



City of Port Phillip Submission

Cross Yarra Partnership's Amended Development Plan – Domain Precinct

Draft V1, October 2021



Responsible Service/Department:

Major Transport Projects - Partnerships and Transport

Version number:

1.1

Council Plan Strategic Direction Alignment:

Liveability

Related Council Plans, Strategies and Masterplans:

Council Plan 2021-31

Move, Connect, Live Strategy 2018-28

Domain Precinct Public Realm Masterplan 2019

Act and Adapt Strategy 2018-28

Public Space Strategy 2021

Public Toilet Plan 2013-23

Review History:

Name	File Reference	Date	Description of Edits
Draft Council submission	V1.0	12/10/2021	
Draft Council submission	V1.1	13/10/2021	Specific references to retaining parking on St Kilda Road added under additional priority a) of document.

Contents

Introduction	4
Executive Summary	5
Background.....	7
Advocacy priorities achieved by Council in partnership with the Metro Tunnel Project	8
Advocacy priorities in response to the Amended Development Plan design	9
Existing advocacy priorities that need to be fulfilled by the Metro Tunnel Project	18
Relevant Council decisions and interfacing projects.....	22
Attachment 1: Council design principles	23
Attachment 2: Scorecard – Status of Council Priorities	25
Attachment 3: Overview Plan of Council Submission Priorities	28

Tables

Table 1: Summary of Council's response to the Amended Development Plan for Domain Precinct	5
Table 2: Advocacy priorities secured by Council through the design process	8
Table 3: Advocacy priorities to be addressed in finalising the Development Plan for the Domain Precinct.....	9
Table 4: Advocacy priorities to be addressed in finalising the Development Plan for the Domain Precinct.....	18
Table 5: Key principles used to assess the Amended Development Plan for Domain Precinct	23
Table 6: Status of conditions raised in Council's December 2017 submission to the Draft Development Plan.....	25



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Introduction

This submission has been prepared by Council officers in response to the Amended Development Plan for the Domain Precinct, which has been publicly exhibited by Cross Yarra Partnership (CYP) as the design and construction joint venture for the Metro Tunnel Project. CYP is seeking feedback on elements of the design that have changed since the original Development Plan was approved by the Minister for Planning on 3 April 2018.

Consistent with its previous Development Plan submission in December 2017, Council seeks to maximise the benefits and minimise any impacts to the Domain Precinct's current and future community, businesses, workers and visitors through leveraging the once-in-a-generation opportunity that the Metro Tunnel Project represents.

The transformative nature of the Metro Tunnel Project on the Domain Precinct cannot be underestimated with the construction of Anzac Station, including the new interchange, and expansion of the Albert Road Reserve.

When it opens it is projected that Anzac Station will be used by almost 40,000 people per day in 2031, with 33,000 jobs and 17,000 residents located within 800 metres of Anzac Station and an additional 800,000 people located within 30 minutes travel time of the Station by public transport.

The Metro Tunnel Project will also provide significant support for our community in broadening the range of travel options available to residents, workers and visitors, in doing so enhancing the city's liveability and delivering upon the Council Plan 2021-31 and Council's endorsed Move Connect Live Strategy 2018-28.

The forecast usage and population catchment of the Station will increase the attractiveness of the Domain Precinct to businesses into the future and the greater levels of foot traffic to and from the Station will present increased opportunities for 'passing-trade' contributions to the local economy.

Council seeks to work with Rail Projects Victoria to take advantage of this real opportunity to attract businesses and increased trade to the Domain Precinct, whilst collaborating closely with Cross Yarra Partnership and Rail Projects Victoria in the design process to secure the priorities detailed in this submission to enhance the liveability of this Precinct for the benefit of its current and future community.

Executive Summary

The below tables provides an overview of:

- The key aspects of design that Council sought to be addressed as part of the draft Development Plan 2017, (including items already addressed).
- Council's additional priorities in response to the Draft Amended Development Plan.

Council request Rail Projects Victorian and Cross Yarra Partnership continue to engage Council and the community in a collaborative manner on the detailed design of the public realm, materials, finishes, landscaping elements and tree selection.

Table 1: Summary of Council's response to the Amended Development Plan for Domain Precinct

Council advocacy priorities successfully secured in the Amended Development Plan
<ul style="list-style-type: none"> • Redesign Albert Road Reserve and reposition the South African Soldiers Memorial • Consolidate the station entrances and structures within CoPP • Engage with stakeholders • Ensure all heritage items are considered as part of the overall design • Undertake a traffic and parking impact assessment • Increase parking spaces on Albert Road • Reduce St Kilda Road legacy design to two lanes between Kings Way and Dorcas Street • Incorporate protected bike lane infrastructure on St Kilda Road • Reposition the pedestrian crossing on Albert Road to align with the arcade • Private driveway and Albert Road (south) design
Council's additional advocacy priorities in response to the Amended Development Plan. Requested to be included in the Development Plan approved by the Minister for Planning.
<ul style="list-style-type: none"> • Maximise the retention of on-street parking spaces and provide on-street parking offsets across the Domain Precinct. • Provide safe and convenient access in and out of existing buildings • Minimise the size of above-ground infrastructure and provide suitable visual screening to support the heritage boulevard • Achieve minimum tree plot depths to ensure advanced tree stock can be planted in front of residential buildings and ancillary structures • Promote and enable local business • Ensure design of Albert Road and Kings Way links to Albert Park and seamlessly integrates with DELWP's Shrine to Sea Project • Provide an at-grade crossing over St Kilda Road for bike riders from Albert Road to Domain Road and the Shrine of Remembrance

- Ensure design seamlessly integrates with Major Road Projects Victoria's St Kilda Road Safety Improvement Project
- Implement a safer 40km/h speed limit on St Kilda Road
- Demonstrate suitability of flood modelling, WSUD and stormwater management
- Ensure DDA access and compliance
- Enable general public access to toilets within the station concourse
- Establish clear and agreed land/asset ownership and responsibilities
- Demonstrate design requirements for the extent of the central island platform and tram infrastructure changes

Council advocacy priorities that remain outstanding.

Requested to be included in the Development Plan approved by the Minister for Planning

- Parking spaces on Albert Road to be allocated for public use e.g. Relocate bus replacement, and taxi bay to St Kilda Road
- Review bicycle parking locations and numbers
- Minimise loss of trees during construction and implement replanting program
- Albert Road (north) footpath be resurfaced with a material that is consistent across the precinct.
- Incorporate safe protected bike lanes on Albert Road
- Location and size of fire booster cupboard
- CYP's project scope to be extended to properly capture the impacted areas
- Architectural design of station

Since the Minister approved the Development Plan for the Domain Precinct in April 2018, Council officers have worked closely with Cross Yarra Partnership and Rail Project Victoria representatives and have secured 10 of the priorities in Council's endorsed submission. Council officers have made meaningful progress on the balance of these priorities through influencing the design process.

Council officers stand ready to work with Cross Yarra Partnership and Rail Projects Victoria representatives to see the above advocacy priorities of Council realised in the Domain Precinct for the benefit of its current and future community.

Background

The purpose of the Amended Development Plan is to demonstrate how the Metro Tunnel Project construction works will be delivered in accordance with the approved Environmental Performance Requirements as defined in the Metro Tunnel Environmental Management Framework, and the approved Urban Design Strategy for the Metro Tunnel Project.

The Minister for Planning must approve the Amended draft Development Plan prior to the commencement of works covered in the plan.

This submission has been informed by the priorities detailed in the Council's formal submission in response to the Draft Development Plan for the Domain Precinct, which was endorsed at the 13 December 2017 ordinary Council meeting.

The Draft Domain Precinct Development Plan was made available for public display and comment from Monday 27 November to Friday 15 December 2017 and the Minister for Planning approved the current Development Plan for the Domain Precinct on 3 April 2018. As part of the updated Development Plan submission to the Minister for Planning, Cross Yarra Partnership provided all written comments received during the stakeholder and community consultation process, including Council's formally endorsed 2017 submission.



Advocacy priorities achieved by Council in partnership with the Metro Tunnel Project

Since Council endorsed its submission on the draft Development Plan in December 2017, Council officers have worked to influence the design process to achieve a range of priorities.

Working closely with Rail Projects Victoria, Cross Yarra Partnership, City of Melbourne and other stakeholders, Council has been able to secure 10 of the 20 priorities contained in Council's draft Development Plan submission. These improvements have been included in the amended Development Plan and are outlined in the table below.

Table 2: Advocacy priorities secured by Council through the design process

Council advocacy priorities secured in the Amended Development Plan
<ul style="list-style-type: none"> • Redesign Albert Road Reserve and reposition South African Soldiers Memorial • Consolidate the station entrances and structures within CoPP • Ongoing engagement with stakeholders • Ensure all heritage items are considered as part of the overall design • Undertake a traffic and parking impact assessment • Increase parking spaces on Albert Road • Reduce St Kilda Road legacy design to two lanes between Kings Way and Dorcas Street • Incorporate protected bike lane infrastructure on St Kilda Road • Reposition the pedestrian crossing on Albert Road to align with the arcade • Private driveway and Albert Road (south) design

Refer to Attachment 2 for further information on how the above priorities have been secured successfully.

Advocacy priorities in response to the Amended Development Plan design

Based on the review of the design changes proposed within the Amended Development Plan there are several improvements that Council has identified as priorities for implementation by Cross Yarra Partnership and Rail Projects Victoria in the Metro Tunnel Project. These priorities are outlined in more detail in the sub-sections below.

Table 3: Advocacy priorities to be addressed in finalising the Development Plan for the Domain Precinct

Council's additional advocacy priorities in response to the Amended Development Plan. These are to be included in the Development Plan approved by the Minister for Planning.
<ul style="list-style-type: none"> a) Maximise the retention of on-street parking spaces and provide on-street parking offsets across the Domain Precinct b) Provide safe and convenient access in and out of existing buildings c) Minimise the size of above-ground infrastructure and provide suitable visual screening to support the heritage boulevard d) Achieve minimum tree plot depths to ensure advanced tree stock can be planted in front of residential buildings and ancillary structures e) Promote and enable local business f) Ensure design of Albert Road and Kings Way links to Albert Park and seamlessly integrates with DELWP's Shrine to Sea Project g) Provide an at-grade crossing over St Kilda Road for bike riders from Albert Road to Domain Road and the Shrine of Remembrance h) Ensure design seamlessly integrates with Major Road Projects Victoria's St Kilda Road Safety Improvement Project i) Implement a safer 40km/h speed limit on St Kilda Road j) Demonstrate suitability of flood modelling, WSUD and stormwater management k) Ensure DDA access and compliance l) Enable general public access to toilets within the station concourse m) Establish clear and agreed land/ asset ownership and responsibilities n) Demonstrate design requirements for the extent of the central island platform and tram infrastructure changes

a) Maximise the retention of on-street parking spaces and provide on-street parking offsets across the Domain Precinct

The Metro Tunnel Project will have a significant impact on on-street parking in the precinct. Council notes that the Amended Development Plan identifies that the removal of 21 spaces on St Kilda Road is required between Bowen Crescent and Kings Way in order to retain several mature and significant trees within the central median and maintain two through traffic lanes.



Council have heard from the local community who have indicated that the proposed levels of on-street parking may not meet the local demand, particularly for users that cannot travel by alternative modes of transport, for example trades vehicles and deliveries.

Council request RPV pursue offsets for the parking spaces lost throughout the Domain Precinct, this includes increasing supply where possible on side streets to St Kilda Road (with a focus on Albert Road and St Kilda Road, where a significant proportion of parking is being removed) and adjusting parking controls to better serve the needs of residents and businesses.

In response to the proposed removal of all parking between Bowen Crescent and Kings Way, it is noted that in the construction phase of the Project, there is currently only a single traffic lane capacity operating successfully along sections of St Kilda Road. Leveraging off the changes to travel patterns already established, Council request CYP amend the design to maximise the retention of parking spaces off-peak in this section of St Kilda Road i.e. a single lane of traffic outside of peak times. As a first step to achieving this, Council requests CYP and RPV to complete traffic modelling, in consultation with the Department of Transport and Council Officers, to test the impact of this change on the surrounding transport network and demonstrate its viability.

Furthermore, there is an Australian Post box in this section that may need to be relocated. CYP is to work directly with Australian Post to ensure this facility can be retained safely in an appropriate location.

b) Provide safe and convenient access in and out of existing buildings

The current design results in several access restrictions to some existing buildings e.g. Domain Hill on Albert Road, near the intersection of St Kilda Road and Botanica on St Kilda Road.

These changes will have a direct impact on existing residents and businesses, where they are required to reroute to safely access their building. Additionally, there may be a greater risk of non-compliant behavior (e.g. illegal U-turn) to avoid lengthy delays resulting from rerouting.

Council request CYP provide for a design that allows for safe and convenient access to existing buildings with safe sightlines and setback distances from driveways along St Kilda Road, for example Botanica Apartments.

Council requests CYP improve the operation of building access along Albert Road and convenient traffic connections and circulation into the arterial road network, including but not limited to the following enhancements to arterial road connections and safe building access:

- Investigate reinstating right-hand turn either in- or out of Albert Road and the crossover to the Domain Hill building.



- Review traffic modelling to increase green time for Albert Road (north) into St Kilda Road through a change in the traffic signal phasing. This will improve ingress and egress to these properties, particularly during peak hours.
- Remove the right turn restriction for Kings Way (northbound) entering Albert Road, to support greater access for motorists arriving from the south during afternoon peak.
- Provide safer and less complex access for buildings via a change in design from a kerbside bike lane to a bi-directional protected bike lane along the Albert Road Reserve. This will reduce potential conflicts and improve safety for all road users.
- Review available mitigation treatments (e.g. line marking) that may improve access at all crossovers affected by the design.

c) Minimise the size of above-ground infrastructure and provide suitable visual screening to support the heritage boulevard

The amended Development Plan shows changes to the above ground ancillary structures within the St Kilda Road median, these include changes to both size and positioning.

Council acknowledge that these structures are required for safe and ongoing station operation. However, note that they may significantly impact on amenity and sight lines of the St Kilda Road heritage boulevard.

Council request that CYP provide an adequate level of visual screening to above-ground structures to support the St Kilda Road heritage boulevard.

d) Achieve minimum tree plot depths to ensure advanced tree stock can be planted in front of residential buildings and ancillary structures

St Kilda Road is of historical and aesthetic significance to the state of Victoria and is listed as a registered site by the Heritage Council of Victoria (VHR H2359). A key component of this site is the consistency of tree planting lining the corridor.

As part of the construction of Anzac Station, a significant number of trees have been removed, particularly adjacent to residential buildings between Bowen Crescent and Albert Road. The removal of these trees has had a considerable impact on the boulevard and its associated amenity for Council's residents and businesses.

To minimise negative impact on the boulevard, CYP must achieve the minimum tree plot depths required for advanced tree stock to be planted, aligning to the Heritage Victoria permit.

A focus should be made to improve growing conditions and depths for advanced trees to be planted in front of residential buildings and those that can help to screen the above-ground ancillary structures within the medians, specifically and in line with the Heritage Permit wording as appears below:



- All replacement trees on western (residential) side of St Kilda Road to have a minimum trunk diameter of 120mm (super advanced).
- All other replacement trees to be a minimum of 200L pot size and in accordance with guidelines of the relevant local government authority.

e) Promote and enable local business

The Anzac Station construction has had a considerable impact on businesses in the Domain Precinct and limited the attractiveness for prospective businesses to establish in the area. Further, the design proposed by the Amended Development Plan will reduce the supply of on-street parking for use by customers.

The forecast usage and population catchment of the Station will increase the attractiveness of the Domain Precinct to businesses into the future and the greater levels of foot traffic to and from the Station will present increased opportunities for 'passing-trade' contributions to ensuring a vibrant local economy.

Council requests Rail Projects Victoria support the transition of the Precinct's offering in-line with the Metro Tunnel Project moving from construction to Anzac Station's operational phase through:

- Promoting existing businesses to leverage the expected growth in foot traffic within the Precinct and increased 'passing-trade' opportunities
- Attracting new businesses to establish themselves within the Domain Precinct that complement and would benefit from the enhanced transport connections afforded by the Anzac Station's role as a regionally significant transport hub
- An activation program for the new public spaces surrounding Anzac Station to encourage workers, residents and visitors to dwell and spend time within the Domain Precinct. This program should maintain consistency with the Metro Tunnel Project's Creative Strategy and build on the success of the Albert Road Reserve pop-up parklet.

f) Ensure design of Albert Road and Kings Way links to Albert Park and seamlessly integrates with DELWP's Shrine to Sea Project

The amended Development Plan design ends abruptly before the intersection of Kings Way and Albert Road. The design fails to demonstrate a clear link between the project land area across the intersection of Kings Way, specifically:

- There is no safe connection or link for bike riders from the existing bi-directional bike lane within Albert Park Reserve to the project land area.
- There is no current access to the proposed station bike parking for bike riders using Albert Road (currently requires riders dismount for long distances).
- The current bike path alignment requires bike riders to ride behind angle parking and cross over multiple vehicle driveways, discouraging use by less confident or vulnerable users.

- The proposed pedestrian crossing on the south/east side of the intersection, a significant access point to the Albert Park Reserve, does not provide for a continuous alignment or pedestrian desire lines.

The alignment of the protected bike lane is a concern for Council as a significant portion of the City of Port Phillip bike network will link to the station via Albert Park, which provides an existing safe off-road connection.

The lack of connection will likely result in poor safety outcomes due to cyclists riding over Kings Way where there is no provision to do so. It is also very likely that riders will utilise footpaths to access the station bike parking to avoid traffic and obstacles.

As previously referenced, the proposed design does not integrate with the Victorian Government's Shrine to Sea Project, which identifies improvements to 'Links and Connections' as a key project outcome end-to-end. Council is aware that the Shrine to Sea Project aims to upgrade the existing bi-directional shared path along Albert Park Reserve, making it the primary bike route on Albert Road.

Council seek CYP and RPV to:

- Work with the Department of Environment Land Water and Planning (DELWP) and Council to ensure the Metro Tunnel Project design integrates with and facilitates the objectives and proposals of the Shrine to Sea Project.
- Provide a bi-directional protected bike lanes and connection in-lieu of the current uni-directional kerbside protected bike lanes, to provide a safer and continuous cycling connection that better links to the Anzac Station bike parking provisions and the existing bidirectional bike lane along the Albert Park Reserve.
- Provide an inclusive design that is safe for all less confident and vulnerable users.

g) Provide an at-grade crossing over St Kilda Road for bike riders from Albert Road to Domain Road and the Shrine of Remembrance

The amended Development Plan does not include any provision for the safe crossing for bike riders over St Kilda Road from Albert Road to Domain Road (and the Shrine grounds). This is a change from the approved Development Plan where a bike crossing connecting Albert Road to Domain Road was provided in both directions over St Kilda Road.

CYP's current design increases the likelihood of non-compliance (bike riders on footpaths/pedestrian crossings) resulting in conflict between bike riders and pedestrians. This is likely to result in poor safety outcomes due to the lack of direct crossing provisions over St Kilda Road.

In addition, the decision to omit this crossing fails to meet the objectives of the Victorian Government's Shrine to Sea Project, which identifies improvements to links and connections as a key end-to-end project outcome.



Council seeks CYP agreement to prepare options that provide for safe crossing opportunities for bike riders across St Kilda Road, in both directions, to ensure that a safer, better-connected bike network is delivered.

h) Ensure design seamlessly integrates with Major Road Projects Victoria's St Kilda Road Safety Improvement Project

The proposed design of the kerbside protected bike lanes on St Kilda Road should tie in with the existing bike lanes on St Kilda Road.

Council is aware that the Victorian State Government's St Kilda Road Safety Improvement Corridor project is proposed to be completed in line with the Metro Tunnel Project timelines and that the current bike lanes either side of project land will be upgraded.

Council seek CYP and RPV to work with the Major Roads Projects Victoria (MRPV), City of Melbourne (CoM) and CoPP to ensure the Metro Tunnel project design seamlessly integrates with the St Kilda Road Safety Improvement Corridor project.

i) Implement safer 40km/h speed limit on St Kilda Road

Council has a strong commitment to making our streets safer for all road users.

The Anzac Station transport hub will be used by up to 40,000 users every day, a significant proportion of these users will access the station at street level and many of these station users will be by-foot along the surrounding streets. These streets need to be made as safe as possible to reflect the evolving context of the Domain Precinct. Providing two traffic lanes along St Kilda Road supports this outcome but more needs to be done within the design of the Metro Tunnel Project.

Council seek CYP and RPV to work with the Department of Transport (DoT) to implement safer speed on St Kilda Road to a 40km/h speed limit within the Station area to protect road users in-line with best practice road safety Safe System Principles.

j) Demonstrate suitability of flood modelling, WSUD and stormwater management

The relocation and size of the center island tram interchange will result in significant changes to the overland flood paths across the precinct, particularly along Albert Road. The Amended Development Plan also proposes new water sensitive urban design (WSUD) catchments that will treat stormwater runoff within the Albert Road Reserve.

Council is yet to receive the final flood modeling reports, or the detailed design/ documentation demonstrating the operation of the rain gardens within Albert Road Reserve.

Council request that CYP and RPV:

- undertake all modelling (including a final hydraulic Toflow model) required to ensure there are no adverse impacts due to changes in the stormwater runoff, flood paths and drainage infrastructure within the legacy design.



- That Council is involved in the design process for Albert Road Reserve and WSUD treatments
- demonstrate that the design of the center island platform and station box future-proofs the stormwater infrastructure across St Kilda Road
- divert projected flows from St Kilda Road through existing Bowen Lane stormwater infrastructure and upgrade as required (linking to Kings Way)

k) Ensure DDA access and compliance

The Anzac Station will be used by up to 40,000 users every day. The new public transport hub will attract more people to the area, including users with disabilities.

Council has a strong commitment to making our public realm safe and inclusive for all.

Council request that CYP carefully consider the needs of all disabled user groups and test the design through an independent DDA compliance audit, as well as with user groups. The design should prioritise safe, direct and DDA compliant access to the station, tram stops and bus stops within the precinct.

l) Enable general public access to toilets within the station concourse

The Amended Development Plan identifies public toilets that are located beyond turnstiles and are only accessible to those who have paid to access public transport.

Public toilets are a key component in urban design and civic planning and are important to the function of our city. Council hope to enhance the amenity of the precinct, particularly for visitors, through the provision of free access to public toilets that are safe, DDA compliant and environmentally sustainable.

Council request CYP and RPV to make the public toilets within the station accessible for the general public rather than only accommodating those who have paid to use public transport. In addition, Council request that the project upgrades the existing facilities on Bowen Crescent and appropriate wayfinding signage to reflect the likely increased usage associated with the station.

m) Establish clear and agreed land/ asset ownership and responsibilities



The property boundaries, asset ownership, management and maintenance responsibilities for the project land area remain unclear and unresolved, particularly around the Albert Road Station Entrance and forecourt area.

It is Council's view that the infrastructure and associated public realm/ forecourt space required for the everyday function of the station should be managed by the same entity and that there should be consistency with ownership and maintenance of assets to enable proper management.

Rail Projects Victoria reaching agreement with Council and other relevant organisations needs to be a priority prior to the Amended Development Plan being approved. As a first step to achieving this, Council request CYP and RPV to work with all responsible landowners and maintenance providers to finalise clear and well-defined landowner boundaries and maintenance responsibilities.

Council specifically requests that:

- Department of Transport maintain responsibility of all vehicle traffic inclusive of the bicycle lanes along St Kilda Road regardless of location.
- Metro Trains Melbourne to be responsible for station entrances and the Albert Road station entrance forecourt (Albert Road North to Albert Road South). These areas are required for the station to function, allowing for public access (including DDA), deliveries as well as emergency egress areas.
- St Kilda Road medians are maintained by the Department of Transport in line with community expectations and appropriate to the heritage significance

n) Demonstrate design requirements for the extent of the central island platform and tram infrastructure changes

The Amended Development Plan proposes a significant central island that incorporates the station entrance and the tram interchange. The design also proposes changes to the tram infrastructure north of the station resulting in significant an impact on the St Kilda Road. The revision effectively widens the kerb to kerb width of St Kilda Road and pushes its alignment further to West impacting on the public realm. To date, the design and operation of the tram network has not been clearly communicated to Council.

As a result of the above the design:

- Reduces the area of Albert Road Reserve
- Repositions the intersection of St Kilda Road with Albert Road close to the properties in Albert Road North
- Increases level differences between the St Kilda Road, pedestrian pathways and Albert Road
- Compounds constraints to building access via driveways onto Albert Road, and
- Increases the stormwater catchment and flows from St Kilda Road and into Albert Road.

Council requests CYP and RPV demonstrate the need for the extent of the proposed Central Island Platform, with a view to adjust the alignment of St Kilda Road where possible such that it minimises the impacts on Albert Road and the Albert Road Reserve.

Council is concerned that the extent of the proposed tram infrastructure design unduly impacts on nearby properties. Council requests RPV and CYP provide the documentation that details the rationale and demonstrated need for the extents of the tram infrastructure.

Council seeks CYP and RPV work with Yarra Trams and other required stakeholders consolidate the tram infrastructure where possible between Anzac Station and Park Street to what is essential for the operation of the tram network.

Existing advocacy priorities that need to be fulfilled by the Metro Tunnel Project

A critical assessment of the design changes proposed within the Amended Development Plan and the cross referencing of this design with Council's endorsed submission on the Draft Development Plan in December 2017 has been completed by Council officers.

This has identified that several of the priorities identified in Council's submission remain outstanding, and still need to be incorporated by Cross Yarra Partnerships and Rail Projects Victoria into the Amended Development Plan design of the Metro Tunnel Project works in the Domain Precinct. These are outlined in more detail in the sub-sections below.

Table 4: Advocacy priorities to be addressed in finalising the Development Plan for the Domain Precinct

Council advocacy priorities that remain outstanding and are to be included in the Development Plan approved by the Minister for Planning
<ul style="list-style-type: none"> o) Allocate parking spaces on Albert Road for public use e.g. Relocate bus replacement, and taxi bay to St Kilda Road p) Review bicycle parking locations and numbers q) Minimise loss of trees during construction and implement replanting program r) Ensure Albert Road North footpath material is consistent with the Albert Road Reserve s) Incorporate safe protected bike lanes on Albert Road t) Align fire booster with station entrance and minimise size u) Extend CYP's project scope to properly capture the impacted areas v) Ensure appropriate architectural design of station

o) Allocate parking spaces on Albert Road for public use e.g. Relocate bus replacement, and taxi bay to St Kilda Road

Consistent with priority d, Council have heard from the local community who have indicated that the proposed levels of on-street parking may not meet the current or future demands, particularly for users that cannot travel by alternative modes of transport, for example trades vehicles and deliveries.

To lessen the impacts, Council seek CYP and RPV to relocate all station specific parking (e.g. taxi bays and bus replacement bays) away from Albert Road, where a significant proportion of public parking is being removed. The parking controls of these spaces should be changed to a balance of public parking and specific use parking (e.g. loading) that best meet the needs of residents and businesses.

p) Review bicycle parking locations and numbers

Council have repeatedly voiced concerns over the proposed bike parking locations, on the basis they lacked accessibility from bike routes and were scattered across the precinct.



Council seek CYP and RPV to work with CoPP to consolidate bike parking, to ensure that it is safe, easy to access and does not negatively impact the public realm.

q) Minimise loss of trees during construction and implement replanting program

St Kilda Road is of historical and aesthetic significance to the State of Victoria and is listed as a registered site by the Heritage Council of Victoria (VHR H2359). A key component of this site is the consistency of tree planting lining the corridor. As part of the construction of Anzac Station, a significant number of trees have been removed.

The removal of these trees has had a considerable impact on the boulevard, the adjacent areas and associated amenity for Council's residents and businesses.

Council request CYP minimise any further tree removal as part of the project.

Council officers are also concerned about trees proposed within the Albert Road Reserve and specifically where low light intensity is likely be caused by the blocking of sunlight by surrounding buildings for all or for a significant portion of the day. The lack of light will result in trees becoming etiolated (thin, yellowed growth). These trees may also "lean" towards the light source.

Council request that CYP ensure both tree and shrub species selection in the southern end of Albert Road Reserve considers shade/light tolerance.

Council continues to implement tree planting offsets as part of the 2:1 tree planting program. To date, we have planted 15 new trees outside the project land area. A further 35 new trees outside the project land area, on Albert Road in 21/22.

r) Ensure Albert Road North footpath material is consistent with the Albert Road Reserve

The amended Development Plan continues to show inconsistent footpath finishes.

Specifically, it is proposed to install an asphalt footpath along the north-west perimeter of the Albert Road Reserve, where all other areas of the reserve are treated with the high-quality paving.

Council request CYP and RPV review and provide continuity of treatments within the Albert Road Reserve.

s) Incorporate safe protected bike lanes on Albert Road

A kerbside protected bike lane has been proposed on Albert Road (north) between Kings Way and St Kilda Road. Officers have raised the following technical issues with this bike lane:

- Lack of connectivity with the Shrine to Sea project
- Potential risk for bike lane to be obstructed by vehicles egressing crossovers



- No protection provided on the north side, adjacent to angle parking
- Lack of access to station bike parking

Council request CYP and RPV complete a holistic Road Safety Audit and a Safe Systems Analysis (SSA) on Albert Road with a focus on the bike rider safety. The SSA should compare the existing design to an alternate design providing for a bi-directional bike lane adjacent Albert Road Reserve and consider links beyond the intersection of Kings Way. Based on the outcomes of the RSA and SSA, the design should be altered to improve safety for all road users along Albert Road.

t) Align fire booster with station entrance and minimise size

The location and size of the fire booster cupboard on St Kilda Road has a considerable impact on the public realm of the Albert Road station forecourt.

Council have previously requested that the fire booster should be reduced in size where possible and located amongst or aligned with other above ground structures.

The change from three lanes to two lanes on St Kilda Road has resulted in a larger area behind kerb, at the Albert Road station entrance.

Council request CYP to review the current location and relocate the fire booster structure to better integrate its design to reduce its impact on the public realm. Ideally the fire booster would align with the Albert Road station entrance to maximise through views.

u) Extend CYP's project scope to properly capture the impacted areas

The CYP design ends well before the Metro Tunnel Project (MTP) boundary on the north west side of Albert Road, near Kings Way, and notably excludes significant areas of the road carriageway and external connections.

The resulting design:

- is not holistic in its design consideration
- does not provide protection for bike riders, with adjacent areas, such as the angled parking on Albert Road, considered 'out of scope'
- does not provide connections to the existing bike network within Albert Road, despite the connection sitting within the MTP boundary
- retains a slip-lane from Kings Way which could be given back to the public realm

Council request CYP and RPV review the design to address areas of concern and that fall within the MTP boundaries.

v) Ensure appropriate architectural design of station

The station and associated ancillary structures are highly prominent and located within the heritage-listed St Kilda Road corridor.



The location and architectural design of these structures have a considerable impact on the boulevard, public realm and its associated amenity for Council's residents and businesses.

Council request CYP and RPV ensure the design is sensitive to its surrounds, Council request that ongoing development of the architectural design is undertaken in consultation Office of the Victorian Government Architect (OVGA) and Heritage Victoria.

Relevant Council decisions and interfacing projects

Related Council decisions –

- Council's submission to the Amended Development Plan have been prepared to respect and maintain consistency with the following Council decisions:
- Council's submission to the Metro Tunnel Environmental Effects Statement – 28 June 2016
- Council's submission to the Draft Development Plan for the Domain Precinct – 13 December 2017
- Adoption of the Domain Precinct Public Realm Masterplan – 18 September 2019
- Response to Joint Letter Regarding Inadequate Vehicle Parking – G12+ Domain Precinct Residents' Group – 16 September 2020

Interface Projects and Programs –

Decisions made on the Domain Precinct Amended Development Plan need to ensure the design of Anzac Station and surrounds – through the Metro Tunnel Project delivered by Cross Yarra Partnership – fully integrates with the design of the following intersecting projects:

1. Council's Park Street Streetscape Improvement Project
2. Department of Transport proposals Inner Melbourne Cycling Program (Pop-up Bike Lane Program)
3. Rail Project Victoria's Park Street Tram Link
4. Department of Environment, Land, Water and Planning's Shrine to Sea Project
5. Major Road Projects Victoria's St Kilda Road Safety Improvement Project

Attachment 1: Council design principles

Table 5: Key principles used to assess the Amended Development Plan for Domain Precinct

Principle	How assessed
Safety	Does this design create a safe environment for all users and modes?
Movement and access	Does this design provide connections, links and intuitive wayfinding for pedestrians, cyclists and road users?
Universal design	Does this design properly accommodate a wide range of individuals and people of all abilities?
Views	Does this design maintain and/or enhance important sightlines to significant landmarks, public spaces and the (St Kilda Road) boulevard? Are new sightlines and views created?
Trees and green space	Does this design retain as many trees as possible and provide enhanced open space with a variety of elements that encourage both passive and active use, such as comfort (e.g. shade) and amenities (e.g. pavilions and BBQs)? Does it contribute to the character of St Kilda Road?
Heritage	Does this design appropriately respond to all the heritage of the reserve and the requirements of various existing elements, such as the South African Soldiers Memorial, plaques, Cockbill Fountain, Windsor Oak and St Kilda Road heritage tree planting?
Materials and finishes	Does this design show that street furniture, lighting, pavement and other materials will be of high quality and durable? Does it have a consistent look and feel?
Traffic and parking	Does this design support Council's road user hierarchy, with people walking as the highest priority, and provide a safe and functioning solution to the management of traffic for all road users?
Civic space	Does this design provide opportunities for activation, with a variety of uses that accommodate a range of events and gatherings – including passive contemplation and connection, and present as a civic centre of the precinct?
Sustainability	Does the design demonstrate best practice in sustainability, for example by incorporating water sensitive urban design (WUSD) and preventative measures for urban heat island effects?

Principle	How assessed
Economic development	Does the design provide opportunities for economic development, allowing for site activation and, potentially, commercial elements that support community interactions e.g. events and gatherings?

Attachment 2: Scorecard – Status of Council Priorities

Table 6: Status of conditions raised in Council's December 2017 submission to the Draft Development Plan

Issue
<p>Prominence of the South African Soldiers Memorial</p> <ul style="list-style-type: none"> • The original development plan showed the South African Soldiers Memorial (SASM) located within the station entrance forecourt. There were significant community concerns that the memorial did not have an appropriate commemorative setting as acknowledged by Council • Council officers successfully worked with CYP to relocate SASM into a prominent position, central to the Albert Road Reserve and suitable for congregation specific to the memorial. • Other requirements and outcomes resulting from the relocation: <ul style="list-style-type: none"> ○ Disability Discrimination Act (DDA) compliant access ○ Three additional mature elm trees retained ○ The Windsor Oak is now located within the park setting ensuring additional soil volume
<p>Safe design of Albert Road South and frontage of 1 Albert Road</p> <ul style="list-style-type: none"> • The design of Albert Road South in the approved development plan did not comply with the Australian Guide to Road Design. The layout led to a comprised public realm, reduced footpath widths and unsafe crossing point that lacked clear modal priorities. • Council officers successfully worked with CYP to influence the design of Albert Road South to accommodate appropriate drop-off areas while not compromising the public realm, safety, and the building forecourt.
<p>Alignment of Albert Road zebra crossing</p> <ul style="list-style-type: none"> • The approved Development Plan proposed a zebra crossing mid-block on Albert Road that did not align with key pedestrian linkages. • Council officers worked with CYP to reposition the pedestrian crossing so that it would align with: <ul style="list-style-type: none"> ○ the future laneway (arcade) at 28-32 Albert Road connecting to Palmerston Crescent, and ○ the footpath crossing the Albert Road Reserve.
<p>St Kilda Road 2 lane configuration</p> <ul style="list-style-type: none"> • The original Development Plan proposed 3 traffic lanes on St Kilda Road which had significant impact of the public realm including: <ul style="list-style-type: none"> ○ Reduced safety for all road users

- Removal of several significant established trees from the heritage boulevard on St Kilda Road
- Only provided for off-peak parking on St Kilda Road within the project area
- Council officers worked with City of Melbourne, CYP, RPV and DoT to successfully advocate for the reduction in traffic lanes
- In March 2021 a two-lane cross-section of the St Kilda Road was announced by the State Government resulting in better overall safety outcomes, retention of significant trees and ability to retain 24 hour access to parking on St Kilda Road

St Kilda Road protected bike lanes

- As part of Council's submission on the draft Development Plan, Council requested protected bike infrastructure for St Kilda Road.
- Council officers worked with City of Melbourne, CYP, RPV and DoT ensure protected bike lanes could be included within the design
- On the 15 March 2021, the State Government announced the requirement for kerbside protected bike lanes through the project area.

Consolidation of station entrances

- The original Development Plan showed two separate station entrance structures within the Albert Road forecourt cluttering and diminishing the usable public realm.
- Council officers successfully advocated for a single consolidated entrance allowing for more public space, reduced clutter and allowing additional space for tree planting securing reduced impact on the St Kilda Road boulevard.

Ensuring engagement with impacted stakeholders

- The Council submission specifically identified the requirement for CYP and RPV to continually engage with key stakeholders including impacted residents and businesses.
- Since the approved Development Plan CYP have:
 - Engaged directly with buildings on specific design items
 - Continued the monthly Domain Community Reference Group (CRG)
 - Provided updates to the affected residents and businesses through monthly newsletters and direct notices.
 - Set up the Domain Business Association
- Council Officers continue to ensure CYP and RPV support businesses in the precinct during construction and provide future opportunities for activation and economic development.

Sites of heritage significance

- The Council submission specifically identified the requirement for CYP and RPV to ensure that all design related to heritage items allowed for their reinstatement in according with Heritage Victoria permit conditions.
- CYP and RPV continue to liaise with Heritage Victoria as well as the Office of Government Victorian Architect's (OGVA) to ensure all design decisions are aligned with heritage requirements and do not diminish the heritage value of the site.

Traffic and parking impacts

- Council's submission requested CYP to undertake detailed traffic and parking impact assessments to ensure that the design responds to the future needs of the area.
- CYP have undertaken traffic modelling, worked with Council and key stakeholders to develop the current design. Ongoing modelling will be used to test designs further as they are developed to ensure impacts on the local area are minimised.
- CYP have worked with Council to increase parking numbers on Albert Road. Council continues to advocate further parking offsets and opportunities throughout the precinct.



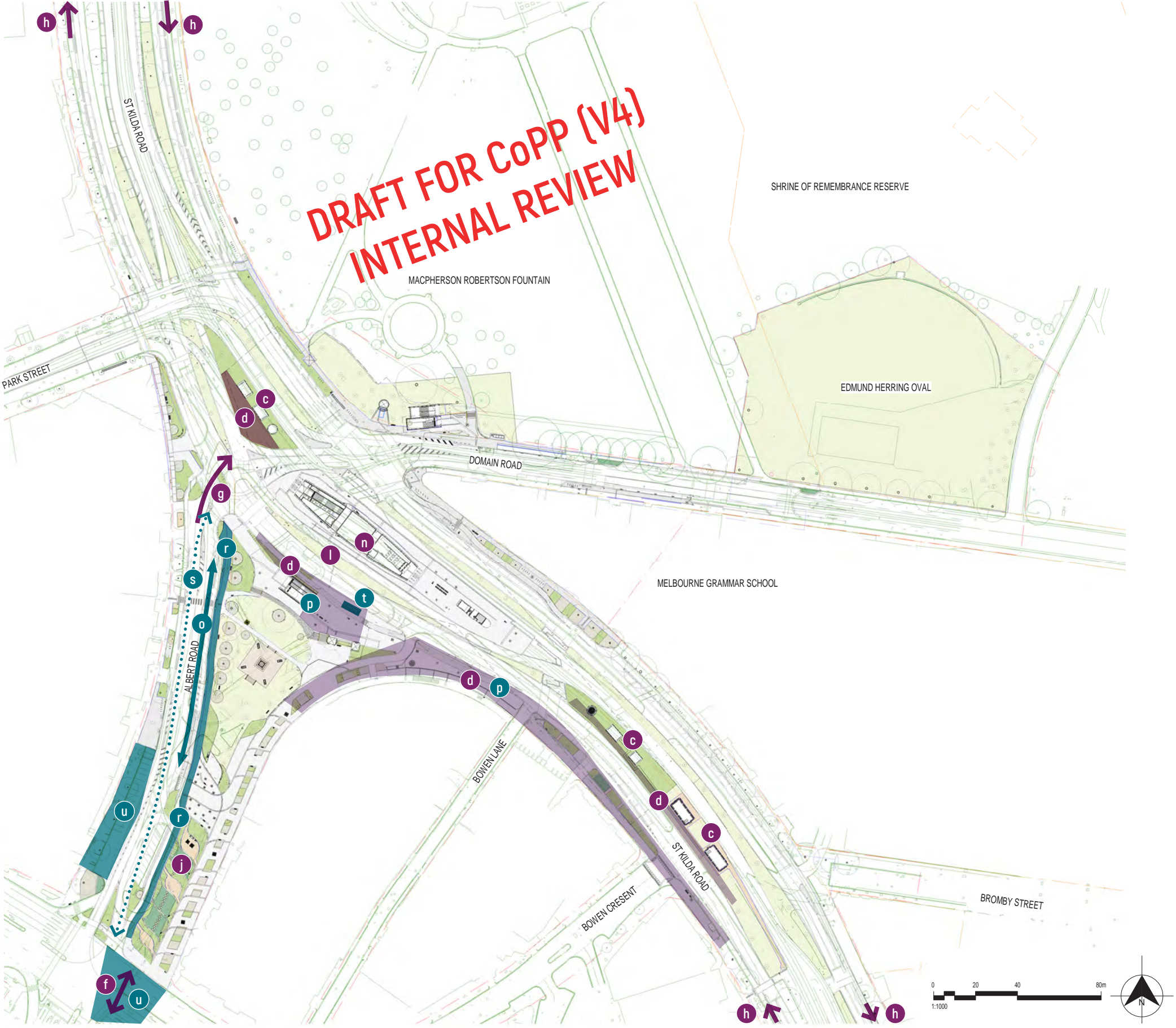
Attachment 3: Overview Plan of Council Submission Priorities



LEGEND:

CITY OF PORT PHILLIP ADVOCACY ITEMS		
Key	Description	Notes
COUNCIL ADVOCACY PRIORITIES - New items (PURPLE) & ongoing items (CYAN)		
a	Maximise the retention of on-street parking spaces and provide on-street parking offsets across the Domain Precinct	all areas
b	Provide safe and convenient access in and out of existing buildings	all areas
c	Minimise the size of above-ground infrastructure and provide suitable visual screening to support the heritage boulevard	-
d	Achieve minimum tree plot depths to ensure advanced tree stock can be planted in front of residential buildings and ancillary structures	-
e	Promote and enable local business	all areas
f	Ensure design of Albert Road and Kings Way links to Albert Park and seamlessly integrates with DELWP's Shrine to Sea Project	-
g	Provide an at-grade crossing over St Kilda Road for bike riders from Albert Road to Domain Road and the Shrine of Remembrance	-
h	Ensure design seamlessly integrates with Major Road Projects Victoria's St Kilda Road Safety Improvement Project	-
i	Implement a safer 40km/hr speed limit on St Kilda Road	St Kilda Road
j	Demonstrate suitability of flood modelling, WSUD and stormwater management	all areas
k	Ensure DDA access and compliance	all areas
l	Enable general public access to toilets within the station concourse	-
m	Establish clear and agreed land/ asset ownership and responsibilities	all areas
n	Demonstrate design requirements for the extent of the central island platform and tram infrastructure changes	all areas
o	Allocate parking spaces on Albert Road for public use e.g. bus replacement bay to St Kilda Road	-
p	Review bicycle parking locations and numbers	all areas
q	Minimise loss of trees during construction and implement replanting program	all areas
r	Ensure Albert Road North footpath material is consistent with the Albert Road Reserve	-
s	Incorporate safe protected bike lanes on Albert Road	Albert Road
t	Align fire booster with station entrance and minimise size	-
u	Extend CYP's project scope to properly capture the impacted areas	-
v	Ensure appropriate architectural design of station	all above ground structures

Notes: To be read in conjunction with the City of Port Phillip Amended Development Plan submission for context



Base plan: CYP Amended Development Plan# TAS-CYP-DM-00-DRG-AUD-DOM-750200-DP Revision G5 16.07.21

