

MELBOURNE METRO RAIL PROJECT ENVIRONMENT EFFECTS STATEMENT
INQUIRY AND ADVISORY COMMITTEE

MMRA TECHNICAL NOTE

TECHNICAL NOTE NUMBER: 067

DATE: 6 October 2016

PRECINCT: All Precincts

EES/MAP BOOK REFERENCE: EES Technical Appendix M: Urban Design Strategy
Map Book Sheet 15 (Vertical Alignment Plans)

SUBJECT: Response to the ‘Matters for further consideration and/or clarification’ request dated 12 September 2016

(x) Urban design/heritage

NOTE:

1. This Technical Note has been prepared to respond to issues raised by the Inquiry and Advisory Committee (“**IAC**”) in the ‘Matters for further consideration and/or clarification’ request dated 12 September 2016.
2. For ease of reference, this Technical Note sets out each relevant request made by the IAC followed by a response from MMRA.

Request:

3. The IAC has requested:

Whether an automatic floodgate remains an option for the Arden station and how the urban design implications of this might be managed.

Response:

4. Melbourne Water’s standards require the station infrastructure to be protected from a flood level of 1% Annual Exceedance Probability (“**AEP**”), plus an additional 0.6m of structure or other design solution (freeboard) to

protect against waves or surging water. This equates to RL 104 Melbourne Metro Height Datum (“**MMHD**”).

5. However, MMRA and PTV will require the Arden station design to achieve higher flood performance standards to protect against a flood level of 0.1% AEP, plus a freeboard of 0.6m, which equates to RL 105.0 MMHD.
6. Flood protection for these more significant events may be a mix of physical structures and operational requirements. In this light, automatic (or manual) floodgates remain one of a number of flood protection options for the Arden station.
7. Ensuring that station infrastructure is enduring, fit for purpose and doesn’t compromise the Government’s significant urban renewal aspirations for the precinct is a fine balancing act. To this end, MMRA will rely on both environmental performance requirements (“**EPRs**”) and the station design process to achieve these aims.
8. The Minister for Planning and the Minister for Public Transport/Major Projects are committed to excellent urban design outcomes for Arden, evidenced at their joint release of the Arden Vision and Framework Plan in August 2016. At the highest level, this Plan states the key principles and development propositions for the government-owned land at Arden and provides a framework for PPP bid teams.
9. The Urban Design Strategy then provides a more detailed level of guidance, specifically talking to the key integration challenges that designs for the station precinct must address. EPRs have been drafted in a way to ensure that designs respond to the objectives and requirements of both the Framework Plan and the Urban Design Strategy.
10. The EPRs also establish a process for consultation with the City of Melbourne, the Office of the Victorian Government Architect, Melbourne Water and the Victorian Planning Authority to ensure that flood protection approaches do not compromise the urban renewal potential of the precinct.
11. These same entities will also have the opportunity through the tendering phase of the Project to provide comment and direction to bidding parties while designs are in their earliest stages of development.

Request:

12. The IAC has requested:

Better understanding of the extent of above ground built form for the station entrance points in terms of potential height and bulk, particularly if they are to be freestanding.

Response:

13. The Urban Design Strategy (“UDS”) describes the extent of likely above ground entrance points in a number of its Design Guidelines. At page 28 of the UDS it notes that in relation to the Key Direction for Melbourne Metro. Some of the design guidelines within the Key Directions include:

“Station entries should be of an appropriate scale form and design to support wayfinding and accessibility while responding to the local urban environment.

Locate and design aboveground infrastructure to integrate sensitively with its surroundings and to ensure the amenity and functionality of spaces it occupies.

Respond to the setting and complement the design of adjoining buildings and open space.

Minimise visual conflicts with significant buildings, monuments, specimen trees, open spaces and landscape vistas, especially those with a formal character that is highly sensitive to intrusions.”

14. The UDS includes, for each of the Precinct, site specific design guidelines to provide direction as to the above ground station built form based on their respective locality as follows:
- a. Arden - the new station must be integrated with surrounding areas, ensuring high levels of accessibility, minimising land occupied for Melbourne Metro in order to maximise the potential for future redevelopment of surrounding sites (p. 54).
 - b. Parkville – design the station entries as parts of key entries to the campus, provide a design response which is respectful of the historic Gatekeepers Cottage and Vice Chancellor’s House , including their landscaped setting and allow for redevelopment of the Bioscience Zone (p. 59);
 - c. CBD North – at La Trobe and Swanston Street the station entry will be integrated with the built form while clearly defining the station entry (p.63);
 - d. CBD South – create a station entry which is integrated with the precinct built form while clearly defining the station entry (p.71);
 - e. Domain – minimise encroachment into Shrine of Remembrance Reserve, minimise new structures, locate entry as low as possible on the slope i.e. within or adjoining and parallel to the street and minimise any structure above balustrade height.(p. 81).

15. The final design of each station will not be completed until mid-2017 because the design of all components of Melbourne Metro will ultimately be resolved during the competitive procurement process and subsequent detailed design phase.
16. Of the key factors that will influence the size and location of station entry points, the most significant are operational requirements, the context of each station precinct, and the built form character of their local setting. A core performance specification for PPP bid team will be to model and demonstrate how the stations have been designed and scaled to meet likely future demand.
17. The Minister for Planning must approve a Development Plan for each of the Precincts and the Incorporated Document requires that the Development Plan be in accordance with the approved UDS. Each design will need to respond to the UDS Guidelines for each component of the design. For example at Domain, the response will be modest and respectful of its formal, heritage landscape setting. At CBD South, while every effort will be made to give the station entry visual prominence in the street, the civic and heritage importance of the corner will likely see a more integrated and subdued design response. A similarly restrained built form will also be required at Parkville given the high demand for circulation space and heritage constraints.
18. The approach to delivering best practice design outcomes will involve a clear design brief, expert input, and stakeholder consultation on the proposed scheme. It will then be for the preferred contractor to demonstrate how these competing requirements have been balanced in a cohesive and site responsive Development Plan that is in accordance with the Urban Design Strategy, and which will need to be approved by the Minister for Planning under the proposed Incorporated Document.

Request:

19. The IAC has requested:

Information about the proposed height of the William Street Bridge and confirmation of its reinstatement for vehicular traffic.

Response:

20. The section on map book reference “MMR/AJM/PWAA/MP/NN/500301” (Sheet 15 of 15) which illustrates the proposed height of William Street bridge is correct.
21. The proposed William Street bridge level shown in the Vertical Profile in Sheet 15 of the EES Map Book is the same as the existing bridge level directly above/below the westbound track centreline, where William Street is at a higher point.

22. William Street Bridge will be reinstated for vehicular traffic and will tie back into the existing levels. See **Attachments A and B** to this Technical Note.

Request:

23. The IAC has requested:

Details of potential measures to be implemented to ensure the Chapter House Lane space remains safe, accessible, interesting and attractive enough to operate as public open space in the event that a public open space is developed on the eastern portion of the St Paul's Cathedral. IAC requests details as to the legacy condition of these spaces.

Response:

24. MMRA and the City of Melbourne are currently working together to develop a suitable scheme to offset the public open space that will be temporarily lost at the City Square.
25. Chapter House Lane and Cathedral Close (currently utilised by the Cathedral as a car parking space) have been identified as a proximate, potential replacement square/public space. The use of this space is subject to the agreement of appropriate conditions with the relevant parties and work is continuing to try and reach a satisfactory arrangement prior to finalising a suitable design.
26. No details of the final legacy arrangements at Chapter House Lane and Cathedral Close are currently available, but all parties acknowledge the importance of public open space in the CBD and support the principle, where practicable, of offsetting the temporary loss of the City Square during construction works.
27. The City of Melbourne has identified a number of important elements that will need to be factored into such a project to achieve a safe outcome, including lighting, activation of the space, and support for rough sleepers who may already congregate in potentially suitable spaces.

Request:

28. The IAC has requested:

Clarification on why there are differences in EPR SC7 and EPR SC8, and whether they can be merged.

Response:

29. There is no reason why EPR SC7 and EPR SC8 cannot be merged. Version 3 of the EPRs, which have been tabled as Document 205 (changes marked) and Document 206 (changes unmarked), has merged these two EPRs.

Request:

30. The IAC has requested:

With reference to paragraph 11 of TN033, further information on the mechanism to ensure that consideration is given to the possible mitigation measures specified in the HHIA when making future decisions with respect to the Project about heritage places that are not listed in the Victorian Heritage Register or the Victorian Heritage Inventory.

Response:

31. EPR CH2 has been amended in Version 3 to address this matter. Prior to construction commencing, the amended EPR CH2 requires the preparation and implementation of a Heritage Management Plan (“HMP”), which must identify the mitigation measures to be adopted to avoid or minimise impacts on the cultural heritage values of heritage places.
32. The mitigation measures contained in the HMP will be determined by the contractors and are likely to be consistent with those identified in the HHIA. The mitigation measures will apply to places and objects listed on the Victorian Heritage Register, sites listed on the Victorian Heritage Inventory and places subject to Heritage Overlays.

CORRESPONDENCE:

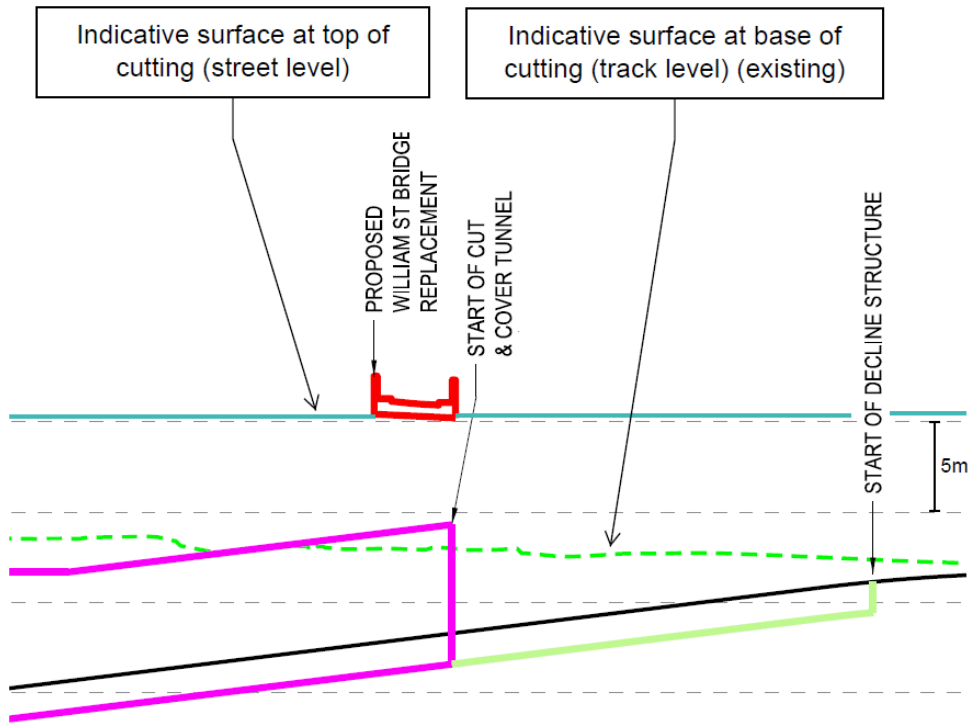
No correspondence.

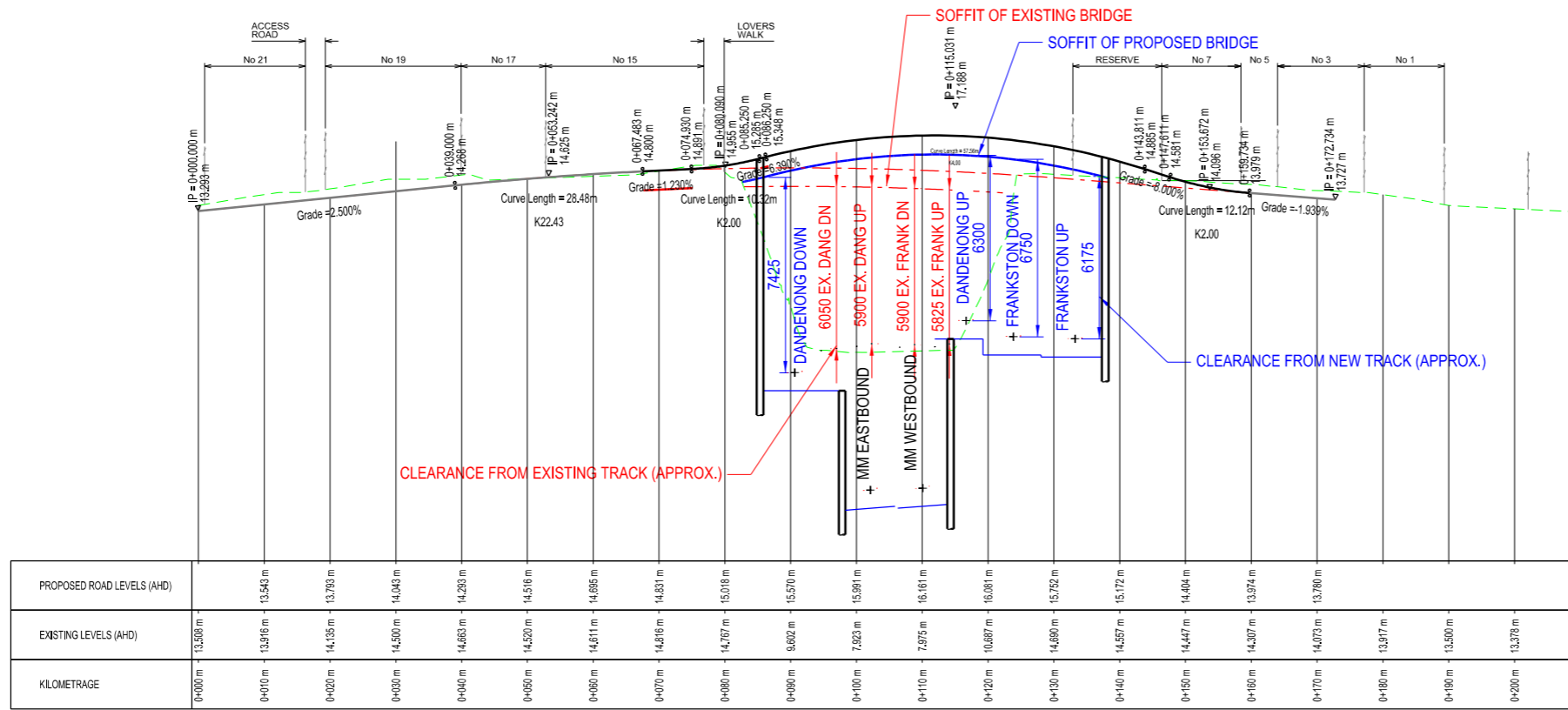
ATTACHMENTS:

- A. William Street – Section View
- B. William Street – Vertical Alignment – Eastern Edge (MMR-AJM-PWEP-SK-CS-909565)

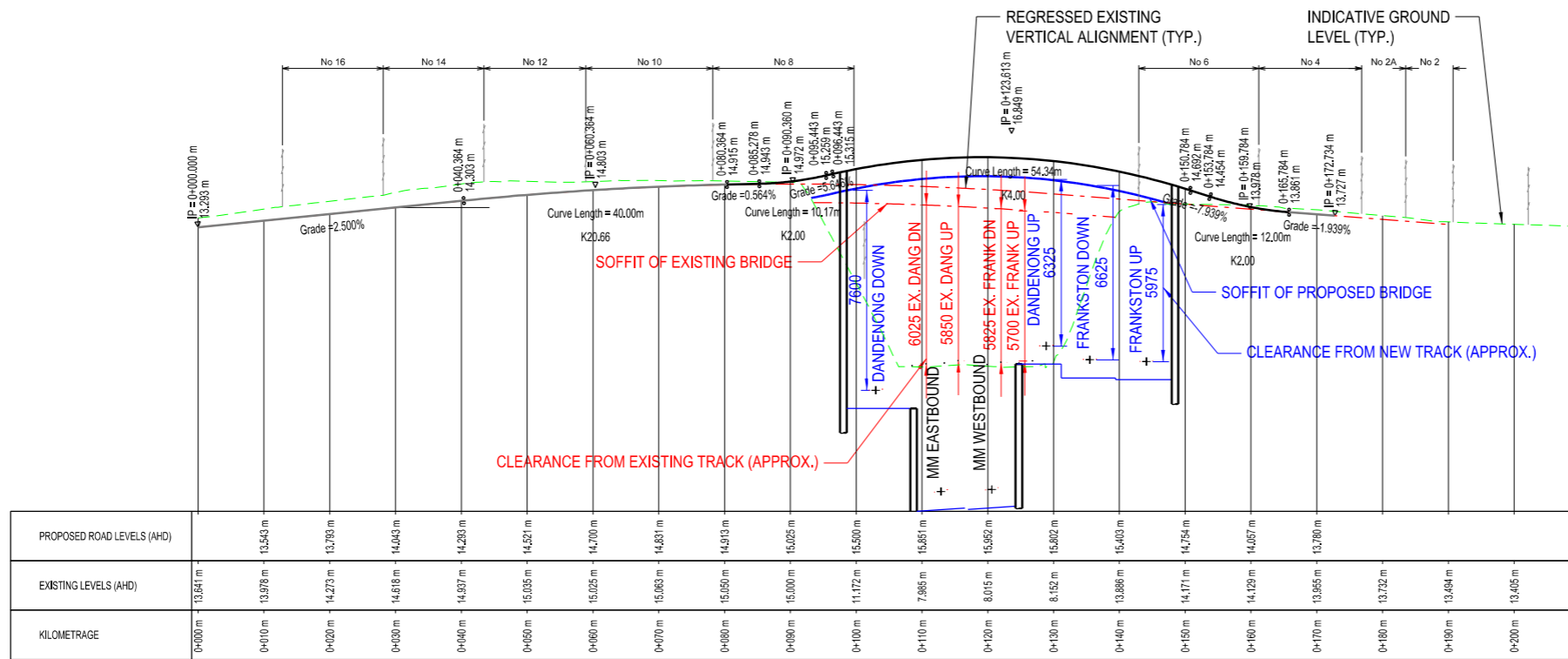
Attachment A

MELBOURNE METRO - EASTERN PORTAL
William Street - Section view





WILLIAM STREET - VERTICAL ALIGNMENT - WESTERN EDGE

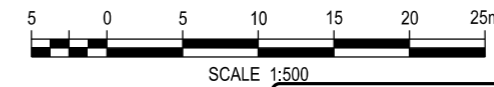


NOTES

- COORDINATES ARE MGA Z55, REDUCED LEVELS ARE IN METRES AND TO AHD
- REGRESSION ANALYSIS FROM MMRP TERRESTRIAL LASER SCANNING SURVEY, UNDERTAKEN JULY 2015 AND FEATURES EXTRACTED TO MMR-AJM-PWAA-M3-UF-E00000-VAL-SURVEY VERSION P10 (10/12/2015)
- REFER TO DRAWING MMR-AJM-PWEP-DR-CS-610893 FOR ROAD FUNCTIONAL LAYOUT DETAILS

WORK IN PROGRESS

WILLIAM STREET - VERTICAL ALIGNMENT - EASTERN EDGE



Melbourne Metro Rail Project
 Title EASTERN PORTAL
 WILLIAM ST BRIDGE GA ROAD LONG SECTIONS
 Drawing Number MMR-AJM-PWEP-SK-CS-909565
 Drawn By G THIEDEMAN Date 19/09/16 Revision P1.1
 Scale 1:500