RIA's built form within the Eastern Portal precinct.

This Eastern Portal Development Plan only addresses the scope and extent of the built form of CYP's works at the Eastern Portal precinct, including:

- An ancillary building with emergency access and egress
- Temporary reinstatement of the existing Osborne Street (which is subject to the RIA works prior to permanent reinstatement)
- Landscaping and hardscaping within the CYP extent of works area surrounding the ancillary building.

All other works proposed in the wider Eastern Portal precinct, including landscaping and hardscaping in the public realm, will be undertaken by the RIA. The scope and extent of the built form for the RIA is addressed in a separate Development Plan, which has been subject to public inspection and comment in accordance with the Incorporated Document.

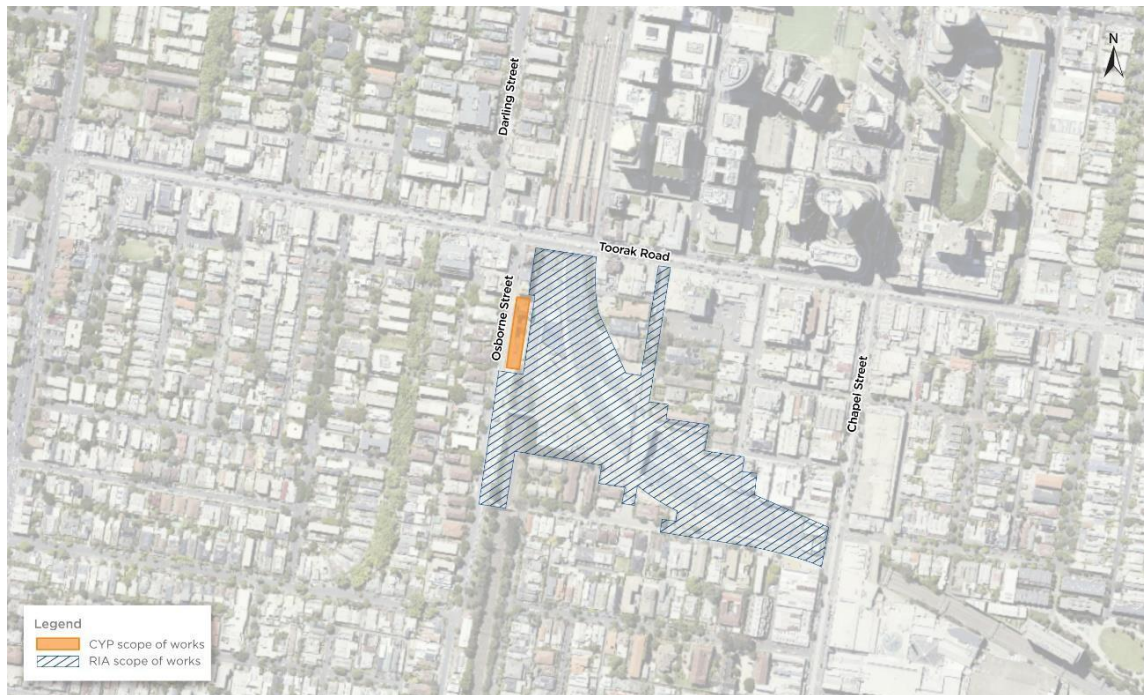


Figure 1 – Eastern Portal works by CYP and RIA

EXECUTIVE SUMMARY

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

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

The eastern tunnel portal will enable the Cranbourne / Pakenham line to peel off from the existing rail corridor just south of Toorak Road, and travel via the new Metro Tunnel.

CYP has designed the scope of works within the Eastern Portal to be integrated with the surrounding urban environment. In response to its sensitive surrounds, the Eastern Portal architecture prioritises a minimal above ground footprint in order to maximise the usable public open space within the reserve and reduce the building scale to a size that relates to the adjacent residential buildings along Osborne Street.

This Eastern Portal Development Plan presents the scope and extent of the built form of CYP's works for the Eastern Portal precinct. This Development Plan is a requirement of Clause 4.7 of the Melbourne Metro Rail Project Incorporated Document (the Incorporated Document), which requires Development Plans be prepared for each of the five stations, two portals and any other above ground works or structures that are part of the Project. This Development Plan must be submitted to and approved by the Minister for Planning.

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

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

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

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

- Site layout plan (refer to Appendix A: Eastern Portal Site Layout Plan)
- Architectural plans and elevations (refer to Appendix B: Eastern Portal Architectural Plans and Elevations)
- Landscape and public realm plans and elevations (refer to Appendix C: Eastern Portal Landscape and Public Realm Plans and Elevations)
- An explanation demonstrating how this Development Plan is in accordance with the approved Urban Design Strategy (refer to Section 4.3 and Appendix D: Eastern Portal Urban Design Strategy guidelines assessment)
- An explanation demonstrating how this Development Plan is in accordance with the approved Environmental Management Framework particularly the Environmental Performance

Requirements (refer to Section 4.4 and Appendix E: Eastern Portal Environmental Performance Requirements assessment).

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

The previous version of this Eastern Portal Development Plan was approved by the Minister for Planning on Sunday 1 July 2018. Under the Project's Incorporated Document, and in accordance with Clause 4.7.8, CYP is seeking an amendment to this Development Plan.

In accordance with the Incorporated Document requirements, the amended version of this Eastern Portal Development Plan was made available for public inspection for 15 business days from Monday 9 August 2021 until Friday 27 August 2021. During this time, it was available on the Engage Victoria website along with an opportunity to provide written comments.

The amendments to this Development Plan will improve the portal design in line with the design principles for the Metro Tunnel Project. These amendments have been made to reduce the footprint of the Eastern Portal building, redesign the building form and materiality, address Crime Prevention through Environmental Design (CPTED) issues, relocate the water meter and fire booster external to the building, retain one additional tree on Osborne Street, and change the proposed tree planting and emergency vehicle access.

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

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

CHANGE REGISTER

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

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

Design development has continued, with CYP preparing approximately 450 Design Packages that relate to specialist technical disciplines and geographic areas. In accordance with the project contract, Design Packages have been reviewed by RPV and the Independent Reviewer, and subject to specified consultation with relevant stakeholders such as relevant council/s, the Office of Victorian Government Architect (OVGA), Department of Transport, Metro Trains Melbourne and Yarra Trams.

Design development has led to changes that reduce the footprint of the Eastern Portal building, redesign the building form and materiality, address CPTED issues, relocate the water meter and fire booster external to the building, retain one additional tree on Osborne Street, and change the proposed tree planting and emergency vehicle access.

Table 1 provides an overview of these changes and where these are documented within this Eastern Portal Development Plan. CYP seeks comments on these changes from stakeholders.

Table 1 – Amendments to the Eastern Portal Development Plan since Ministerial Approval (01/07/2018)

Section	Amendment
Figure 1	Updated to reflect confirmed RIA scope of works
Executive Summary	Updated to mention that the Eastern Portal Development Plan was approved by the Minister for Planning on Sunday 1 July 2018 and that CYP is now seeking an amendment to this Development Plan
1. Introduction	Updated to outline that the Eastern Portal Development Plan has been approved by the Minister for Planning and that CYP is now seeking an amendment to this Development Plan
1.2. Incorporated Document Conditions	Table 2 Clauses 4.7.5, 4.7.6, 4.7.7 and 4.7.8 responses amended to reflect the Eastern Portal Development Plan approval process to date and the amendment going forward
1.3.2. Stakeholder Engagement during detailed design	New section added to outline stakeholder engagement post-Ministerial Approval of the Eastern Portal Development Plan, and during detailed design
Figure 2	Updated to include the additional consultation process post-Ministerial Approval of the Eastern Portal Development Plan
3. Scope of works in Eastern Portal Precinct	Amended to reduce tree removal, with one additional tree retained as a result of design development when compared to the previously approved Eastern Portal Development Plan
Figure 3	Updated to reflect the current Eastern Portal design
Figure 4	Updated to reflect confirmed RIA scope of works
4.1. Design development	Details have been added regarding the amendments including a list of changes to the architectural layout, landscape design and public realm components of the Project. Changes can be found in Appendix B: Architectural Plans and Appendix C:

	Landscape Plans and Elevations
4.3.1. Architectural response	<p>Updated to reflect the changes to the above ground building form and footprint.</p> <p>Changes can be found in Appendix B: Architectural Plans, including General Arrangement Site Plan TAS-CYP-EP-00-DRG-ARC-MMN-002201-DP.</p>
Figure 5	New figure added to indicatively show the Eastern Portal building from Osborne Street in the approved Eastern Portal Development Plan
Figure 6	New figure added to indicatively show the Eastern Portal building from Osborne Street in the amended Eastern Portal Development Plan
Figure 7	New figure added to indicatively show the proposed setback from Osborne Street footpath in the amended Eastern Portal Development Plan in comparison to the approved Eastern Portal Development Plan
4.3.2. Landscape response	<p>Details added regarding the proposed planting</p> <p>Updated to reflect the changes to the tree removal, Changes can be found in Appendix C: Landscape Plans and Elevations, Including Landscape Architecture Planting Plan – Sheet 01 TAS-CYP-EP-00-DRG-AUD-MMN-002201-DP.</p>
4.3.3. Public realm response	Updated to reflect the increased area of public realm and amendments to the parking bays, Changes can be found in Appendix C: Landscape Plans and Elevations, Including Landscape Architecture Planting Plan – Sheet 01 TAS-CYP-EP-00-DRG-AUD-MMN-002201-DP.
4.3.4. User experience and surrounding environment	Updated to reflect the changes to the emergency bay. Changes can be found in Appendix C: Landscape Plans and Elevations, Including Landscape Architecture Materials and Finishes Plan – Sheet 02 TAS-CYP-EP-00-DRG-AUD-MMN-002252-DP.
4.3.7. Ancillary features	Updated to reflect the relocation of the water meter and fire booster external to the building, the location of these is shown in Appendix C: Landscape Plans and Elevations, Including Landscape Architecture Materials and Finishes Plan – Sheet 02 TAS-CYP-EP-00-DRG-AUD-MMN-002252-DP.
4.3.8. Materials and finishes	Updated to reflect the changes to the building materiality. Changes can be found in Appendix B: Architectural Plans, Indicative Materials TAS-CYP-EP-00-DRG-ARC-MMN-000006-DP.
Figure 8	Updated with the amended materials schedule
4.3.9. Crime prevention through environmental design	Updated to reflect the outcome of the CPTED review of the Eastern Portal
4.4.2. Arboriculture	Updated to reflect the changes to the tree removal, the location of trees proposed for removal can be seen in Appendix C: Landscape Plans and Elevations, Including Landscape Architecture Planting Plan – Sheet 01 TAS-CYP-EP-00-DRG-AUD-MMN-002201-DP.
4.4.8 Transport	Updated to reflect the changes to the parking arrangements. The parking arrangements can be seen in can be seen in Appendix C: Landscape Plans and Elevations, Including Landscape Architecture Planting Plan – Sheet 01 TAS-CYP-EP-00-DRG-AUD-MMN-002201-DP.

5. Conclusion	Updated to outline that the Eastern Portal Development Plan has been approved by the Minister for Planning and that CYP is now seeking an amendment to this Development Plan
Appendix A	Updated with the amended drawings
Appendix B	Updated with the amended drawings
Appendix C	Updated with the amended drawings
Appendix D	Updated to reflect the post-ministerial amendments to the Eastern Portal Development Plan
Appendix E	Updated to reflect the post-ministerial amendments to the Eastern Portal Development Plan

1. INTRODUCTION

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

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

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

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

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

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

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

The Project is being procured in a series of staged works packages, with the built form at Eastern Portal having the following work packages:

- CYP has been contracted to deliver the Tunnels and Stations Public Private Partnership (PPP) works package, including within the Eastern Portal precinct the tunnel boring machine extraction shaft, an ancillary building with emergency access and egress, reinstatement of Osborne Street, and landscaping within the CYP extent of works area surrounding the ancillary building
- The Rail Infrastructure Alliance (RIA) is responsible for works at the Eastern Portal including cut and cover tunnelling, tunnel dedine structures and realignment of existing rail tracks to allow for the new Metro Tunnel tracks as they surface.

This Eastern Portal Development Plan only addresses the scope and extent of the built form of CYP's works at the Eastern Portal precinct. The scope and extent of the built form of the RIA is addressed in a separate approved Development Plan, which was subject to public inspection and comment in accordance with the Incorporated Document.

This Eastern Portal Development Plan was approved by the Minister for Planning on Sunday 1 July 2018. Under the Project's Incorporated Document, and in accordance with Clause 4.7.8, CYP are seeking an amendment to this Eastern Portal Development Plan.

1.1. PURPOSE OF THE DEVELOPMENT PLAN

This Eastern Portal Development Plan presents the scope and extent of the built form of CYP's works for the Eastern Portal precinct. In accordance with Clause 4.7.3 of the Incorporated Document, this plan includes:

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

1.2. INCORPORATED DOCUMENT CONDITIONS

The use and development permitted by the Incorporated Document must be undertaken in accordance with the stated conditions, including Clause 4.7 that requires Development Plans be prepared prior to the commencement of any relevant development. Table 2 provides a response against each requirement of Clause 4.7 for this Development Plan.

Table 2 – Response to conditions of the Incorporated Document

Clause	Condition	Response
4.7.1	<p>Subject to Clause 4.13, a Development Plan must be approved by the Minister for Planning for development that relates to each of the following:</p> <ul style="list-style-type: none"> a) Western tunnel portal b) Eastern tunnel portal c) Arden Station d) Parkville Station e) CBD North Station f) CBD South Station g) Domain Station h) Rail turnback at West Footscray Station i) Any other above ground works or structures that are part of the Project. <p>*Clause 4.13 relates to Project preparatory works and are subject to separate approval requirement.</p>	<p>This Eastern Portal Development Plan presents the scope and extent of the built form of CYP's works in the Eastern Portal precinct.</p>
4.7.2	<p>A Development Plan must address surface works that are associated with each of the items listed in Clause 4.7.1. A Development Plan for a station must address underground areas from the station entrance to the ticket gate.</p>	<p>CYP's surface works within the Eastern Portal are described in Section 3 and the drawings in Appendix A: Eastern Portal Site Layout Plan, Appendix B: Eastern Portal Architectural Plans and Elevations and Appendix C: Eastern Portal Landscape and Public</p>

	Realm Plans and Elevations.
4.7.3	A Development Plan must include:
a) A site layout plan/s	Site layout plans in Appendix A: Eastern Portal Site Layout Plan.
b) Architectural, landscape and public realm plans and elevations including lighting, signage, pedestrian access, bicycle access and other ancillary facilities	Architectural plans and elevations in Appendix B: Eastern Portal Architectural Plans and Elevations. Landscape and public realm plans and elevations in Appendix C: Eastern Portal Landscape and Public Realm Plans and Elevations.
c) An explanation demonstrating how the Development Plan (including materials and external finishes) is in accordance with the approved Environmental Performance Requirements included within the Environmental Management Framework.	Consistency with Urban Design Strategy in Section 4.3 and Appendix D: Eastern Portal Urban Design Strategy guidelines assessment. Consistency with the Environmental Management Framework in Section 4.4 and Appendix E: Eastern Portal Environmental Performance Requirements assessment.
4.7.4	Prior to submission of a Development Plan to the Minister for Planning for approval under Clause 4.7.1, a Development Plan must be:
a) Provided to the Office of the Victorian Government Architect and relevant council/s for consultation	Stakeholder and community consultation is outlined in Section 1.3.
b) Where relevant, provided to the Roads Corporation, Public Transport Development Authority, Melbourne Water and Heritage Victoria for consultation	
c) Made available for public inspection and comment on a clearly identifiable Project website for 15 business days. The website must set out details about the entity and contact details to which written comments can be directed during that time and specify the time and manner for the making of written comments.	

	<p>For the avoidance of doubt, consultation in accordance with (a) and (b) can occur prior to or after the public inspection and comment period in (c).</p> <p>Before, or on the same day as a Development Plan is made available in accordance with Clause 4.7.4(c), a notice must be published in a newspaper generally circulating in the area to which a Development Plan applies informing the community of the matters set out in Clause 4.7.4(c).</p>	
4.7.5	<p>A Development Plan submitted to the Minister for Planning for approval under Clause 4.7.1 must be accompanied by all written comments received under Clause 4.7.4 and a summary of consultation and response to issues raised during the consultation.</p>	<p>CYP provided the Minister for Planning with a comment/ response register containing all written comments made by stakeholders and the community in relation to this Eastern Portal Development Plan.</p>
4.7.6	<p>Before deciding whether to approve a Development Plan under Clause 4.7.1, the Minister for Planning must consider all written comments received under Clause 4.7.4 and the consultation and response summary provided under Clause 4.7.5.</p>	<p>As part of the amendment to the Eastern Portal Development Plan, CYP will provide the Minister for Planning with additional written comments made by stakeholders.</p>
4.7.7	<p>A Development Plan must be approved by the Minister for Planning prior to the commencement of any development relating to an item in Clause 4.7.1, except for Early Works that are carried out in accordance with Clause 4.10.</p>	<p>The Eastern Portal Development Plan was approved by the Minister for Planning on Sunday 1 July 2018. Following approval of this Development Plan, CYP commenced works on the Eastern Portal.</p> <p>Early Works was undertaken in accordance with Clause 4.10 and Preparatory Works undertaken in accordance with Clause 4.13.</p>
4.7.8	<p>A Development Plan may be prepared and approved in stages or parts, and may be amended from time to time with the approval of the Minister for Planning. The Minister must require an application for approval of an amendment to a Development Plan to comply with the requirements of Clauses 4.7.3, 4.7.4, 4.7.5 and 4.7.6 unless, in the opinion of the Minister:</p> <ul style="list-style-type: none"> a) the proposed amendment: <ul style="list-style-type: none"> i. does not result in a material detriment to any person; or ii. a person who may suffer a material detriment as a result of the Minister's approval of the 	<p>This Development Plan presents the scope and extent of CYP's works in the Eastern Portal area.</p> <p>CYP are seeking an amendment to the Eastern Portal Development Plan, in accordance with Clause 4.7.8, and approval will be sought from the Minister for Planning.</p>

<p>amendment has already been sufficiently consulted in respect of the amendment; and</p> <p>b) any amendment does not involve any change to an approved Environmental Performance Requirement.</p>		
4.7.9	For land to which a Development Plan applies, development must be carried out in accordance with an approved Development Plan.	CYP will develop the Eastern Portal precinct in accordance with this Development Plan.

1.3. COMMUNITY AND STAKEHOLDER ENGAGEMENT

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

- The Early Engagement Period sought to gain targeted feedback from key stakeholders to help inform drafts of the Development Plan, whilst the Public Display Period sought to obtain further feedback from the broader community
- Following approval of the Eastern Portal Development Plan on Sunday 1 July 2018, further stakeholder engagement and another Public Display Period has been undertaken during detailed design. This sought to refine any outstanding design issues with key stakeholders and feedback sought from the broader community.

1.3.1. EARLY ENGAGEMENT AND PUBLIC DISPLAY PERIOD

The consultation requirements of the Incorporated Document are shown in Figure 2. In addressing these it is important to note that RPV has undertaken a comprehensive engagement program to seek input from stakeholders and the community. As part of preparing the EES, stakeholders and the community had the opportunity to provide formal submissions during a public exhibition period, and these were then presented to an Inquiry and Advisory Committee. This committee then considered the EES and submissions, and prepared a report for the Minister for Planning.

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

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

In accordance with the Incorporated Document requirements, the previous version of this Eastern Portal Development Plan was made available for public inspection for 15 business days from Friday 6 April 2018 until Friday 27 April 2018, allowing for the Anzac Day public holiday. During this time, it was available on the Metro Tunnel website along with an opportunity to provide written comments. As part of this process a notice was published in The Age newspaper to inform the community on Friday 6 April 2018.

In addition to the requirements of the Incorporated Document, CYP also consulted with other key stakeholders to understand their key issues and concerns, including South Yarra residents and businesses.

During the public inspection period CYP held four community information sessions on the tunnel portals, as follows:

- Saturday 14 April 2018 – 11:00am – 1:00pm at Bill Vanina Pavilion, JJ Holland Park, Kensington
- Monday 16 April 2018 – 5:00 – 7:00pm at Botanic Room, Punthill Apartments, South Yarra
- Tuesday 17 April 2018 – 11:00am – 1:00pm at Botanic Room, Punthill Apartments, South Yarra
- Wednesday 18 April 2018 – 5:00 – 7:00pm at Bill Vanina Pavilion, JJ Holland Park, Kensington.

At the community information sessions attendees were invited to ask questions about the two tunnel portal Development Plans and specialist technical staff were available to answer any queries. Attendees were also provided with instructions on how to access the online submission portal and paper submission copies were provided.

Two of the community information sessions were held in the Eastern Portal vicinity at the Punthill Apartments at 11:00am – 1:00pm and 5:00 – 7:00pm on Monday 16 and Tuesday 17 April 2018, respectively.

Metro Tunnel social media accounts also posted links to this Eastern Portal Development Plan and online submission portal, and featured information on the time and locations of the community sessions.

During the public display period, key stakeholders were emailed directly and e-newsletters were sent out to 9,263 subscribers of the Metro Tunnel Project updates, which provided links to the two portal Development Plans on the RPV website. In addition to the community information sessions and emails, a further 5,180 letter drops occurred to addresses adjacent to the Eastern Portal.

Overall, 22 public submissions were received across the two portals and seven of these submissions elected to provide comments on this Eastern Portal Development Plan.

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

1.3.2. STAKEHOLDER AND COMMUNITY ENGAGEMENT DURING DETAILED DESIGN

The Minister for Planning approved the Eastern Portal Development Plan on Sunday 1 July 2018. Since approval, the design for Eastern Portal has progressed through to detailed design. In accordance with the Incorporated Document, ongoing consultation has taken place with key stakeholders throughout this period in the form of presentations, meetings, workshops and design package reviews. The key stakeholders included:

- Office of the Victorian Government Architect (OVGA)
- City of Stonnington
- Department of Transport (previously known as VicRoads, Public Transport Victoria and Transport for Victoria)
- Melbourne Water
- Rail Infrastructure Alliance (RIA)
- Rail Projects Victoria (RPV)
- Metro Trains Melbourne (MTM).

In close collaboration with the above stakeholders, a number of amendments have been made to the architectural layout, landscape design and public realm components of the Project. Many of these amendments have been made in response to stakeholders' feedback and include reducing the portal building footprint, redesigning the building form and materiality, relocating the water meter and fire booster external to the building and changes to the proposed tree planting and parking bays. Section 4.1 includes a full list of those changes. Where relevant, the proposed changes have been incorporated into the Project's response to the Urban Design Strategy under the relevant sub-headings in Section 4.3.

In accordance with the Incorporated Document requirements, the amended version of this Eastern Portal Development Plan was made available for public inspection for 15 business days from Monday 9 August 2021 until Friday 27 August 2021. During this time, it was available on the Engage Victoria website along with an opportunity to provide written comments. As part of this process a notice was published in The Age and Herald Sun newspapers to inform the community on Monday 9 August 2021. Additionally, RPV issued a media release on Monday 9 August 2021 marking the start of the public display period and noting where the Development Plan could be viewed.

In addition to the requirements of the Incorporated Document, CYP consulted with other key stakeholders to understand their key issues and concerns, including the South Yarra Community Reference Group on Tuesday 13 July 2021.

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

At the online information session, attendees able to ask questions about the Eastern Portal Development Plan and specialist technical staff were available to answer any queries. An invitation to the online session was distributed to 3,536 stakeholders within the Project's identified South Yarra notification catchment. At the session, attendees were provided with instructions on how to access the online submission portal.

14 targeted emails were sent to stakeholders advising of the upcoming release of the amended Development Plan for public consultation. Metro Tunnel social media accounts also posted links to the draft Eastern Portal Development Plan and online submission portal.

Overall, six submissions were received on this Eastern Portal Development Plan.

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

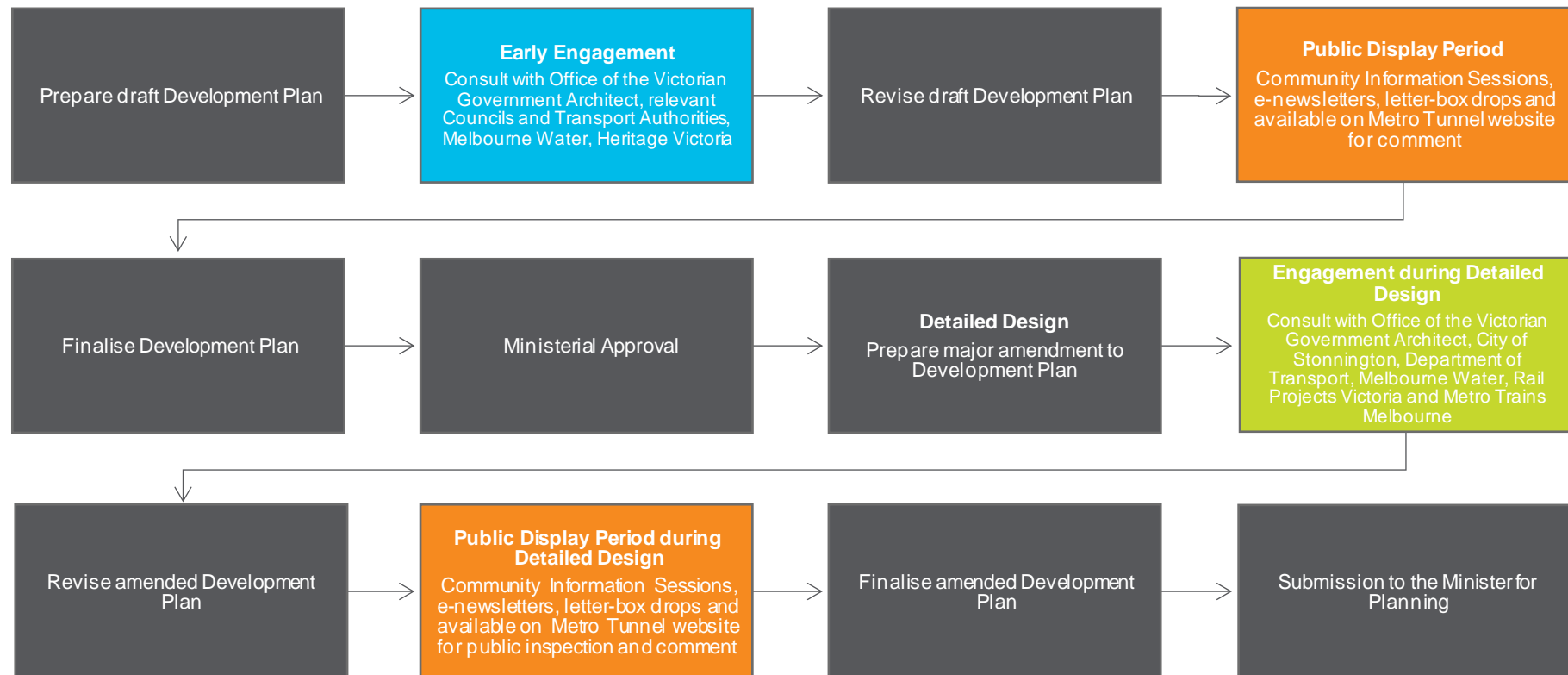


Figure 2 – Development Plan consultation process (blue refers to the Early Stakeholder Engagement period, green refers to Stakeholder Engagement during Detailed Design and orange refers to the two Public Display Periods)

2. SITE CONTEXT

This section describes how the strategic, physical and natural context of the Eastern Portal has been considered in the design development process. The Eastern Portal is located 4 kilometres south east of Melbourne's CBD in the suburb of South Yarra and is located within the City of Stonnington municipality.

2.1. BROADER CONTEXT AND STRATEGIC POSITIONING

The eastern tunnel entrance will enable the Cranbourne / Pakenham line to peel off from the existing rail corridor just south of Toorak Road, and travel via the Metro Tunnel. The increased number of trains travelling on the Frankston and Sandringham lines will improve access to wider Melbourne for South Yarra residents, due to increased capacity on these lines.

The Eastern Portal is within the City of Stonnington municipality in South Yarra and is therefore subject to the Stonnington Planning Scheme, the *Forrest Hill Structure Plan 2005* and the *Chapel reVision Structure Plan 2013–2031*.

Post-construction, some of the acquired sites may be available for redevelopment in accordance with the Stonnington Planning Scheme and any relevant Structure Plans.

Any future development of the Eastern Portal is outside CYP scope, with works in the wider public realm to be undertaken by the RIA and subject to a separate Development Plan.

2.2. HISTORICAL AND NATURAL CONTEXT

An understanding of the Eastern Portal's natural features, as referenced in the EES, has informed the design response.

Prior to European settlement, the area was a combination of Creekline Grassy Woodland, Plains Grassy Woodlands and Heathy Woodland Ecological Vegetation Class (EVC).

The Eastern Portal would largely be constructed within the railway reserve, which has been previously subject to significant ground disturbance. In particular, the Osborne Street Reserve has been subject to heavy disturbance in the past due to construction of the adjacent road, rail corridor and urban development. The area has been assessed as having no Aboriginal archaeological potential.

Despite historical construction and demolition activities, intact sub-surface sediments are still present at the South Yarra Siding Reserve. Preliminary results from the Cultural Heritage Management Plan (CHMP) complex testing program identified one previously unknown Aboriginal Place within the South Yarra Siding Reserve, however, this is outside CYP scope and will be addressed in a separate Development Plan. Overall, this precinct was assessed as being of limited archaeological sensitivity.

Heritage buildings of significant historic value in the Eastern Portal include the former South Yarra Railway Station and former South Yarra Post Office (Victorian Heritage Register). Buildings of local significance include 21 William Street Residence, Franklyn House Flats, Chapel Street precinct, Fawcner Street / Davis Avenue precinct and Toorak Road (west of William and Claremont Streets) precinct.

2.3. EXISTING SITE CONDITIONS

The area surrounding the Eastern Portal is highly urbanised and comprises extensive mixed-use development and a diverse range of housing types, from low density detached housing to large residential apartment blocks. The existing Sandringham railway line is bordered by this residential

development and the South Yarra Siding Reserve. The area is also adjacent to one of Melbourne's busiest retail and entertainment precincts, centred on Toorak Road and Chapel Street.

The Eastern Portal ancillary building will be located on the east side of Osborne Street within the Sandringham rail reserve. The street is lined with residential apartments opposite, with some commercial offices and retail premises near the intersection of Toorak Road.

As referenced in the EES, the Eastern Portal precinct contains planted vegetation along Osborne Street including silky oak, river red gums, cootamundra wattle, southern blue gum and narrow-leaf peppermint. The South Yarra Siding Reserve also contains a mix of planted species. Overall, the precinct contains a mix of exotic tree species and mature native trees.

3. SCOPE OF WORKS IN EASTERN PORTAL PRECINCT

This Eastern Portal Development Plan presents the scope and extent of the built form of CYP's works for the Eastern Portal precinct. Figure 3 shows CYP works within the Eastern Portal, which include:

- The portal shaft, above which sits an ancillary building that houses mechanical and electrical systems, emergency equipment, and provides emergency access and egress from the tunnels
- Reinstatement of Osborne Street within the extent of works area as shown in Appendix C: Eastern Portal Landscape and Public Realm Plans and Elevations
- Removal of three trees, noting 49 trees were previously approved for removal as part of the CYP and Early Works Managing Contractor's Early Works Plans, meaning a total of 52 trees are identified on the plans presented. This is a reduction in tree removal, with one additional tree (TAS ID EP066) retained on Osborne Street (north west of the portal building) as a result of design development when compared to the previously approved Eastern Portal Development Plan.

Other works as part of the Eastern Portal, but beyond the CYP scope, have been addressed by the RIA in a separate Development Plan.

The Eastern Portal associated works area generally includes land west of Chapel Street and south of Toorak Road, which comprises residential development. The associated works area also includes the following reserves:

- Osborne Street Reserve
- South Yarra Siding Reserve.

Associated construction works to occur within the Project Land boundary (refer to plans in Appendix A: Eastern Portal Site Layout Plan) and construction impacts will be managed in accordance with the approved Environmental Management Framework (refer to Section 4.4 and Appendix E: Eastern Portal Environmental Performance Requirements assessment). This associated works area is shown on the plan included in Appendix A: Eastern Portal Site Layout Plan. The construction works will involve rail occupations of the Sandringham railway line.

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

- Site establishment: Site establishment at the Eastern Portal includes set-up of site offices, laydown areas, and plant and equipment required for managing construction. Provision for tunnel air ventilation and extraction plant would also be located on site
- Civil / Structural, including:
 - Construction of the ancillary building
 - Retrieval of tunnel boring machines from the east of Osborne Street and the adjoining rail reserve
- Fit out: This phase of the Project includes the fit out of ancillary building infrastructure, surface and subsurface levels, including emergency egress, ventilation and smoke controls, staff rooms and equipment rooms. This stage of the Project also includes the landscaping within the CYP extent of works area
- Testing and commissioning: These works ensure that all new portal infrastructure meets the requirements of Victorian Rail Safety legislation and is fit for purpose
- Operation: The operational phase of the Project will include activities associated with the day to day operation of the ancillary building. CYP will undertake preventative and corrective

maintenance of all installed assets to ensure reliability and availability of portal infrastructure for day to day operations.

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

The RIA is responsible for remaining works at the Eastern Portal including cut and cover tunnelling, decline structures and realignment of existing lines. In addition, the wider public realm design response, including additional landscaping and tree planting, is outside of CYP scope of works and is addressed by the RIA. The scope and extent of the built form for the RIA is addressed in a separate Development Plan, which has been subject to public inspection and comment in accordance with the Incorporated Document.

Figure 4 provides the scope and extent of the CYP and the RIA built form within the Eastern Portal precinct.

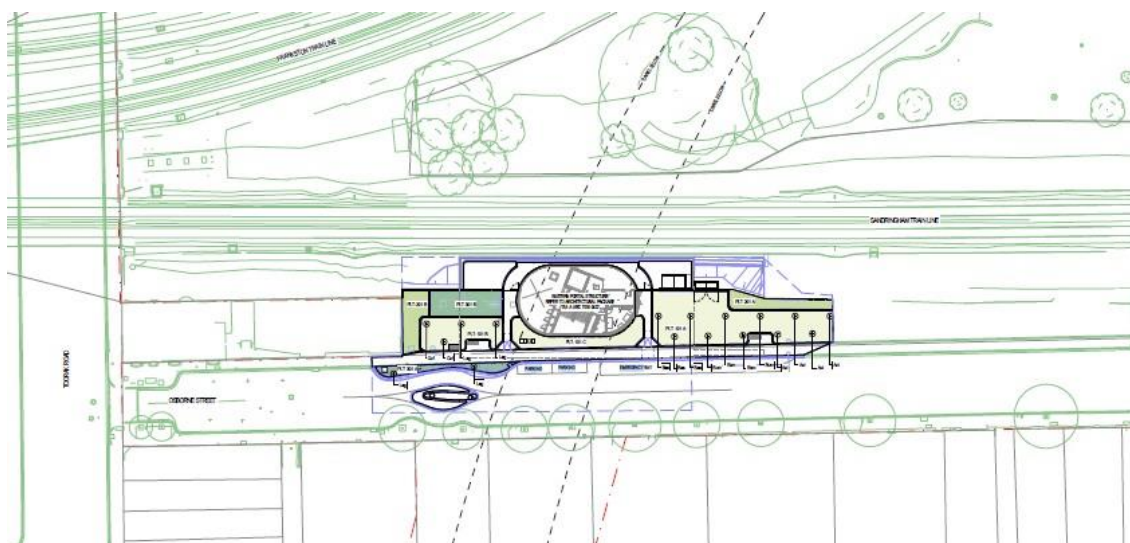


Figure 3 – Scope and extent of built form of CYP's works at Eastern Portal precinct



Figure 4 – Eastern Portal works by CYP and RIA

4. DESIGN RESPONSE

4.1. DESIGN DEVELOPMENT

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

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

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

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

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

The previous version of this Development Plan was approved by the Minister for Planning on Sunday 1 July 2018. Following an iterative consultation period during detailed design, amendments to the architectural layout and public realm components of the Project include:

- Reduction in the above ground portal building footprint (refer to Sections 4.3.1 and 4.3.3)
- Redesigning the above ground building form (refer to Section 4.3.1)
- Retention of one additional tree on Osborne Street
- Relocation of the water meter and fire booster external to the building (refer to Section 4.3.7)
- Alteration of the traffic island on Osborne Street and adjacent kerb to accommodate emergency vehicle swept path. As the result of this, the existing tree in the traffic island cannot be reinstated due to utilities offset requirements required for the 66KV electrical transmission route (refer to Section 4.3.2)
- Removal of the loading area adjacent to the portal building, increasing the extent of emergency bay along Osborne Street and relocation of the parking bays to Osborne Street to improve the landscaping area on the south side of portal building and in response to the Safety in Design hazard mitigation measure (refer to Section 4.3.2)
- Provision for maintenance vehicle access around the perimeter of the portal building only to meet MTM requirements (refer to Section 4.3.3)
- Changing the materiality of the metal façade screen from steel to aluminium (refer to Section 4.3.8).

4.2. DESIGN PRINCIPLES FOR METRO TUNNEL

4.2.1. VISION AND KEY DIRECTIONS

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

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

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

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

Each of these key directions has objectives with associated design guidelines to inform the design response.

4.2.2. PRECINCT-SPECIFIC DESIGN ISSUES FOR THE EASTERN PORTAL

The Urban Design Strategy identifies precinct-specific design issues for the Eastern Portal. The future built form of the wider Eastern Portal precinct, including the landscaping and hardscaping design response, will be developed and addressed by the RIA. Where within CYP scope of works, this Eastern Portal Development Plan has addressed and met the objectives of associated design guidelines to inform the design response.

The ancillary building has been designed to allow for future development of the surrounding area.

4.3. CONSISTENCY WITH URBAN DESIGN STRATEGY

Key components of the wider Eastern Portal precinct, including South Yarra Siding Reserve, Lovers Walk, and associated landscaping and hardscaping works, have been addressed by the RIA in a separate Development Plan.

This Eastern Portal Development Plan presents the scope and extent of the built form of CYP’s works at the Eastern Portal, which include an ancillary building with emergency access and egress, reinstatement of Osborne Street, and landscaping within the CYP extent of works area surrounding the ancillary building.

The design drawings of CYP’s resultant built form for the Eastern Portal are attached as follows:

- Site layout plan (Appendix A: Eastern Portal Site Layout Plan)
- Architectural plans and elevations (Appendix B: Eastern Portal Architectural Plans and Elevations)
- Landscape and public realm plans and elevations (Appendix C: Eastern Portal Landscape and Public Realm Plans and Elevations).

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

4.3.1. ARCHITECTURAL RESPONSE

The Eastern Portal is located within the South Yarra railway reserve between Osborne Street and the Sandringham rail corridor, approximately 50 metres south of Toorak Road. The Eastern Portal ancillary building will be located on the east side of Osborne Street within the Sandringham rail reserve. The street is lined with residential properties opposite, with some commercial offices and retail premises near the intersection of Toorak Road. Therefore, the ancillary building has been designed to integrate into the urban fabric of the residential, retail and entertainment precinct of inner south east Melbourne.

The Eastern Portal consists of a shallow cut and cover box marked by an oval shaped building at the ground level. The building form is representative of the minimal above ground building programme and the alignment of the tunnel infrastructure below ground.

Located within the City of Stonnington heritage overlay (Toorak Road Precinct HO150), there are several heritage buildings within close proximity of the Eastern Portal. Most notable is the former South Yarra Post Office on the corner of Osborne Street and Toorak Road. Osborne Street itself is predominated by single level residential dwellings and two level mid-century apartment buildings. In response to the heritage adjacency, the portal building adopts the minimum ground footprint possible based on the functional requirements to maximise usable public open space.

In response to its sensitive surrounds, the Eastern Portal architecture prioritises a minimal above ground footprint in order to maximise the usable public open space within the reserve and reduce the building scale to a size that relates to the adjacent residential buildings along Osborne Street. The oval shape of the portal building has been developed to be seen as a modestly scaled element that integrates with the height and mass of its local context. The design responds to the local context by utilising a façade treatment which gives the building a unique identity that can be read uniformly from a variety of viewpoints.

During detailed design, the above ground building has been redesigned in consultation with the key stakeholders listed in Section 1.3.2. As a result, the above ground building footprint has been reduced leading to an increase in the public realm, including additional grass and planting. The redesigned portal building also consolidates the mechanical plant and egress core into a single setback form from Osborne Street footpath which allows continuity of the linear Railway Reserve. This has resulted in an increased setback from Osborne Street footpath. Figure 5 provides an indicative view of the Eastern Portal building from Osborne Street in the previous Development Plan. Figure 6 indicatively shows the same view of the portal building with the revised design. A comparison between the two designs is illustrated in Figure 7.

Steps have been taken to ensure that the architectural design is sensitive to the existing conditions through adherence to requirements such as the Project's contractual Project Scope and Technical Requirements (PS&TR) and relevant council design standards.

The architectural design of the Eastern Portal will also be integrated with the wider public realm design response which will be addressed by the RIA.

The relevant architectural elevation drawings showing works at ground level and at the north south and east west sections are attached in Appendix B: Eastern Portal Architectural Plans and Elevations:

- TAS-CYP-EP-00-DRG-ARC-MMN-001000-DP
- TAS-CYP-EP-00-DRG-ARC-MMN-002201-DP
- TAS-CYP-EP-00-DRG-ARC-MMN-003001-DP
- TAS-CYP-EP-00-DRG-ARC-MMN-003201-DP
- TAS-CYP-EP-00-DRG-ARC-MMN-003201-DP

- TAS-CYP-EP-00-DRG-ARC-MMN-003203-DP
- TAS-CYP-EP-00-DRG-ARC-MMN-003204-DP
- TAS-CYP-EP-00-DRG-ARC-MMN-000006-DP.



Figure 5 - Indicative schematic view of the portal building from Osborne Street (as presented in the previously approved Development Plan, 01/07/2018)



Figure 6 - Indicative schematic view of the portal building from Osborne Street (revised design)



Figure 7 - Indicative comparison of the revised design of the Eastern Portal building (setback from Osborne Street) and the previously approved design

4.3.2. LANDSCAPE RESPONSE

The landscaping design response for the built form of the Eastern Portal precinct has been developed and addressed by RIA and has been subject to a separate Development Plan. This includes any tree planting within the Eastern Portal precinct, and wider landscaping works associated with the South Yarra Siding Reserve and the South Yarra Railway Reserve (south of Osborne Street).

Throughout detailed design, CYP has continued to avoid tree removals where possible. All tree removals are subject to EPR AR1. This Eastern Portal Development Plan identifies 52 trees for removal, however 49 of these trees have previously been approved for removal as part of the CYP and Early Works Managing Contractor's Early Works Plans, meaning an additional three trees are required for removal to provide for the scope and extent of CYP's built form at Eastern Portal. This is a reduction in tree removal, with one additional tree retained (TAS ID EP066) on Osborne Street (north west of the portal building) as a result of design development when compared to the previously approved Eastern Portal Development Plan.

A number of mature trees will be retained along the western side of Osborne Street and CYP design proposes to reinstate approximately 17 trees surrounding the ancillary building. Future tree reinstatement by both CYP and the RIA will contribute to RPV's project goal of increasing overall tree canopy coverage and providing landscaped areas within the public realm. In addition, reinstated trees will provide a vegetated screen from parts of the rail corridor and a comfortable micro climate for the community.

Tree planting builds on the existing character of the site to create a strong local identity for the Eastern Portal public realm, in consultation with the City of Stonnington and in line with the City of Stonnington Street Tree Strategy (2005). The use of screening planting minimises the visual impact of structures and trackside fence on the public space and maintains amenity within the linear reserve. Proposed species are Australian native plants with low water demand and strong climate change resilience characteristics. Planting is supported by rainwater and stormwater runoff from adjacent surfaces to

provide passive irrigation. Refer to the Planting Schedule in Appendix C: Eastern Portal Landscape and Public Realm Plans and Elevations for more details regarding the proposed planting.

As part of the amendments to design, the traffic island and adjacent kerb alignment in Osborne Street has been altered to accommodate the emergency vehicle swept path. As a result, the existing tree in the traffic island cannot be reinstated due to utilities offset requirements for the 66KV electrical transmission route. This tree was proposed to be reinstated in the previously approved Development Plan (01/07/2018). Reinstatement of low level planting on the traffic island was also investigated as an alternative but has also been identified as unsuitable in this location owing to spatial constraints and the location of the traffic island at the crown of the road which also limits passive irrigation available to support healthy planting.

Trees surrounding the ancillary building will be planted in several different conditions:

- Directly in garden beds where there will be natural large soil volumes
- Upon hydroseed grass or hydroseed grass with reinforcing atlantis turf cell (or similar).

Details regarding plant species are subject to ongoing investigation and will be decided prior to project completion.

The water sensitive urban design approach will deliver positive visual benefits to the area in terms of landscaping and planting, with garden beds and hydroseed grass allowing for stormwater infiltration around the ancillary building.

The relevant landscape and public realm drawings listed below are attached in Appendix C:

- TAS-CYP-EP-00-DRG-AUD-MMN-000002-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-000003-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-000011-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-002201-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-002202-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-003201-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-003202-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-003203-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-003204-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-002251-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-002252-DP.

4.3.3. PUBLIC REALM RESPONSE

The Eastern Portal public realm design response will provide an ancillary building which serves a number of core functions in the safe operation of the Project. The Eastern Portal precinct contains housing, public open space, and the existing Sandringham rail reserve. Due to the proximity of the South Yarra Siding Reserve, the Osborne Street Reserve and several heritage buildings to the ancillary building, the design seeks to reduce impacts on existing land use and the public realm. The majority of permanent works will be undertaken within the existing rail reserve, however the occupation of South Yarra Siding Reserve, Osborne Street Reserve and Lovers Walk will result in a temporary loss of public open space.

It is noted that the South Yarra Siding Reserve and Lovers Walk are outside of CYP scope of works. Active transport links have been addressed by the RIA and subject to a separate Development Plan.

The public realm design maximises the useable public space for the long-term benefit of the local community. During detailed design, the above ground building size has been minimised within the

functional constraints to further maximise public space. This has increased the building setback from the Osborne Street footpath, as shown in Figure 7, which has led to the design achieving a continuous green open space along the reinstated linear park on the eastern side of Osborne Street.

The ancillary building has been designed to provide for the future development of the wider Eastern Portal precinct in accordance with the Stonnington Planning Scheme and relevant Structure Plans. Future treatment of the broader Eastern Portal precinct, including the South Yarra Siding Reserve and Lovers Walk, has been addressed by the RIA.

CYP will provide a landscaping design response within the CYP extent of works area surrounding the ancillary building. As well as reinstatement of trees, CYP design will reinstate seating and bins in close proximity to the ancillary building. The CYP design has been amended to relocate the parking bays from the public realm adjacent to the portal building, to the eastern side of Osborne Street. This has improved the landscaping on the south side of the portal building and resulted in safer pedestrian access to the linear open space located east of Osborne Street. In addition, the emergency bay extent along Osborne Street has increased. This compensates for the loss of loading area, adjacent to the south side of portal building, which was proposed in the previously approved Eastern Portal Development Plan. Provision has been made for maintenance vehicle access around the perimeter of the portal building only to meet MTM requirements.

During construction works, vehicular traffic on Osborne Street will be reduced to one lane. Access restrictions experienced by residents will be minor and managed under typical traffic control arrangements. Any restrictions will only apply for short durations to allow construction plant to turn into or out of the CYP site. CYP will reinstate Osborne Street within the extent of works area as shown in Appendix C.

The relevant landscape and public realm drawings listed below are attached in Appendix C:

- TAS-CYP-EP-00-DRG-AUD-MMN-000002-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-000003-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-000011-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-002201-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-002202-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-003201-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-003202-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-003203-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-003204-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-002251-DP
- TAS-CYP-EP-00-DRG-AUD-MMN-002252-DP.

4.3.4. USER EXPERIENCE AND SURROUNDING ENVIRONMENT

The user experience is determined by the functional requirements of the ancillary building and emergency access and egress including:

- An emergency bay, located on south-west side of the ancillary building on Osborne Street, which will be used by emergency vehicles. The extent of this emergency bay has been increased from approximately 13m in the previous design to approximately 27m in the amended design. This change is required to make sufficient space for safe emergency access and egress, in accordance with MFB requirements

- A set of outward doors providing safe egress from the ancillary building and tunnel below in the event of an emergency
- The emergency egress at this location will meet universal access requirements, in accordance with the *Disability Discrimination Act 1992* (which includes the *Disability Standards for Accessible Public Transport Amendment 2010*). The internal design layout of the ancillary building will incorporate emergency evacuation procedures to ensure safe and efficient access and egress. An emergency evacuation plan will be developed during the operational phase of the Project.

CYP will maintain the character of the Eastern Portal precinct, as the ancillary building will integrate into the surrounding urban environment, which will remain as a mix of residential and commercial uses.

CYP is not undertaking any works to South Yarra Station. However, the proposed design allows for an upgrade to South Yarra Station in the future.

The hardscaping design response for the future built form of the wider Eastern Portal precinct has been addressed by the RIA and has been subject to a separate Development Plan.

In addition, the wider landscaping and public realm design response for the future built form of the Eastern Portal precinct, including works to improve the Osborne Street Reserve to better reflect community needs, has been addressed by the RIA. Infrastructure proposed by the RIA, for example a new pedestrian bridge providing access from the South Yarra Siding Reserve from Osborne Street, has been subject to a separate Development Plan.

4.3.5. LIGHTING

Street and pathway lighting along Osborne Street will come from pole-mounted lights, at a scale and form to suit the purpose and local context. Lighting for the broader future built form of the Eastern Portal precinct is addressed by the RPV and has been subject to a separate Development Plan. Existing lighting and amenity of South Yarra Station is not proposed to change.

4.3.6. SIGNAGE

Signage for the broader Eastern Portal precinct is outside the scope of this Eastern Portal Development Plan for CYP's works and is addressed by the RPV. Any signage required for the ancillary building would be in accordance with the Department of Transport (previously known as Public Transport Victoria, VicRoads and Transport for Victoria) and City of Stonnington standards and guidelines.

4.3.7. ANCILLARY FEATURES

Ventilation structures and mechanical plant have been consolidated and strategically placed adjacent to the Eastern Portal ancillary building in the Osborne Street Reserve. In order to avoid being visibly obtrusive in the public realm, mechanical plant will be surrounded by a ventilated screen profile.

In addition, the footprint of the ancillary building and its features has been reduced through incorporating as much infrastructure underground as possible.

As part of the amendments to design, the water meter and fire booster have been relocated external to the building as shown in Drawing A2000 in Appendix B: Eastern Portal Architectural Plans and Elevations.

4.3.8. MATERIALS AND FINISHES

A schedule of indicative materials and finishes has been prepared to highlight the intended colour tones and textures of the Eastern Portal.

Materials and finishes have been carefully selected as part of the portal's design to reflect the surrounding urban environment and tie into the City of Stonnington public realm. The portal building provides a building form and cladding that is recognisable as being part of the line-wide ground level treatments. The oval shape building form, similar to other above-ground structures across the Project, employs a vertical louvered batten treatment as the principle elevation cladding. The lower banded brick work relates to the residential context and surrounding heritage buildings.

The materials and finishes have been selected in consultation with the City of Stonnington and OVGA and comply with the City of Stonnington Design Standards as per the PS&TR. As well as providing a degree of screening, the design intent is for the proposed flowering tree species to be coordinated with the portal building finishes and provide an integrated design.

Figure 8 provides indicative materials and finishes for the Eastern Portal. A copy of the materials schedule is provided in Appendix B, refer to schedule:

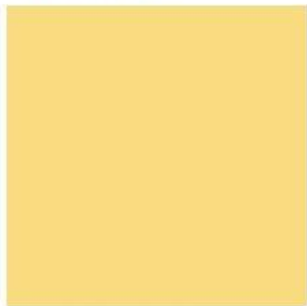
- TAS-CYP-EP-00-DRG-ARC-MMN-000006-DP.



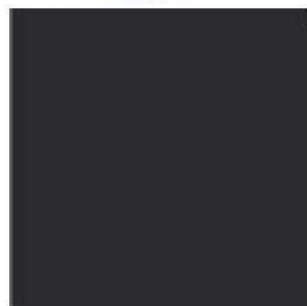
"PARTY GIRL" S87H2 / RAL 4003



CONCRETE RETAINING WALL



"SWEDISH YELLOW" S16H4 / RAL 1018



PAINTED MILD STEEL ENTRANCE SHROUD



DANIEL ROBERTSON HAWTHORN LONDON BRICK

Figure 8 - Materials and finishes at the Eastern Portal

4.3.9. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

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

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

- Restrict public access to, or from, the ancillary building (except in the case of maintenance works or emergency access / egress)
- Enable intruders to be more easily recognised.

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

- Plantings surrounding the ancillary building have been selected to maximise visibility via high-canopy trees.

Territorial reinforcement, the third basis of CPTED, focuses on the delineation of private space from semi-public and public spaces, creating a sense of ownership. This in turn identifies intruders, making them less likely to offend. Simple design measures have been employed at Eastern Portal to reduce the potential for anti-social behaviour including:

- Reinforcing existing natural surveillance and natural access control strategies
- Providing a ventilated screen profile to restrict access to mechanical plant
- Installing a 2.1 metre black coated arc cyclone security fence on the south side of the ancillary building to interface with an existing fence and define and outline ownership of space.

A CPTED review of the Eastern Portal has been undertaken since the Eastern Portal Development Plan was approved by the Minister for Planning on Sunday 1 July 2018. This review aimed to identify opportunities to address security issues associated with the design of the Eastern Portal. The outcome of the review indicated a number of CPTED issues in relation to the design. Those issues and associated response strategies are discussed below.

A key concern was intruder access to the Eastern Portal. In response, the revised design has adequate security measures, intruder detection, surveillance and provision of CCTV and lighting. Natural surveillance has been augmented through the revised design, through the provision of an oval structure shape. There will be no hidden corners or recesses within the design, providing a deterrence effect to conventional criminal behaviour or anti-social behaviour.

The design of the Eastern Portal was considered attractive for graffiti and vandalism. In response, the amended design of the portal has minimised the number of doors required on the outside of the building, subsequently reducing the opportunity for vandalism. The current design proposal for the façade is for a highly textured and robust masonry construction using an offset 45-degree brick pattern that will be unattractive to graffiti artists.

Staff safety was also considered as a CPTED concern. The Eastern Portal is located in a linear park road reserve with residential buildings opposite and commercial buildings to the north. The revised design has access doors to the portal located at the southern end of the ground level building. This allows the linear park to continue between the building and footpath. By placing the doors in this

location, it allows for surveillance from nearby residences and the street. Street lighting will also help to respond to natural surveillance, this is addressed by the RIA in a separate Development Plan.

4.4. CONSISTENCY WITH ENVIRONMENTAL MANAGEMENT FRAMEWORK

The Environmental Management Framework provides a transparent and integrated governance framework to manage the environmental aspects of the entire Project. A summary of the framework is provided in Table 3.

Table 3 – Summary of RPV's Environmental Management Framework

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

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

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

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

An assessment of each EPR is provided in Appendix E: Eastern Portal Environmental Performance Requirements assessment. This assessment identified key EPRs relevant to this Development Plan and these are presented below.

4.4.1. AQUATIC ECOLOGY AND RIVER HEALTH

Table 4 provides the CYP design response to the relevant aquatic ecology and river health EPRs.

Table 4 – Design response to relevant aquatic ecology and river health EPRs

EPR	Design response
EPR AE1: Stormwater treatment	The design of the Eastern Portal has been developed in consultation with Melbourne Water and City of Stonnington.
EPR AE7: Stormwater treatment	<p>The Prahran Main Drain and Yarra Street Outfall Drain systems service the area in the immediate vicinity of the Eastern Portal and discharge to the Yarra River in the vicinity of the rail crossing to the north of South Yarra station.</p> <p>The integration of the stormwater treatment system into the future built form and public realm of the Eastern Portal precinct is outside CYP scope and is addressed by the RIA. RIA design and compliance with the relevant Environmental Performance Requirements (EPR AE1 and EPR AE7) is subject to a separate Development Plan.</p>

4.4.2. ARBORICULTURE

Table 5 provides the CYP design response to the relevant arboriculture EPRs.

Table 5 – Design response to relevant arboriculture EPRs

EPR	Design response
EPR AR1: Maximise tree retention	<p>The design of the Eastern Portal has been developed in consultation with City of Stonnington.</p> <p>CYP removal of trees has been avoided, where possible. This has been achieved through prioritising a minimal above ground footprint of the ancillary building and retaining a number of mature trees along the western side of Osborne Street.</p> <p>This Eastern Portal Development Plan identifies 52 trees for removal, however 49 of these trees have previously been approved for removal as part of the CYP and Early Works Managing Contractor's Early Works Plans, meaning an additional three trees are required for removal to provide for the scope and extent of CYP's built form at Eastern Portal.</p> <p>This is a reduction in tree removal, with one additional tree retained on Osborne Street (north west of the portal building) as a result of design development when compared to the previously approved Eastern Portal Development Plan. None of the trees proposed for removal are considered native vegetation in accordance with the DELWP Guidelines for the removal, destruction or lopping of native vegetation (2017) (or under the previous Permitted Clearing of Native Vegetation - Biodiversity Assessment Guidelines (2013).</p> <p>The retained and removed trees are shown on the landscape plans in Appendix C.</p>
EPR AR2: Tree soil and water supply	<p>At the Eastern Portal, trees surrounding the ancillary building will be planted in several different conditions:</p> <ul style="list-style-type: none"> • Directly in garden beds where there will be large soil volumes

	<ul style="list-style-type: none"> • Upon hydroseed grass or hydroseed grass with reinforcing atlantis turf cell (or similar). <p>Details regarding plant species are subject to ongoing investigation and will be decided prior to project completion.</p> <p>CYP will work with a specialist soil scientist to develop a high-performance soil specification and profile that balances the optimal soil requirements for storm water drainage, as well as for long term tree growth.</p> <p>The landscaping design response for the future built form of the wider Eastern Portal precinct will be addressed by the RPV appointed RIA contractor and is subject to a separate Development Plan.</p> <p>Tree planting and water sensitive urban design within CYP's extent of works are shown on the landscape and public realm plans in Appendix C.</p>
EPR AR3: Tree replacement	<p>The design for the Eastern Portal includes reinstating a number of trees within CYP's extent of works area.</p> <p>CYP design proposes to reinstate approximately 17 trees surrounding the ancillary building, which is 10 less trees than what was proposed in the previously approved Eastern Portal Development Plan. This number has reduced due to design constraints including soil depth and spacing requirements. A tree replacement program will be developed in further consultation with City of Stonnington which will ensure that tree replacement is carried out in alignment with council strategies.</p> <p>The landscaping design response for the future built form of the wider Eastern Portal precinct will be addressed by the RPV appointed RIA contractor and is subject to a separate Development Plan.</p> <p>Future tree reinstatement by both CYP and the appointed RIA contractor will contribute to RPV's project goal of increasing overall tree canopy coverage and providing landscaped areas within the public realm.</p> <p>Trees which are proposed to be reinstated through CYP design are shown on the landscape plans in Appendix C.</p>

4.4.3. HISTORICAL CULTURAL HERITAGE

Table 6 provides the CYP design response to the relevant historical cultural heritage EPRs.

Table 6 – Design response to relevant historical cultural heritage EPRs

EPR	Design response
EPR CH1: Minimise heritage impact	<p>The design of the Eastern Portal has been developed in consultation with Heritage Victoria and City of Stonnington. This has resulted in cultural heritage informing the CYP design response.</p>
EPR CH10: Response to heritage places	<p>Located within the City of Stonnington heritage overlay (Toorak Road Precinct HO150), there are several heritage buildings within close proximity of the ancillary building. Within the CYP extent of works area, historical cultural heritage impacts will occur at Osborne Street Reserve as a result of construction of the ventilation shaft and Tunnel Boring Machine (TBM) retrieval.</p>
EPR CH23: Heritage street fabric	<p>The former South Yarra Post Office (VHR H210), which has a modern extension to the rear, and the former South Yarra Station (VHR H1068) are listed on the Victorian Heritage Register. CYP works will not impact on these buildings and their heritage significance, and view lines to the buildings along Toorak Road, will be protected.</p> <p>In response to the heritage adjacency, the portal building adopts the minimum ground footprint possible based on the functional requirements to maximise usable public</p>

open space. The building scale has been designed to sensitively respond to the adjacent residential buildings located on the western flank of Osborne Street.

The design of the Eastern Portal façade and metal fin screen has been developed in consideration of the residential, heritage and commercial buildings in the immediate context.

The public realm is discussed in Section 4.3.3 and shown on the landscape and public realm plans in Appendix C.

4.4.4. LAND USE AND PLANNING

Table 7 provides the CYP design response to the relevant land use and planning EPRs.

Table 7 – Design response to relevant land use and planning EPRs

EPR	Design response
EPR LU1: Minimise impact on existing land use	<p>The design of the Eastern Portal has been developed in consultation with the City of Stonnington.</p> <p>The Eastern Portal is a highly urbanised area within South Yarra which contains housing, public open space, and the existing Sandringham rail reserve. Therefore, CYP design has sought to minimise impacts on existing land use, where possible.</p> <p>The majority of works will be located within the existing rail corridor and surrounding public open space. In response to its sensitive surrounds, the portal architecture prioritises a minimal above ground footprint in order to maximise the usable public open space within the reserve and reduce the building scale to a size that relates to the adjacent residential buildings along Osborne Street.</p> <p>CYP design provides for opportunities for the RIA to address public open space design considerations in accordance with the Stonnington Planning Scheme and relevant Structure Plans.</p> <p>The extent of CYP's works in the public realm, as shown on the landscape and public realm drawings, is included in Appendix C.</p>
EPR LU2: Master plans	<p>The design of the Eastern Portal has been developed in consultation with City of Stonnington.</p> <p>CYP design is in accordance with the Urban Design Strategy and the Stonnington Planning Scheme.</p> <p>The future built form of the wider Eastern Portal precinct, in accordance with relevant Master Plans and Structure Plans, is addressed by the RIA and has been subject to a separate Development Plan.</p>
EPR LU4: Urban Design Strategy	<p>The design of the Eastern Portal has been developed in consultation with the Urban Design and Architectural Advice Panel (UDAAP).</p> <p>The future built form of the wider Eastern Portal precinct will be developed and addressed by the RIA. Where within CYP scope of works, this Eastern Portal Development Plan has addressed and met the objectives of associated design guidelines to inform the design response.</p> <p>A detailed assessment of consistency with the Urban Design Strategy is provided in Appendix D and Section 4.3.</p>

4.4.5. LANDSCAPE AND VISUAL

Table 8 provides the CYP design response to the relevant landscape and visual EPRs.

Table 8 – Design response to relevant landscape and visual EPRs

EPR	Design response
EPR LV1: Reduce visual impact	The design of the Eastern Portal has been developed in consultation with the Office of the Victorian Government Architect and City of Stonnington.
EPR LV2: Re-establishment of public open space	<p>The Eastern Portal design has given consideration to visual impact on the surrounding residences and heritage buildings within close proximity. CYP works will not impact on prominent heritage buildings, including the former South Yarra Post Office and former South Yarra Station, and view lines to the buildings along Toorak Road will be protected.</p> <p>In response to its sensitive surrounds, the portal architecture prioritises a minimal above ground footprint in order to reduce the building scale to a size that is not visually overwhelming the scale of adjacent residential buildings along Osborne Street.</p> <p>The construction works will also be viewed in the context of an existing modified setting, with the immediate background of the construction activities, for example, from Toorak Road to the south along Osborne Street, defined by an existing railway corridor landscape. It is anticipated that as the replacement landscape establishes, the visual impacts across the precinct would be progressively reduced.</p> <p>Specific sensitive receptors in the Eastern Portal precinct are residences on Osborne and William Streets adjacent to the portal, users of South Yarra Siding Reserve and retail activities in Toorak Road. During construction, mitigation measures such as hoardings and retaining walls will be used by CYP.</p> <p>CYP design allows opportunities for the RIA to address public open space design considerations in accordance with the Stonnington Planning Scheme and relevant Structure Plans.</p> <p>The extent of CYP's works in the public realm, as shown on the landscape and public realm drawings, is included in Appendix C.</p>

4.4.6. SOCIAL AND COMMUNITY

Table 9 provides the CYP design response to the relevant social and community EPR.

Table 9 – Design response to relevant social and community EPR

EPR	Design response
EPR SC8: Re-establish public open space	<p>The design of the Eastern Portal has been developed in consultation with City of Stonnington.</p> <p>The Metro Tunnel will impact on public open space including the Osborne Street Reserve, South Yarra Siding Reserve and Lovers Walk.</p> <p>CYP design proposes to landscape and reinstate trees in the public realm in the area surrounding the ancillary building in the Osborne Street Reserve.</p> <p>CYP design will allow opportunities for the RIA to address public open space design considerations in accordance with the Stonnington Planning Scheme and relevant Structure Plans.</p> <p>CYP's landscape and public realm plans are shown in Appendix C.</p>

4.4.7. SURFACE WATER

Table 10 provides the CYP design response to the relevant surface water EPRs.

Table 10 – Design response to relevant surface water EPRs

EPR	Design response
EPR SW1: Flood design	The design of the Eastern Portal has been developed in consultation with Melbourne Water and City of Stonnington.
EPR SW2: Water sensitive urban design	<p>The Prahran Main Drain and Yarra Street Outfall Drain systems service the areas in the immediate vicinity of the Eastern Portal. The portal site is close to areas associated with flooding from these systems that are covered by a Special Building Overlay and Land Subject to Inundation Overlay in the Stonnington Planning Scheme.</p> <p>The adoption of a water sensitive urban design in the CYP extent of works area will help to manage local stormwater around the ancillary building. As well as delivering visual benefits, landscaping and planting within garden beds and hydroseed grass will allow for stormwater infiltration and passive irrigation.</p> <p>The landscaping design response for the future built form of the wider Eastern Portal precinct is addressed by the RIA and has been subject to a separate Development Plan.</p> <p>A detailed assessment of consistency with the Urban Design Strategy is provided in Appendix D and Section 4.3.</p>

4.4.8. TRANSPORT

Table 11 provides the CYP design response to the relevant transport EPRs.

Table 11 – Design response to relevant transport EPRs

EPR	Design response
EPR T7: Operational road transport	<p>The design of the Eastern Portal road network is being developed in consultation with the Department of Transport (previously known as VicRoads, Transport for Victoria and Public Transport Victoria) and City of Stonnington.</p> <p>CYP will reinstate Osborne Street within the extent of works area as shown in Appendix C.</p> <p>The amended design provides two car parking spaces (6m each) as well as an emergency bay on the east side of Osborne Street. All the existing car parking spaces, west of Osborne Street, will be retained. While CYP design will remove 3-4 informal car parking spaces on Osborne Street.</p> <p>The traffic island on Osborne Street will be reinstated by CYP post construction, which includes the removal of an existing tree.</p> <p>During construction works, vehicular traffic in Osborne Street will be reduced to one lane. Access restrictions experienced by residents will be minor and managed under typical traffic control arrangements. Any restrictions will only apply for short durations to allow construction plant to turn into or out of the CYP site.</p> <p>Broader transport requirements as contained within the Eastern Portal precinct, including any potentially affected local roads and car parking, is addressed by the RIA contractor as part of a separate Development Plan.</p>
EPR T8: Operational	The design of the Eastern Portal road network has been developed in consultation with the Department of Transport (previously known as VicRoads, Transport for Victoria and Public Transport Victoria) and City of Stonnington.

public transport	No bus services traverse the Eastern Portal precinct, however, trams run along Toorak Road and Chapel Street and South Yarra Station is on the northern precinct boundary. These are not anticipated to be affected by the CYP works.
EPR T9: Operational active transport	<p>The design of the Eastern Portal road network has been developed in consultation with the Department of Transport (previously known as VicRoads, Transport for Victoria and Public Transport Victoria) and City of Stonnington.</p> <p>There are no planned permanent changes to the existing pedestrian or bicycle networks in the vicinity of the Eastern Portal precinct as part of the CYP scope.</p> <p>The future wider Eastern Portal precinct hardscaping design is outside CYP scope and is addressed by the RIA. These works have been subject to a separate Development Plan.</p>
EPR T10: Waste collection	<p>The design of the Eastern Portal road network has been developed in consultation with the Department of Transport (previously known as VicRoads, Transport for Victoria and Public Transport Victoria) and City of Stonnington.</p> <p>Two parking bays and an emergency bay are located on the west side of the ancillary building along Osborne Street. These areas may also be utilised by waste collection services in the future.</p> <p>The implementation of a waste collection plan in the Eastern Portal precinct will be addressed during the detailed design phase of the Project by the RIA. Ongoing consultation between CYP and the RIA will take place to ensure an integrated design response.</p>

5. CONCLUSION

This Eastern Portal Development Plan presents the scope and extent of the built form of CYP's works at the Eastern Portal precinct. In accordance with Clause 4.7 of the Incorporated Document, this plan includes:

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

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

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

The eastern tunnel entrance will enable the Cranbourne / Pakenham line to peel off from the existing rail corridor just south of Toorak Road, and travel via the Metro Tunnel.

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

The previous version of this Eastern Portal Development Plan was approved by the Minister for Planning on Sunday 1 July 2018. Under the Project's Incorporated Document, and in accordance with Clause 4.7.8, CYP is seeking an amendment to this Development Plan.

In accordance with the Incorporated Document requirements, the amended version of this Eastern Portal Development Plan was made available for public inspection for 15 business days from Monday 9 August 2021 until Friday 27 August 2021. During this time, it was available on the Engage Victoria website along with an opportunity to provide written comments.

The amendments to this Development Plan will improve the portal design in line with the design principles for the Metro Tunnel Project. These amendments have been made to reduce the footprint of the Eastern Portal building, redesign the building form and materiality, address CPTED issues, relocate the water meter and fire booster external to the building, retain one additional tree on Osborne Street, and change the proposed tree planting and emergency vehicle access.

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

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