DOMAIN PRECINCT DEVELOPMENT PLAN

DRAFT FOR PUBLIC DISPLAY

27/11/2017
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<th>Description</th>
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<tbody>
<tr>
<td>CBD</td>
<td>Central Business District</td>
</tr>
<tr>
<td>CoM</td>
<td>City of Melbourne</td>
</tr>
<tr>
<td>CoPP</td>
<td>City of Port Phillip</td>
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<tr>
<td>CPTED</td>
<td>Crime Prevention Through Environmental Design</td>
</tr>
<tr>
<td>CYP</td>
<td>Cross Yarra Partnership</td>
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<tr>
<td>DEDJTR</td>
<td>Department of Economic Development, Jobs, Transport and Resources</td>
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<tr>
<td>DPRC</td>
<td>Development Plan Review Committee</td>
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<tr>
<td>EES</td>
<td>Environment Effects Statement</td>
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<td>EMF</td>
<td>Environmental Management Framework</td>
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<tr>
<td>EPA</td>
<td>Environment Protection Authority</td>
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<td>EPR</td>
<td>Environmental Performance Requirements</td>
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<tr>
<td>HV</td>
<td>Heritage Victoria</td>
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<td>MMRA</td>
<td>Melbourne Metro Rail Authority</td>
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<tr>
<td>OVGA</td>
<td>Office of Victorian Government Architect</td>
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<tr>
<td>PS&amp;TR</td>
<td>Project Scope and Technical Requirements</td>
</tr>
<tr>
<td>PSA</td>
<td>Planning Scheme Amendment</td>
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<tr>
<td>PTV</td>
<td>Public Transport Victoria</td>
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<tr>
<td>TBM</td>
<td>Tunnel boring machine</td>
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<tr>
<td>TIV</td>
<td>Transport for Victoria</td>
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<tr>
<td>UDAAP</td>
<td>Urban Design Architectural Advice Panel</td>
</tr>
<tr>
<td>UDS</td>
<td>Urban Design Strategy</td>
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<tr>
<td>WSUD</td>
<td>Water Sensitive Urban Design</td>
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Executive Summary

Cross Yarra Partnership (CYP) has been selected as the preferred contractor by Melbourne Metro Rail Authority (MMRA) to design, build and maintain the stations and tunnels for the Metro Tunnel Project (the project). The project includes two nine-kilometre train tunnels and five new underground train stations, linking the north west Sunbury rail corridor and the south east Cranbourne/Pakenham rail corridor, unlocking additional capacity in the existing City Loop. The five new underground stations are located at Arden, Parkville, CBD North, CBD South and Domain.

CYP have designed the Domain Station to reflect a ‘Pavilion in the Park’ – an integrated public building and landmark that connects seamlessly with its existing and new parkland surroundings and provides a modal interchange, between trams and trains, not seen in Melbourne before.

Domain Station will be built directly below St Kilda Road with a new Domain interchange tram stop at the intersection of Domain and Albert roads. Passengers can enter and exit the station via three entry points – the central island tram platform, Albert Road Reserve or the grounds of the Shrine of Remembrance. A station forecourt or plaza on the south side of St Kilda Road, as well as a reinstated St Kilda Road boulevard and an expanded Albert Road reserve will provide a green link between the Shrine Reserve and Domain Parklands to Albert Park and beyond to Port Phillip Bay.

This Domain Precinct Development Plan addresses the final built form of CYP’s works in the Domain precinct, including the new Domain Station up to the ticket gate. This Development Plan is a requirement of Clause 4.6 of the Melbourne Metro Rail Project 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, MMRA 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, MMRA 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 4.6 of the Incorporated Document, this plan includes:

— Site layout plan (refer to Appendix A)
— Architectural plans and elevations (refer to Appendix B)
— Landscape plans and elevations (refer to Appendix C)
— Public realm plans (refer to Appendix D)
— An explanation demonstrating how this Development Plan is in accordance with the approved Urban Design Strategy (refer to Section 4.3 and Appendix E)
— 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 F).

The CYP design for the Domain precinct has incorporated feedback from a range of stakeholders, including relevant stakeholders identified in the Incorporated Document, including the Office of the Victorian Government Architect, City of Melbourne, City of Port Phillip, Heritage Victoria, Transport for Victoria, VicRoads, Public Transport Victoria and Melbourne Water. Additional consultation with stakeholders has also occurred as part of the preparation of this Development Plan.

This Development Plan only relates to final built form, construction impacts will be addressed, in accordance with the conditions of the Incorporated Document, in separately prepared Environmental Management Systems, Construction Environmental Management Plans, Site Environmental Implementation Plans or aspect-specific management plans (as specified in the approved Environmental Performance Requirements).

This Domain Precinct Development Plan is being made available for public inspection for 15 business days from Monday 27 November 2017 until Friday 15 December 2017. It is available on the Metro Tunnel website along with an opportunity to provide written comments.
1 Introduction

Cross Yarra Partnership (CYP) has been selected as the preferred contractor by Melbourne Metro Rail Authority (MMRA) to design, build and maintain the stations and tunnels for the Metro Tunnel Project (the project). The project includes two nine-kilometre train tunnels and five new underground train stations, linking the north west Sunbury rail corridor and the south east Cranbourne/Pakenham rail corridor, unlocking additional capacity in the existing City Loop. The five new underground stations are located at Arden, Parkville, CBD North, CBD South and Domain.

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

- 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
- 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, MMRA 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 portals, rail turnback at West Footscray Station and any other above ground works or structures that are part of the project.

1.1 Purpose of this Development Plan

This Domain Precinct Development Plan addresses the final built form of CYP’s works for the Domain precinct, including the new Domain Station from the entrances to the ticket gate. In accordance with Clause 4.6.3 of the Incorporated Document, this plan includes:

- Site layout plans
- Architectural, landscape and public realm plans and elevations including lighting, signage, pedestrian access, bicycle access and other ancillary facilities
- 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 4.6 that requires Development Plans be prepared prior to construction. Table 1 provides a response against each requirement of Clause 4.6 for this Development Plan.

Table 1: Response to conditions of the Incorporated Document

<table>
<thead>
<tr>
<th>Clause</th>
<th>Condition</th>
<th>Response</th>
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| 4.6.1  | Subject to clause 4.12, a Development Plan must be approved by the Minister for Planning for development that relates to each of the following:  
  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 | This Domain Precinct Development Plan addresses the final built form of CYP’s works in the Domain precinct, including Domain Station to the ticket gate. |
<table>
<thead>
<tr>
<th>Clause</th>
<th>Condition</th>
<th>Response</th>
</tr>
</thead>
</table>
| i)     | Any other above ground works or structures that are part of the Project.  
*Clause 4.12 relates to Project preparatory works and are subject to separate approval requirement. | CYP’s works to the ticket gate are described in Section 3 and the drawings in Appendix A – D. |
| 4.6.2  | A Development Plan must address surface works that are associated with each of the items listed in clause 4.6.1. A Development Plan for a station must address underground areas from the station entrance to the ticket gate. | Site layout plan in Appendix A.  
Architectural plans and elevations in Appendix B.  
Landscape plans and elevations in Appendix C.  
Public realm plans in Appendix D.  
Consistency with Urban Design Strategy in Section 4.3 and Appendix E.  
Consistency with Environmental Management Framework in Section 4.4 and Appendix F. |
| 4.6.3  | A Development Plan must include:  
a) A site layout plan/s  
b) Architectural, landscape and public realm plans and elevations including lighting, signage, pedestrian access, bicycle access and other ancillary facilities  
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. | Stakeholder and community consultation is outlined in Section 1.3 and Figure 1. |
| 4.6.4  | Prior to submission of a Development Plan to the Minister for Planning for approval under clause 4.6.1, a Development Plan must be:  
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.  
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).  
Before, or on the same day as a Development Plan is made available in accordance with clause 4.6.4(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 4.6.4(c). | CYP will provide the Minister for Planning with a comment / response register containing all written comments made by stakeholders and the community in relation to this Domain Precinct Development Plan. |
| 4.6.5  | A Development Plan submitted to the Minister for Planning for approval under clause 4.6.1 must be accompanied by all written comments received under clause 4.6.4 and a summary of consultation and response to issues raised during the consultation. |  |
| 4.6.6  | Before deciding whether to approve a Development Plan under clause 4.6.1, the Minister for Planning must consider all written comments received under clause 4.6.4 and the consultation and response summary provided under clause 4.6.5. |  |
## Clause 4.6.7

A Development Plan must be approved by the Minister for Planning prior to the commencement of any development relating to an item in clause 4.6.1, except for Early Works that are carried out in accordance with clause 4.9.

**Response**

CYP will not commence works relating to this Development Plan prior to it being approved by the Minister for Planning, except for Early Works which will be undertaken in accordance with Clause 4.9.

## Clause 4.6.8

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 4.6.3, 4.6.4, 4.6.5 and 4.6.6 unless, in the opinion of the Minister:

- a) the proposed amendment:
  - 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 amendment has already been sufficiently consulted in respect of the amendment; and
- b) any amendment does not involve any change to an approved Environmental Performance Requirement.

**Response**

This Development Plan addresses the built form of CYP’s works in the Domain precinct.

In the event that works change, approval to amend this Development Plan will be sought from the Minister for Planning.

## Clause 4.6.9

For land to which a Development Plan applies, development must be carried out in accordance with an approved Development Plan.

**Response**

CYP will develop the Domain precinct in accordance with this Development Plan.

### 1.3 Community and stakeholder engagement

The consultation requirements of the Incorporated Document are shown in Figure 1. In addressing these it is important to note that MMRA has already 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 Domain Precinct 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 Victorian Government Architect
- City of Melbourne
- City of Port Phillip
- Heritage Victoria
- Transport for Victoria
- VicRoads
- Public Transport Victoria
- Melbourne Water.

In addition to stakeholders identified in the Incorporated Document, CYP has also consulted with other key stakeholders during design development. To date, these stakeholders include:

- Shrine of Remembrance
- Boer War Memorial Association
- MMRA have established a Domain Community Reference Group (CRG), CYP is part of this engagement and presents to the CRG regarding project development at each meeting.
Several elements that are currently proposed in the design are directly related to consultation with the listed government agencies and community stakeholders. Through ongoing consultation, CYP have further incorporated stakeholder requirements into the precinct development plan.

This Domain Precinct Development Plan is being made available for public inspection for 15 business days from Monday 27 November 2017 until Friday 15 December 2017. It is available on the Metro Tunnel website along with an opportunity to provide written comments. As part of this process a notice will be published in a newspaper to inform the community.

As part of the submission to the Minister for Planning, CYP will provide all written comments received during stakeholder and community consultation, and a summary of consultation and response to the issues raised.

Figure 1: Development Plan consultation process
2 Site context

This section describes how the strategic, physical and natural context of the Domain precinct has been considered in the design development process.

As an example of this context setting, Figure 2 provides a snapshot of the five minute walkable catchment from Domain Station.

2.1 Broader context and strategic positioning

The Domain precinct falls within two Melbourne municipalities; the City of Melbourne is the Authority responsible for Domain Road and the City of Port Phillip is the Authority responsible for Albert Road. Other key land managers are VicRoads, responsible for St Kilda Road, and the Shrine Board of Trustees (for the Shrine of Remembrance Reserve).

The 2015 St Kilda Road North Precinct Plan (City of Port Phillip) recommends more intensive development and increased population in the precinct surrounding the proposed station. Improved public realm and linkages across the Domain precinct resulting from the development of the station would support this recommendation. In addition to increased population, St Kilda Road is subject to change due to shifting transport priorities and long-term considerations such as the need to plan for the replacement of ageing Elm trees.

2.2 Historical and natural context

Before the arrival of European settlers in 1835, the area around the Domain precinct was occupied by the Boon Wurrung People and the Woi Wurrung People. Albert Road, between St Kilda Road and Kings Way, was grassy woodland, riparian
woodland, grasslands and brackish wetland landscape. This landscape transitioned to swamps and lagoons in the area where Albert Park Lake and the Albert Park Reserve are now located.

The Domain precinct was originally a camping area for Aboriginal people as its nearby water bodies were a rich source of food such as eels and fish. The site area has an Ecological Vegetation Class (EVC) of Plains Grassy Woodland (EVC 55), and transitions to Brackish Lake Aggregate (EVC 636) towards Albert Park Lake.

The Domain precinct has significant historical cultural heritage values with sacred, heritage registered places including the Shrine of Remembrance, Domain Parklands, St Kilda Road and the South African Soldiers Memorial.

2.3 Existing site conditions

St Kilda Road is a heritage-listed boulevard and gateway into Melbourne’s city centre. Within the Domain precinct, St Kilda Road is home to mixed-use commercial towers and midrise buildings, residential apartments and the Melbourne Grammar School. The road is also a major tram corridor (one of the busiest in the world) and bicycle route into the Melbourne CBD. Tree species lining St Kilda Road include aging Elms at the verges and Plane trees in the central median.

The Shrine of Remembrance Reserve and Kings Domain Parklands to the north of the proposed station are considered sacred ground of high heritage, social and landscape value not least due to the presence of the Shrine dedicated to fallen soldiers and the Royal Botanic Gardens.

Albert Road is a mixed-use commercial precinct that’s being increasingly redeveloped with new residential apartment towers. Albert Road also has significant mature trees and a small park that is home to the heritage-listed South African Soldiers Memorial. Significant car parking and road circulation are also part of this space.
3 Scope of works in Domain precinct

This Domain Precinct Development Plan addresses the final built form of CYP’s works in the Domain precinct, including the new Domain Station up to the ticket gate. Figure 3 shows these works within the Domain precinct which include:

— New underground train station
— New pedestrian underpass linking Albert Road Reserve and the Shrine of Remembrance Reserve with the new underground station
— New tram stop on St Kilda Road to the south of Domain Road, providing direct interchange between trains and trams
— Reinstatement of a realigned St Kilda Road between Dorcas Street and Toorak Road that allows for the new station entrances and tram stop, including realigning traffic lanes, tram lines, bicycle lanes and footpaths and pedestrian crossings
— Reinstatement of a relocated South African Soldiers Memorial within Albert Road Reserve
— An expanded, landscaped and upgraded Albert Road Reserve
— Reinstatement of Edmund Herring Oval and Domain Road.

This Development Plan addresses only the final built form of these precinct works to the station ticket gate.

In accordance with the conditions of the Incorporated Document, construction related matters are addressed in the relevant conditions for Preparatory Works, Early Works and the approved Environmental Management Framework. CYP will separately prepare an Environmental Management System, Construction Environmental Management Plan, Site Environmental Implementation Plans and a range of aspect-specific management plans (as specified in the approved Environmental Performance Requirements) that address these requirements. These requirements are also subject to separate stakeholder consultation requirements and review by Independent Environmental Auditor, including quarterly audits of performance throughout construction.

Figure 3: Domain precinct works
4 Design response

4.1 Design development
The use and development permitted by the Incorporated Document must be undertaken in accordance with Clause 4.6 – Development Plans.

The project’s design has developed through an iterative process informed by phases of specialist technical assessment integrated with stakeholder and community engagement.

In 2016 MMRA publicly exhibited the concept design in the EES and as a draft Planning Scheme Amendment. This informed CYP’s tender design and now, for the Domain precinct, the design presented in this Development Plan.

The later phases, during CYP’s design development, have been informed by the approved Planning Scheme Amendment, in particular the Incorporated Document conditions that led to the Minister for Planning approving:

— MMRA’s Urban Design Strategy – the project must be designed in accordance with the approved Urban Design Strategy. Developed by MMRA with input from the Office of Victorian Government Architect (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

— MMRA’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 also provides clear accountabilities for the delivery and monitoring of the EPRs so that the environmental effects of the Project are appropriately managed.

The following sections provide explanations of how the design of the Domain precinct has been developed in accordance with the relevant design guidelines from the Urban Design Strategy and relevant Environmental Performance Requirements from the Environmental Management Framework.

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.

In order to address these project wide key directions when designing the Domain precinct, CYP developed six public realm principles to guide the design of the public realm and support the delivery of the Urban Design Vision. Table 2 summarises how each of these public realm principles is integrated into design and specifically addressed in the Domain precinct.
<table>
<thead>
<tr>
<th>Principle</th>
<th>Principle integrated into design</th>
<th>Design response for Domain precinct</th>
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<tbody>
<tr>
<td><strong>Performance for people</strong></td>
<td>Our public realm design provides for seamless, simple and intuitive experiences for people in each of the station precincts.</td>
<td>The new tram interchange will be the first in Melbourne with a direct platform-to-platform connection to the train network. The tram stop is more generous than the Reference Design, providing an enhanced passenger transfer experience as well as provision for larger passenger volumes for events.</td>
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<tr>
<td><strong>More Melbourne</strong></td>
<td>There will be more and better-quality public spaces proposed as a result of the Metro. New cultural and creative programs generated and tested in the lead up to Day 1 operation will inform the design of each public realm space.</td>
<td>On a macro scale the greening of Albert Road will complete the green corridor connecting some of Melbourne’s most-loved open spaces between Port Phillip Bay, along Kerford Road, the Botanical gardens and the Yarra River. On a local scale, the project will deliver a new neighbourhood park in a dense mixed-use precinct on Melbourne’s busy St Kilda Road.</td>
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<tr>
<td><strong>Context and nature</strong></td>
<td>The public realm has been designed to promote views, way finding and help draw daylight and fresh air into and through each station. This helps to amplify the local character of each station’s neighbourhood and authentically reflect the nature and character of each place. This approach is supported through planting, the careful use of materials and finishes as well as the design and placement of civic furniture.</td>
<td>The design responds to Domain’s unique character. The connection to country, the six seasons and natural systems have been embraced in the concept design of the Albert Road Reserve. The concept is a contemporary and concentrated representation of the pre-European landscape that transitions down Albert Road from Woodland to Lagoon.</td>
</tr>
<tr>
<td><strong>Sustainable and resilient</strong></td>
<td>The public realm designs associated with each station are focused on being ecologically conscious and designed to be resilient and adaptable to climate change. Resources required to maintain the landscape are reduced because of the quality and detailing proposed. Urban forestry, water use and biodiversity strategies have been employed that reference the MMRA’s Urban Design Strategy, Environmental Performance Requirements and the Living Infrastructure Plan.</td>
<td>The many sustainability features include promotion of walking and cycling, enhanced ecological value through tree pits and garden beds, water sensitive urban design, and increased tree canopy coverage.</td>
</tr>
<tr>
<td><strong>Functional, efficient and safe</strong></td>
<td>Legible, accessible and clearly defined public realm spaces provide for a highly functional and efficient environment for people to use. Increased passenger space in each station is supported by safe, inviting and generous public realm areas. This provides a seamless transition for passengers from the moment they leave the train through to the public realm.</td>
<td>Access routes to the station entries and within the public realm to transit facilities will be legible and safe for pedestrians of all abilities. An unpaid pedestrian underpass under St Kilda Road and linking to the tram interchange will provide a safe passage of travel. This is particularly important considering the large amount of schools in the area. A new shared-use path on Albert Road through the new park will open up a new and safe connection.</td>
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<td><strong>A quality legacy</strong></td>
<td>The quality of each public realm space proposed supports the move towards a “turn up and go” Metro system. The investment in the quality of the public realm spaces proposed for today can help provide the confidence for others to invest time, capital and energy into further precinct development.</td>
<td>Project works mean the St Kilda Road boulevard will require significant alteration between Dorcas Street and Toorak Road. The reworks are an opportunity to consider the future direction for St Kilda Road. Our design will reinstate a greener and more sustainable boulevard as a legacy - and potentially a prototype that could ultimately extend from The CBD to St Kilda Junction. It will feature less car traffic, more trees, safer separated bicycle lanes, and capture and treat stormwater through planting.</td>
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4.2.2 Precinct-specific design issues for Domain precinct

The Urban Design Strategy identifies precinct-specific design issues for Domain. As with the project wide key directions, each of these issues has objectives with associated design guidelines to inform the design response. Table 3 identifies the design objectives by sub-precinct.

Table 3: Urban Design Strategy design objectives by sub-precinct for Domain

<table>
<thead>
<tr>
<th>Sub-precinct</th>
<th>Design objective</th>
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<tr>
<td>St Kilda Road</td>
<td>Create an integrated multi-modal transport interchange.</td>
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<td></td>
<td>Protect and enhance St Kilda Road’s formal boulevard character.</td>
</tr>
<tr>
<td>Shrine Reserve and Kings Domain construction works areas</td>
<td>Respect and integrate with the heritage values and civic character of the area.</td>
</tr>
<tr>
<td></td>
<td>Protect and enhance existing parkland recreational values.</td>
</tr>
<tr>
<td>Albert Road Reserve</td>
<td>Enhance walking and cycling links through the area.</td>
</tr>
<tr>
<td></td>
<td>Enhance the extent and amenity of usable public open space.</td>
</tr>
<tr>
<td></td>
<td>Respect and integrate with the heritage values and civic character of the Reserve, its context and memorials within it.</td>
</tr>
</tbody>
</table>

4.3 Consistency with Urban Design Strategy

The CYP design vision for Domain precinct is for a ‘Pavilion in the Park’ – an integrated public building and landmark that connects seamlessly with its parkland surroundings, cognisant of the Shrine to Bay connection.

The Domain Station design features the underground train station immediately beneath St Kilda Road and the new Domain Interchange tram stop at Domain and Albert roads. Entry to the station is provided via one of three entries, from either the tram platform, Albert Road Reserve or the grounds of the Shrine of Remembrance. These entrances in relation to the areas components are shown on Figure 4.

A station forecourt or plaza on the south side of St Kilda Road, as well as reinstated St Kilda Road boulevard and an expanded Albert Road Reserve will provide a green link between Shrine Reserve and Domain Parklands to Albert Park and beyond to Port Phillip Bay.

The public realm components of the precinct will create visual links and enhance existing features with key components being:

— St Kilda Road boulevard — a re-instated, more sustainable boulevard for the 21st Century
— Albert Road Reserve — a green connection between Albert Park and the Shrine Reserve and Kings Domain which includes the station plaza
— Tram interchange — centred in the intersection of the boulevard and the expanded Albert Road reserve green spine.

The different precinct components serve different urban purposes, and are enriched by a variety of public realm elements which are incorporated into the design. These components of the Domain precinct public realm are shown on Figure 4.

The design drawings of the resultant built form for the Domain precinct attached as follows:

— Site layout plans (Appendix A)
— Architectural plans and elevations (Appendix B)
— Landscape plans and elevations (Appendix C)
— Public realm plans (Appendix D).

Additionally, Appendix E 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.
Figure 4: Domain precinct components and station entries
4.3.1 Architectural response

The architectural design of Domain precinct has been developed to align with the vision of creating a ‘Pavilion in the Park’; a ‘public building and landmark that connects seamlessly with its parkland surroundings’. This has been achieved through responsive architectural solutions and enhancing existing connections through the precinct.

The canopy above the new Domain interchange tram stop is a refined architectural element and represents an important onset of St Kilda Road. Made of timber and steel, the canopy structure rises from the below ground concourse level, through a void in the centre of the tram platform and rests at height within the tree canopy. The void and elegantly curved columns that rise from the concourse to support the canopy at the surface serve to connect the two spaces, and help create a strong visual connection between the platforms and station concourse to the tram platform above. In addition to being an architectural focal point of the St Kilda Road boulevard, the tram stop canopy will provide passengers waiting for trams with year round weather protection. A cross section of this station canopy is shown in Figure 5.

The vision of a public building with seamless connections to its surrounding parklands has been achieved through the provision of an unpaid pedestrian underpass providing unhindered passage between the Albert Road Reserve and Shrine of Remembrance during station operational hours. Passengers will use this underpass to access the escalators and lifts to the train platforms below as well as the tram stop above. This unpaid underpass and station concourse is shown on Figure 6.

The subterranean experience is illuminated with natural light that penetrates Domain Station from the void within the tram platform as well as openings at either end of the underpass. The prominent station oculus provides views to adjacent greenery and allows additional sunlight to enter the concourse level as well as views to the train station concourse and platforms below.

Figure 5: Domain Station architectural elevation – facing north - east

Domain Station has been designed in a manner to reflect architectural line wide identity with other project stations. The design ensures common treatment and elements in the built form subtly link the stations to one another while ensuring local context driven design. This is reflected at Domain Station where secondary entry portal canopies are designed in a manner to architecturally reflect those at other project stations.

In addition to these station architectural design outcomes, the operational elements of the project stations will also be consistent with the broader public transport system in metropolitan Melbourne. Steps have been taken to ensure architectural design allows for consistency of the new stations with the existing network, particularly in relation to station elements such as ticketing machines, ticket barriers and customer service facilities through adherence to requirements such as Metro Trains Melbourne (MTM) standards and the project’s contractual Project Scope & Technical Requirements (PS&TR). Domain Station’s architectural response also addresses the need for amenities, such as public toilets, locating them in paid zones, beyond ticket gates, similar to other stations across the network. Design development processes have been undertaken to ensure the design of the station and these operational elements work together and result in a space which is highly useable and provides seamless orientation.

As Domain Station is located within a road reserve, over-site development opportunities are note possible, in comparison to the likes of the Arden, CBD North and CBD South precincts. Despite this, the ongoing redevelopment of the Albert Road area from predominantly commercial to residential will not be hindered by the design of Domain Station. The station footprint has been designed to reduce any potential impact on the surrounding environment, with particular attention to minimise land required within the Shrine of Remembrance Reserve. As such the station entry within Shrine Reserve, as well as those within the Albert Road Reserve, feature low profile glass canopies which sit either within or below the tree canopy, reducing visual bulk and vistas towards these important landmarks.

The design of Domain Station anticipates growth in Melbourne’s population and any subsequent changes in activity patterns resulting from the Metro Tunnel. As such Domain Station has been designed to meet expected 2046 patronage figures, with an additional 25% demand capacity to take into account any sharp spikes in transit use or rapid population growth.

The relevant architectural drawings showing works at ground level are attached in Appendix B:
The relevant architectural drawings showing works below ground level are attached in Appendix B:
- TAS-CYP-DM-00-DRG-ARC-DOM-751000-DP
- TAS-CYP-DM-00-DRG-ARC-DOM-752001-DP
- TAS-CYP-DM-00-DRG-ARC-DOM-752002-DP

The relevant architectural elevation drawings showing works at ground level and underground are attached in Appendix B:
- TAS-CYP-DM-00-DRG-ARC-DOM-754000-DP
- TAS-CYP-DM-00-DRG-ARC-DOM-754001-DP
- TAS-CYP-DM-00-DRG-ARC-DOM-754002-DP
- TAS-CYP-DM-00-DRG-ARC-DOM-754011-DP
- TAS-CYP-DM-00-DRG-ARC-DOM-754012-DP.

Figure 6: Domain Station architectural floor plan
4.3.2 Landscape response

The landscape design response for Domain Station addresses the project’s vision for a seamless connection to surrounding parklands through integrating the new tram platform with the broader Albert Road green spine that contributes to connecting the ‘Shrine to Bay’. Through the incorporation of trees and low lying vegetation into the station design, the Domain interchange tram stop will become part of the green spine itself as well as connect the expanded Albert Road Reserve and its green spaces beyond (Albert Park through to Port Phillip Bay) with the Shrine of Remembrance Reserve and Kings Domain (and Royal Botanic Gardens).

This green spine connection will be further strengthened by the reconfiguration and landscaping of the Albert Road Reserve, creating an extended area of public open space from St Kilda Road to Kings Way, further strengthening the connection between Domain Station and Albert Park, and beyond. This new area of public open space will become a new community park for the growing population of workers and residents who inhabit the surrounding office and apartment buildings.

In response to stakeholder and community concerns, removal of existing trees along St Kilda Road and Albert Road Reserve has been minimised. Further, the CYP design reinstates more trees than currently exist. This will contribute to the project goal of increasing overall tree canopy coverage. Median areas will be planted with native and indigenous low planting. The CYP reinstated boulevard maintains symmetry, but widens at the tram interchange to better accommodate the expected passenger volumes and the vertical transport modes leading into and out of the station. The widening also articulates the juncture of the boulevard and the new intersecting green spine of Albert Road. Edmund Herring Oval will also be reinstated to return its purpose of supporting recreational activities.

Within Albert Road Reserve, the Windsor Oak is retained. The Oak, as well as the retained elm trees along St Kilda Road will be supplemented with primarily native species, drawing inspiration from the areas pre-European landscape. Additionally, water sensitive urban design is an important aspect of the design for the Domain Station precinct open space south of the station and boulevard landscape concept. Water sensitive urban design measures, such as drainage swales, grates and natural surface falls will capture and treat stormwater, providing passive irrigation and natural filtration. This is articulated on the attached drawings which show passive irrigation.

Details regarding the type of species of plant are subject to ongoing investigation and will be decided at a later date prior to project completion.

The following relevant landscape drawings and sections are attached in Appendix C:
- TAS-CYP-CS-00-DRG-AUD-DOM-740001-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752201-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752202-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752203-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752204-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752205-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752206-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752207-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752208-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752209-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752210-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-754200-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-754201-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-754202-DP

4.3.3 Public Realm response

The public realm design response for Domain Station has responded to both the project wide and precinct specific design principles to create unique and engaging public spaces. At Domain Station, the dominant public realm areas are St Kilda Road and Albert Road Reserve.

Project works will require significant alteration to St Kilda Road between Dorcas Street and Toorak Road, creating an opportunity to reconsider the future direction of St Kilda Road, shifting the emphasis towards sustainable transport choices such as trams and bicycles. The design will reinstate a greener, more sustainable boulevard as a legacy – and potentially a prototype that could ultimately extend from the CBD to St Kilda Junction. The proposed boulevard will feature more trees,
safer separated bicycle lanes (Copenhagen style on the edge of the road) and capture and treat stormwater through planting.

The station plaza will accommodate the southern station entry stairs and lifts, as well as the associated functional requirements including kiss-and-ride, taxi zone and bus stops, and the majority of bicycle parking. The South African Soldiers Memorial will be relocated and integrated into the plaza area facing St Kilda Road. This approach is consistent with the series of monuments that front along this boulevard. There is also flexible space that can feature potential future pop up’ retail. The station plaza will be a social and gathering space for commuters and the community linking to the reconfigured and landscaped Albert Road Reserve. The proposed new community park will feature barbecues, a picnic shelter, tables and seating, to facilitate and encourage activation of the public realm.

Reconfigured vehicle access through the Albert Road will also encourage greater public realm activation as vehicle access through the plaza and park spaces will be accommodated on ‘shared’ roads with stone paving signalling pedestrian priority. In turn the pedestrianisation of Albert Road, particularly along the south side, will encourage existing and new developments to reposition their ground levels to interact with the street and will encourage spill out spaces for outdoor dining.

The tram platform itself features distributed seats along the platform with a small retail kiosk providing passengers with an opportunity to buy refreshments and food while waiting. There is also digital passenger information display enhancing the user experience. The void between the tram stop and the concourse below provide not only light, but also provide good passive surveillance.

Integrated art that reinforces the above themes will also be provided. A collaborative commission for areas of the landscape with an indigenous designer is part of our Cultural and Arts Strategy. By celebrating the unique character of the precinct, and amplifying these qualities, it supports a unique identity and connection to place and country.

The following relevant public realm drawings listed below are attached in Appendix D:

- TAS-CYP-DM-00-DRG-AUD-DOM-750001-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752101-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752102-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752103-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752104-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752105-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752106-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752107-DP
- TAS-CYP-DM-00-DRG-AUD-DOM-752108-DP.

4.3.4 Community experience

The Domain precinct has been designed to allow seamless movement through the station and public realm.

The Domain precinct is located at the intersection of St Kilda, Domain and Albert roads and features a high degree of pedestrian, cyclist and public transport accessibility. The precinct contains a number of elements, including active and public transport infrastructure and significant public open space, namely the Albert Road Reserve.

Upon project completion, the Domain precinct will:

- Be integrated into the broader pedestrian network via existing pedestrian paths along both sides of St Kilda and Domain Roads. New pedestrian connections will be provided either side of the expanded Albert Road Reserve, linking the Domain precinct to Kings Way and Albert Park Lake beyond.

- Have cyclist access through the precinct, with existing on road cycle paths upgraded to a dedicated cycling lane provided in either direction along St Kilda Road. These dedicated cycle paths, from Toorak Road to Dorcas Street, provide direct cyclist access to the Domain precinct. Similar to pedestrian access, the expanded Albert Road Reserve will also connect cyclists to Kings Way and beyond, via a shared pedestrian and bicycle path, in addition to new on road cycling paths along Albert Road. Bicycle hoops are provided throughout the precinct, providing cyclists the opportunity to easily access transport services via bicycle.

- Be, at the centre of the precinct, above the new underground train station, the Domain Interchange tram stop. Servicing the busy St Kilda Road tram corridor, one of the busiest in the world, this tram corridor links the Domain precinct to the broader Melbourne tram network.

- Allow users to access the new station from one of three new entries. One within the Shrine of Remembrance, another in the footpath adjacent the Albert Road Reserve and a third within the central median tram stop. Each of these entries feed into an unpaid underpass which connects each entry, beneath St Kilda Road, through the ticket gates to the train.
platforms below. The entrance within the central tram platform that will feature one escalator and a set of stairs orientated north, and another bank of three escalators orientated toward the south. Additionally, there are two lifts. These will provide users with a direct interchange with trams at the surface from train services below. The entrance within the Shrine of Remembrance is orientated toward the south-east and features one escalator, a set of stairs and one lift. The south-western entrance (within Albert Road) is divided between two portals, one with two escalators and another being a set of stairs. There are also two lifts, one of which is a goods lift. The access to the station for all users, regardless of mobility status, is equitable. Mobility impaired users will be able to get from the station entrance, to the platform, step free.

Integrate an underpass connecting the entrances to the station concourse and train platforms below, features natural light from a large void in the centre of the tram stop above. The unpaid concourse area features retail units and station facilities such as ticket machines. The station has been designed in a manner to reduce the need for signage, encouraging intuitive way finding through design.

Figure 7: User experience design

4.3.4.1 Universal Access

Universal access has been incorporated into the design of Domain Station and precinct. A series of universal access vehicle bays for both parking and drop-off are provided in St Kilda Road and Albert Road, these parking and drop-off bays have been placed close to ramps and lifts to ensure that any people in the precinct can access the station regardless of physical ability.

4.3.4.2 Pedestrian access

The majority of station passenger movements will involve interchanging with the tram. The precinct design addresses this by giving priority and more area to accommodate the interchange vertical transport and to the central island tram platform. Significant destinations located close to Domain Station include:

- The Shrine of Remembrance
- The Royal Botanic Gardens
- Melbourne Grammar School
- Nearby commercial and residential buildings
- Albert Park Reserve and Albert Park Lake
- Mac Robertson Girls High School.

As the majority of these destinations are located to the north or south of the station, the design has been careful to increase north-south station connectivity via a pedestrian underpass beneath St Kilda Road. The underpass leads directly and conveniently to the station entrance and offers a safe, convenient route to the tram interchange on the surface (via one escalator and a lift). Improved surface-level crossings are also included in the design, to cross the roads and access the trams.

Broader north-south pedestrian movement is nurtured through the extended and enhanced Albert Road Reserve which creates a more functional and attractive link between Albert Park and the Shrine Reserve. The generosity and orientation of the new circulation also caters for large events such as ANZAC Day and the Grand Prix.

Care has been given to ensure the station and precinct have been designed in a manner which provides mobility and vision impaired passengers with a user experience comparable to fully abled persons. In line with the Disability Discrimination Act.
Act 1992, passengers will be able to get from the street level to the train without having to use steps. The station has been designed in a manner to allow intrinsic movement through spaces, reducing passenger’s dependence on actual signage.

Access to Melbourne Grammar School has been addressed the existing pedestrian operated signals in the vicinity of Wadhurst Gate will be retained. Pedestrian crossings have been provided direct from Domain Road to the tram interchange and station access as well as the St Kilda Road Gate to the tram interchange to capture the student desired lines of movement. The unpaid connection under St Kilda Road also provides a safe pedestrian movement for students in the area reducing the number of street level crossings to one. The pedestrian movement network through the Domain precinct is shown in Figure 8.

4.3.4.3 Bicycle access

St Kilda Road is Melbourne’s busiest bicycle route, and is also one of the city’s most dangerous. With St Kilda Road subject to significant reinstatement and realignment between Dorcas Street and Toorak Road to allow for the new station entrances and tram stop, there is an opportunity to improve both safety and to address increasing demand for bicycle access. These changes will align with the safety objectives of the St Kilda Road Bicycle Improvement Project.

The design includes Copenhagen-style bicycle lanes between Dorcas Street and Toorak Road. This means that they are separated from moving traffic, and away from parked cars’ opening doors. The design can also accommodate centrally located bicycle lanes if this becomes the preferred strategy for the whole of St Kilda Road. Bicycle north-south connectivity has also been improved with off-road paths linking Albert Road to Domain Station and to St Kilda Road. On Day One, 126 bicycle parking spaces will be provided. A space for Bike Share parking and access will be available in the station forecourt. Figure 9 shows the location of bicycle facilities within the station precinct.

4.3.4.4 Transport Integration

The Domain precinct has been designed with a transport modal hierarchy that focuses on pedestrians followed by cyclists, public transport, service vehicles and finally the private automobile.

This is evident in design allowing passengers direct interchange between public transport modes without having to cross vehicle lanes. With 50 to 55 percent of Domain Station passengers expected to use the station as a train-tram interchange point, providing a comfortable and easy journey between trains and trams is a key design driver. The island tram platform can accommodate four trams at any one time, or two 33m-long trams traveling in each direction, while also providing a comfortable waiting environment.

Bicycle parking is provided at station entries to make cycling not only attractive but a safe and inviting form of transport (refer to bicycle facilities in Figure 9). New bus stops with shelters on St Kilda Road will allow passengers to readily connect with train and trams. Kiss-and-ride, service vehicles, provision for rail replacement bus services and taxi bays have been integrated into the public realm — these are located near the Albert Road southern station entry. These arrangements are shown on Figure 10.

Additionally, the design accommodates the reinstatement of the No.58 Domain Road tram service, which has been diverted to Toorak Road during construction.

The reinstatement of a realigned St Kilda Road will require significant alteration to the existing boulevard between Dorcas Street and Toorak Road and will result in the removal of 90 car parking bays along the boulevard between Dorcas Street and Toorak Road. Additionally, 121 car parking bays will be removed from Albert Road to make way for the expansion and landscaping of the reserve. Only off-peak car parking for vehicles will be made available on St Kilda Road to ensure traffic movements during peak times, consistency with universal access car parking and loading bays for residents have been included within the design. The provision of a train station for this precinct will significantly alter the existing mode shares for the precinct as well as the form and function of surrounding land-uses.
Figure 8: Pedestrian network in the Domain precinct
Figure 9: Bicycle facilities in the Domain precinct
Figure 10: Transport integration in the Domain precinct
4.3.5 Lighting

The public realm lighting is designed with deliberate consideration of the experience of those visiting the station and its surrounds, recognising that the station precinct is a key part of the passenger’s journey, and presents the public face of the station. The lighting will intuitively guide passengers in their journey from the streets, into the station environs and entrances.

Street and pathway lighting will be provided by pole-mounted lighting, at a scale and form to suit the purpose and local context. Street furniture, walls, play areas and BBQ zones will have localised, low level lighting, inviting passengers to spend a moment interacting with the station precinct and the local community. The oculus at the tram interchange platform will provide direct visual connection into the stations by day, and glow from within at night.

Station forecourt and tram lighting will be integrated into the station architecture, and the entrances will act as beacons in the streetscape, clearly guiding customers into and out of the stations.

4.3.6 Signage

Careful effort has been taken in planning and designing the stations to reduce the amount of signage required. Internal and external spaces have been designed to support intuitive movement where reliance on signage is kept to a minimum. Signage is presented in a logical sequence based on providing the right information, at the right time and in the right place.

A family of sign types has been developed and applied consistently across all stations and their precincts. Signs are categorised into four main functional groups including: identification signs, directional signs, information signs and statutory signs.

The signage system has been designed using the PTV signage guidelines as a basis. This ensures a system that is consistent, predictable and recognisable to users. A combination of static and digital signage has been used to provide an element of permanence and consistency, while allowing the flexibility to change and adapt where necessary.

For the departing passenger, stations will be identifiable from a distance by a 5 metre high illuminated station marker sign located at street level. Entrances to the stations will be identified with a legible city totem and station name sign above all station entry points. At the concourse level, directional signs will highlight the location of station facilities, and direct passengers down to departing platforms. Once on the platform, information for departing passengers will be contained within and above the platform screen doors.

For a passenger arriving on the train, station names located trackside and along the platform will confirm arrival at the station. After alighting, ‘way out’ signage will direct passengers to the nearest escalators/stairs and lifts. Signage content on the platform is kept to a minimum to promote easy decision making and ensure passengers exit safely and efficiently from the platform. At the concourse level, directional signage clearly indicates where each of the exit points are located, and which street each of the escalators/stairs and lifts lead to. Exit guides (in the form of a map) provide further information for passengers requiring more detail. At street level, a legible city totem is located close to all exit points to help passengers locate key destinations and nearby tram and bus stops.

The indicative outline of the way finding signage is provided in drawing TAS-CYP-DM-00-DRG-ARC-DOM-751101-DP in Appendix B provides an illustration of where signage will be located and the indicative station signage type.

4.3.7 Ancillary features

Station ventilation structures and the chiller plant have been placed within the centre median strip of St Kilda Road. This placement makes them less visibly obtrusive, reducing their potential to impede on sightlines and vistas to significant landmarks. Being placed within the roadway also separates these structures from pedestrian areas. The ventilation structures and chiller plant are approximately 5 metres in height and vary in width, scaled architectural elevations of the ancillary features are shown in Appendix C. They will be visually screened by tree planting.

4.3.8 Materials and finishes

A palette of indicative materials and finishes has been prepared to highlight the intended colour tones and textures of the Domain precinct. Materials such as bluestone, granite and timber have been carefully selected as part of the station’s design to reflect the surrounding parkland and the Shrine of Remembrance. Other finishes, such as metal roof coverings, glass screening and bluestone cladding is reflective of other project stations and strengthens the line wide identify. Figure 11 provides an indicative palette of materials to be used at Domain Station. A copy of the indicative material and finishes pallet is provided in Appendix B, refer to schedule:

— TAS-CYP-DM-00-SCH-ARC-DOM-754222-DP.
4.3.9 Crime prevention through environmental design

The principles of Crime Prevention through Environmental Design (CPTED) have been adopted in the Domain precinct to ensure the space not only feels safe but is safe. The physical qualities of the precinct are important to establish the invitation for people to use the public spaces. The invitation to enjoy and spend time in the public spaces associated with Domain Station helps to underpin perceptions of safety.

The station entry points and station plaza have been sited and designed to provide clear sight lines from St Kilda Road, Domain Road and Albert Road. Other key initiatives include:

— Sightlines are provided from the southern plaza directly into the station concourse
— Sightlines are provided from the tram platforms directly down to the station concourse through openings.
— Hiding locations designed out from all public areas
— Quality and uniform lighting throughout the public spaces.
— Planting has been selected to maximise visibility via high-canopy trees, and low growing shrubs and ground covers (less than 500 millimetre high).

Domain Station has been configured to allow natural pedestrian flows from both the existing area and future redevelopment within the precinct. This helps to guide and manage pedestrian access while providing natural or passive surveillance qualities to Domain precinct. The Day One invitation to spend more time in the space assists with a key CPTED principle of encouraging passive surveillance into and within the space.

Furthermore, the indicative location of protective bollards is identified in the hardscape plans detailed in Appendix D. The final design and location of the bollards is not confirmed at this stage and will be developed in consultation with the City of Melbourne. Both removable and permanent bollards are proposed to facilitate protection of pedestrians in the public space whilst also providing flexibility for events and other uses.
Figure 11: Indicative material and finishes palette for Domain precinct
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 4.

Table 4: Summary of MMRA Environmental Management Framework

<table>
<thead>
<tr>
<th>Topic</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract structure</td>
<td>Outlines the MMRA procurement strategy which includes different delivery packages including an Early Works Managing Contractor, Tunnels &amp; Stations Public Private Partnership (CYP), Rail Infrastructure Alliance and Rail Systems Alliance</td>
</tr>
<tr>
<td>Roles and responsibilities</td>
<td>Defines roles and responsibilities for the Minister for Planning, regulators and agencies, MMRA, PTV, project contractors (for the delivery packages above), Independent Reviewer and Independent Environmental Auditor.</td>
</tr>
<tr>
<td>documentation</td>
<td></td>
</tr>
<tr>
<td>Evaluating environmental performance</td>
<td>Provides the requirements for project contractors in relation to monitoring, reporting and auditing environmental performance.</td>
</tr>
<tr>
<td>Environmental Performance Requirements</td>
<td>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.</td>
</tr>
<tr>
<td>(EPRs)</td>
<td></td>
</tr>
<tr>
<td>Residential Impact Management Guidelines</td>
<td>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.</td>
</tr>
<tr>
<td>Business Support Guidelines for Construction</td>
<td>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.</td>
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</tbody>
</table>

The Environmental Management Framework rightly extends well beyond just the application to this Development Plan, which only addresses the final built form of CYP’s works in the Domain precinct. As a consequence the majority of the matters in the Environmental Management Framework are not addressed in this Development Plan due to them being:

— Construction related – compliance with construction requirements will be through 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 Incorporated Document and EPRs). This is subject to separate stakeholder consultation requirements and review by the Independent Environmental Auditor, including quarterly audits of performance throughout construction

— Operations related – compliance with the operational requirements will be through CYP’s Environmental Management System and Operations Environmental Management Plan. This is subject to separate stakeholder consultation requirements and review by the Independent Environmental Auditor

— Specific to another location – compliance with location specific requirements that are not in the Domain precinct will be addressed in the relevant precinct Development Plan

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

Following from this, the key matters relevant to this Domain Precinct Development Plan are the EPRs. An assessment of each EPR is provided in Appendix F including cross references to where each relevant EPR is addressed in this Development Plan.
4.4.1 Aquatic ecology and river health
Table 5 provides the CYP design response to the relevant aquatic ecology and river health EPRs.
Table 5: Design response to relevant aquatic ecology and river health EPRs

<table>
<thead>
<tr>
<th>EPR</th>
<th>Design Response</th>
</tr>
</thead>
</table>
| EPR AE1: Stormwater treatment | The design of the Domain precinct has been developed in consultation with Melbourne Water, City of Melbourne and City of Port Phillip. Water sensitive urban design (WUSD) principles have been integrated into the Domain precinct design ensuring stormwater entering water bodies complies with SEPP (Waters of Victoria). In meeting these requirements, the project has implemented design measures which align with key City of Melbourne and City of Port Phillip water management plans (City of Melbourne Elizabeth Street Catchment Integrated Water Cycle Management Plan and City of Port Phillip Water Plan respectively). Broadly, these objectives include:
| | — Reducing flood risk in lower elevated areas of flood catchment areas |
| | — Increasing soil moisture |
| | — Mimicking the natural water cycle by retaining more rainwater in the upper section of catchments, reducing stormwater runoff |
| | — Providing passive irrigation to plants reducing potable water demand. |
| | In order to meet these objectives and satisfy SEPP (Waters of Victoria), the following design measures have been implemented in the Domain precinct design:
| | — Bio-retention landscaped areas which detain stormwater and help flood management in times of heavy rainfall have been provided across the Domain precinct, particularly within the Albert Road Reserve. Landscaping and plantings in the expanded reserve will strip pollutants from stormwater runoff. |
| | — Provision of tree pits containing large soil volumes which are fed by drainage grates have been integrated into the public realm hardscape design. These measures both provide passive irrigation and assist with stormwater management. |
| | Landscape drawings in Appendix C show the location of these water sensitive urban design plantings across the Domain precinct, incorporating water sensitive urban design measures. |
| EPR AE7: Stormwater treatment | |

4.4.2 Arboriculture
Table 6 provides the CYP design response to the relevant arboriculture EPRs.
Table 6: Design response to relevant arboriculture EPRs

<table>
<thead>
<tr>
<th>EPR</th>
<th>Design Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>EPR AR1: Maximise tree retention</td>
<td>The design of the Domain precinct has been developed in consultation with Heritage Victoria, the City of Melbourne and the City of Port Phillip. The removal of trees has been avoided, where possible, to maximise the retention of mature trees. This has been achieved through the placement of the station box, which where possible has been reduced in size. Additionally, surface works pertaining to the strategic placement of street furniture, ancillary structures such as emergency egress and vent shafts and the legacy road layout have been designed to maximise the retention of existing trees within the Domain precinct. As part of project works, 170 trees will be removed. 37 of these trees have been removed during early works and an additional 133 to be removed are due to CYP design. These trees are mainly concentrated along St Kilda Road and within Albert Park Reserve. In total, this is 54 less trees than assessed in the EES. The retained and removed trees are shown on the landscape plans in Appendix C.</td>
</tr>
</tbody>
</table>
| EPR AR2: Tree soil and water supply | The design of the Domain precinct identifies soil zones for tree planting. At Domain, trees will be planted in several different conditions:
| | — Directly in garden beds or lawn areas where there will be natural large soil volumes |
### EPR AR3: Tree replacement

The design for the Domain precinct includes reinstating trees along St Kilda Road and within Albert Road Reserve. Overall there will be approximately 233 new trees within the Domain precinct which will contribute to MMRA’s objective of doubling tree canopy by 2040.

A tree replacement program will be developed in further consultation with Heritage Victoria, City of Melbourne and City of Port Phillip, with replacement carried out in the following manner:

- **St Kilda Road boulevard** – formal avenue tree planting will be reinstated along the boulevard with median areas being planted with native and indigenous low planting. The retained trees are supplemented with primarily native species and the overall design expression draws on a representation of the site’s pre-European landscape.

- **Expanded Albert Road Reserve** – most of the existing elm trees have been retained including the Windsor Oak, which frame the building edges. Trees have been supplemented by native species in the centre of the park. The Albert Road Reserve, sloping down from the Shrine Reserve to Albert Park, originally marked the transition between grassy woodland to lagoon landscape. This has been expressed in a contemporary and abstracted representation through the new landscape. The expanded Albert Road Reserve will form part of the biodiversity corridor bringing nature into the city through a diverse and multi-layered vegetation structure.

With the number of proposed trees to be planted in the precinct and the total number of trees on project completion, there will be approximately a 13% increase in tree numbers from prior to project works.

The reinstated trees are shown on the landscape plans in Appendix C.

### 4.4.3 Historical cultural heritage

Table 7 provides the CYP design response to the relevant historical cultural heritage EPRs.

**Table 7: Design response to relevant historical cultural heritage EPRs**

<table>
<thead>
<tr>
<th>EPR CH1: Minimise heritage impact</th>
<th>Design Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>EPR CH10: Response to heritage places</td>
<td>The design of the Domain precinct has been developed in consultation with Heritage Victoria, City of Melbourne and City of Port Phillip. The design has sought to avoid and minimise impacts on cultural heritage values and be responsive to heritage places, for example:</td>
</tr>
<tr>
<td></td>
<td>- Reinstatement of the realigned St Kilda Road will return the formal European-style boulevard</td>
</tr>
<tr>
<td></td>
<td>- Reinstatement of Edmund Herring Oval will return to its purpose of supporting recreational activities</td>
</tr>
<tr>
<td></td>
<td>- Reinstatement of the relocated South African Soldiers Memorial within the expanded Albert Road Reserve will provide an appropriate commemorative place with the memorial addressing the St Kilda Road boulevard</td>
</tr>
<tr>
<td>EPR</td>
<td>Design Response</td>
</tr>
<tr>
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<td>----------------</td>
</tr>
<tr>
<td></td>
<td>— Minimising the size and extent of the entrance on the Shrine of Remembrance Reserve and using architecture that is complementary and subtle to the areas heritage significance</td>
</tr>
<tr>
<td></td>
<td>— Ensuring key design elements (such as entrances) are within the height of the tree canopy to further minimise visual impacts</td>
</tr>
<tr>
<td></td>
<td>— Reducing the overall design footprint relative to the concept design publicly exhibited in the EES</td>
</tr>
<tr>
<td></td>
<td>— Placement of station ventilation structures and the chiller plant within the centre median strip of St Kilda Road, creating a physical and visual separation between these structures and surrounding heritage values</td>
</tr>
<tr>
<td></td>
<td>— Provision of materials such as bluestone paving, granite and timber to reflect the surrounding parkland character and compliment heritage features.</td>
</tr>
<tr>
<td></td>
<td>Disturbing and reinstating heritage registered places (such as St Kilda Road, Shrine of Remembrance, Domain Parklands and the South African Soldiers Memorial) will be subject to separate approval by Heritage Victoria.</td>
</tr>
<tr>
<td></td>
<td>The heritage values are shown on the landscape plans in Appendix C.</td>
</tr>
</tbody>
</table>

**EPR CH18: Replacement of trees**

The design of the Domain precinct has been developed in consultation with Heritage Victoria, the City of Melbourne and the City of Port Phillip.

The design of the precinct, including replacement of removed vegetation and reinstatement of heritage values has been informed by the Conservation Management Plans in the following manner:

— Domain Parklands Conservation Management Plan – recognises the social significance of providing the continued use of this oval. As such, Edmund Herring Oval will be reinstated on completion of works. 

— Shrine of Remembrance Conservation Management Plan – views to (vistas) and from (prospects) are a key consideration of this plan. The design has responded to this through reducing, orientating and consolidating the entrance near the Shrine of Remembrance. The glass and steel entry structure will be subtle, whilst being consistent with metro design. The openings provide views to greenery and a hint of the Shrine beyond. 

— Shrine of Remembrance Landscape Improvement Plan – the design has reduced the footprint within the reserve while reinstating vegetation along the pavement. 

— South African Soldiers Memorial Conservation Management Plan – this design responds to the plan by recognising the importance of retaining the structure as close to its original location as possible, conserving and maintaining the physical fabric of its present form, preserving its social significance and providing separate uses within Albert Road Reserve to support its tangible and intangible significance. 

The replacement trees are shown on the landscape plans in Appendix C.

**EPR CH19: Eastern Domain Station entrance**

The design of the eastern Domain Station entrance has been developed in consultation with Heritage Victoria, the Shrine Trustees and City of Melbourne.

Visual impacts have been reduced through:

— Consolidating the two eastern entrances into one single entrance and limiting its presence to the edge of the reserve. The proposed works are subtle, and include a light glass and steel entrance structure and small paved plaza on the street corner with furniture signage and new street trees.

— Placement of station ventilation structures and the chiller plant within the centre median strip of St Kilda Road, creating a physical and visual separation between these structures and the Shrine of Remembrance. 

— Ensuring key design elements (such as entrances) are within the height of the tree canopy. 

The proposed works will not affect the footprint of the Macpherson Robertson Memorial Fountain. 

Disturbing and reinstating the heritage registered Shrine of Remembrance is subject to separate approval by Heritage Victoria. 

The eastern entrance of the Domain Station is shown on the landscape plans in Appendix C.
### EPR CH20: South African Soldiers Memorial

The design for the reinstated and relocated South African Soldiers Memorial within an expanded Albert Road Reserve has been developed in consultation with Heritage Victoria, the Boer War Memorial Association and City of Port Phillip.

It is noted that the Boer War Memorial Association’s preference is for the memorial to be reinstated outside the Albert Road Reserve within the Shrine of Remembrance, however this is not subject to the scope of CYP works.

The design provides an appropriate commemorative place and also provides for the memorial to address the St Kilda Road boulevard, which is consistent with the series of monuments along the boulevard.

Additionally, placement of station ventilation structures and the chiller plant within the centre median strip of St Kilda Road, creates a physical and visual separation between these structures and the South African Soldiers Memorial.

Reinstating the heritage registered South African Soldiers Memorial is subject to separate approval by Heritage Victoria.

The preparation of interpretive material to display during construction is subject to the Early Works Managing Contractor scope of works, and therefore does not form part of this Development Plan.

The South African Soldiers Memorial is shown on the landscape plans in Appendix C.

### EPR CH21: St Kilda Road

The design for the reinstated and realigned St Kilda Road has been developed in consultation with Heritage Victoria, Transport for Victoria, VicRoads, City of Melbourne and City of Port Phillip.

The design provides for the reinstatement of a realigned St Kilda Road between Dorcas Street and Toorak Road that allows for the new station entrances and tram stop, including realigning traffic lanes, tram lines and stops, bicycle lanes, footpaths and pedestrian crossings. As part of this the formal boulevard values will be reinstated including street fabric and avenue tree planting.

Additionally, visual impacts have been reduced through ensuring key design elements (such as entrances) are within the height of the tree canopy.

Disturbing and reinstating the heritage registered St Kilda Road is subject to a separate approval by Heritage Victoria. Where heritage street fabric and infrastructure along St Kilda Road are impacted, it will be conserved and/or reconstructed in accordance with statutory controls to be separately approved by Heritage Victoria and/or City of Melbourne as relevant.

Any temporary impacts to heritage street fabric and infrastructure will be managed in accordance with the **Heritage Act 1995** including conditions of approval to ensure it is accurately reconstructed/conserved.

The St Kilda Road design is shown on the landscape plans in Appendix C.

### 4.4.4 Land use and planning

Table 8 provides the CYP design response to the relevant land use and planning EPRs.

#### Table 8: Design response to relevant land use and planning EPRs

<table>
<thead>
<tr>
<th>EPR</th>
<th>Design Response</th>
</tr>
</thead>
</table>
| EPR LU1: Minimise impact on existing land use | The design of the Domain precinct has been developed in consultation with City of Melbourne and City of Port Phillip. The design has sought to minimise impacts on existing land uses, particularly the public open space of the Shrine of Remembrance and Shrine Reserve, and Domain Parklands. For example:  
  — The design footprint has been reduced relative to the concept design publicly exhibited in the EES  
  — There is no private land acquisition and the dominant use of spaces on Crown Land (such as Shrine of Remembrance Reserve and Albert Park Reserve) will be returned to public use on completion of works |
The design of the Domain precinct has been developed in consultation with City of Melbourne and City of Port Phillip.

The reconfiguration and landscaping of the Albert Road Reserve, which extends public open space from St Kilda Road to Kings Way, responds to open space master planning by both City of Port Phillip and City of Melbourne that seeks improved access to Domain Parklands and Albert Park and improved linkages between parks.

A detailed assessment of consistency with the Urban Design Strategy is provided in Appendix E and Section 4.3.

The public open space is shown on the landscape plans in Appendix C.

The design has sought to minimise impacts on public open space including the Shrine of Remembrance and Shrine Reserve, Domain Parklands and Albert Road Reserve by undertaking the following:

- Placing station ventilation structures and the chiller plant within the centre median strip of St Kilda Road, creating physical and visual separation between these structures and surrounding public open space
- Reinstating Edmund Herring Oval
- By ensuring key design elements (such as entrances) are within the height of the tree canopy
- Through consolidating the eastern entrance into one structure to further reduce visual impact on the Shrine of Remembrance
- Reinstating St Kilda Road to its formal European-style boulevard character and providing additional tree planting to those removed.
- Providing additional public open space with the reconfiguration and landscaping of the Albert Road Reserve, creating an extended area of public open space from St Kilda Road to Kings Way.

4.4.5 Landscape and visual

Table 9 provides the CYP design response to the relevant landscape and visual EPRs.

<table>
<thead>
<tr>
<th>EPR</th>
<th>Design Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>EPR LV1: Reducing visual impact</td>
<td>The design of the Domain precinct has been developed in consultation with the Office of the Victorian Government Architect, Heritage Victoria, City of Melbourne and City of Port Phillip. St Kilda Road is a heritage-listed boulevard and a gateway into Melbourne’s city centre. The Shrine Parklands to the north is sacred ground of high heritage, social and landscape value and Albert Road Reserve has significant mature trees, and a small park that is home to the South African Soldiers Memorial. The design has sought to minimise impacts on public open space including the Shrine of Remembrance and Shrine Reserve, Domain Parklands and Albert Road Reserve by undertaking the following:</td>
</tr>
<tr>
<td>EPR LV2: Re-establishment of public open space</td>
<td>- Placing station ventilation structures and the chiller plant within the centre median strip of St Kilda Road, creating physical and visual separation between these structures and surrounding public open space&lt;br&gt; - Reinstating Edmund Herring Oval&lt;br&gt; - By ensuring key design elements (such as entrances) are within the height of the tree canopy&lt;br&gt; - Through consolidating the eastern entrance into one structure to further reduce visual impact on the Shrine of Remembrance&lt;br&gt; - Reinstating St Kilda Road to its formal European-style boulevard character and providing additional tree planting to those removed.&lt;br&gt; - Providing additional public open space with the reconfiguration and landscaping of the Albert Road Reserve, creating an extended area of public open space from St Kilda Road to Kings Way.</td>
</tr>
</tbody>
</table>
4.4.6 Social and community

Table 10 provides the CYP design response to the relevant social and community EPR.

Table 10: Design response to relevant social and community EPR

<table>
<thead>
<tr>
<th>EPR</th>
<th>Design Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>EPR SC8: Re-establish public open space</td>
<td>The design of the Domain precinct has been developed in consultation with the City of Melbourne and City of Port Phillip. Domain Station precinct will provide improved community access to open and recreational space and the creation/re-establishment of places through the following design considerations:</td>
</tr>
<tr>
<td></td>
<td>— Reinstatement of 500 metre of St Kilda Road including provision for Copenhagen-style bicycle lanes, and a formal avenue of tree planting. The design will reinstate a greener more sustainable boulevard as a legacy – and potentially a prototype that could ultimately extend from The CBD to St Kilda Junction.</td>
</tr>
<tr>
<td></td>
<td>— At Domain Station, there will be a seamless connection to its surrounding parklands through the provision of an unpaid pedestrian underpass providing unhindered passage between the Albert Road Reserve and Shrine of Remembrance</td>
</tr>
<tr>
<td></td>
<td>— Albert Road Reserve will be expanded, providing for the relocated South African Soldiers Memorial. The arrangement includes the station forecourt and plaza at the north and a greener community park to the south. In addition to providing the southern entry to Domain Station, it will provide bike parking, kiss-and-ride, taxi zones and bus stops and be a social and gathering space for commuters and the community.</td>
</tr>
<tr>
<td></td>
<td>— Edmund Herring Oval will be reinstated to return its purpose of supporting recreational activities.</td>
</tr>
<tr>
<td></td>
<td>The public open space is shown on the landscape plans in Appendix C.</td>
</tr>
</tbody>
</table>

4.4.7 Surface water

Table 11 provides the CYP design response to the relevant surface water EPRs.

Table 11: Design response to relevant surface water EPRs

<table>
<thead>
<tr>
<th>EPR</th>
<th>Design Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>EPR SW1: Flood design</td>
<td>The design of the Domain precinct has been developed in consultation with Melbourne Water and City of Melbourne. Surface water movement has been addressed in the Domain precinct in the following manner:</td>
</tr>
<tr>
<td></td>
<td>— Water sensitive urban design principles have been applied to project design providing an important sustainability and visual aspect. Stormwater run-off will be slowed, mitigated and collected for reuse via gardens and street planters</td>
</tr>
<tr>
<td></td>
<td>— Water sensitive urban design is a key part of the landscape concept - trees and garden beds will be passively irrigated, and used to detain and clean stormwater. An underground water storage tank will be provided at the Domain Station. This water will be harvested from stormwater collected from the roads and public realm.</td>
</tr>
<tr>
<td></td>
<td>— At the new Albert Road Reserve park, water captured from the station and adjacent roads will be filtered through landscaped areas of the park, to recharge the ground with moisture and support tree growth, before culminating in the WSUD feature (stylised water treatment feature to the south) prior to flowing to Albert Park Lake in a cleaner condition than it would be if it had simply come off the local road surfaces.</td>
</tr>
</tbody>
</table>
**4.4.8 Transport**

Table 12 provides the CYP design response to the relevant transport EPRs.

Table 12: Design response to relevant transport EPRs

<table>
<thead>
<tr>
<th>EPR</th>
<th>Design Response</th>
</tr>
</thead>
</table>
| **EPR T7:** Operational road transport | The design for the reinstatement of the realigned St Kilda Road has been developed in consultation with Transport for Victoria, VicRoads, City of Melbourne and City of Port Phillip. The design provides for the reinstatement of a realigned St Kilda Road between Dorcas Street and Toorak Road that allows for the new station entrances and tram stop, including realigning traffic lanes in each direction, tram lines and stops, bicycle lanes, footpaths and pedestrian crossings. As part of this the formal boulevard values will be reinstated including street fabric and avenue tree planting. Disturbing and reinstating the heritage registered St Kilda Road is subject to separate approval by Heritage Victoria. The project will result in the removal of 211 car parking spaces across the precinct, 90 of these along St Kilda Road and an additional 121 on Albert Road. The provision of a train station for this precinct will significantly alter the existing mode shares for the precinct as well as the form and function of surrounding land-uses. For the design, the needs of service, emergency vehicles and DDA requirements has been taken into consideration in the following manner:  
  — Loading bays have been provided at strategic locations near retail facilities located on the corner of St Kilda Road and Albert Road and along Domain Road. Station loading bays are provided on St Kilda Road (Figure 10).  
  — DDA parking will be provided alongside the loading bays (corner of Albert Road and St Kilda Road). This will be a drop-off DDA area only. Additional opportunities to re-provide public DDA parking for the precinct are also being investigated.  
  — Two emergency vehicle bays will be provided to the west of Domain Station entrance, along St Kilda Road. Refer to Public Realm Plan Drawing number AS-CYP-DM-00-DRG-AUD-DOM-752103-DP. The St Kilda Road design is shown on the Public Realm Plans in Appendix D. |
| **EPR T8:** Operational public transport | The design for the reinstatement of the realigned St Kilda Road has been developed in consultation with Transport for Victoria, Public Transport Victoria, City of Melbourne and City of Port Phillip. At Domain, 50 to 55 percent of station passengers are expected to use the station as a train-tram interchange point, so providing a comfortable and easy journey between trains and trams is a key design driver. The island tram platform can accommodate four trams at any one time, or two 33m-long trams traveling in each direction, while also providing a comfortable waiting environment. The design also provides new bus stops with shelters on St Kilda Road to allow passengers to readily connect with train and trams, and accommodates the reinstatement of the No.58 Domain Road tram service, which has been diverted to Toorak Road during construction. The design of the station has been undertaken in tandem with pedestrian movement modelling to ensure the station entrances are orientated towards passenger destinations to reduce congestion, encourage ease of access and optimize use of footpath areas. A wayfinding strategy has been prepared to reduce the amount of signage required across the precinct. Internal and external spaces have been designed to support intuitive movement where |
reliance on signage is kept to a minimum. Signage is presented in a logical sequence based on providing the right information, at the right time and in the right place. A family of sign types has been developed and applied consistently across all stations and their precincts. Signs are categorised into four main functional groups including: identification signs, directional signs, information signs and statutory signs. The intuitive movement concept within the wayfinding strategy will also assist mobility and vision impaired persons.

Public transport design is shown in Appendix D.

EPR T9: Operational active transport

The design for the reinstatement of the realigned St Kilda Road has been developed in consultation with Transport for Victoria, VicRoads, City of Melbourne and City of Port Phillip.

The Domain precinct has been designed with a transport modal hierarchy that focuses on pedestrians followed by cyclists, public transport, service vehicles and finally the private automobile.

Pedestrians:

The majority of station passenger movements will involve interchanging with the tram. The precinct design addresses this by giving priority and more area to accommodate the interchange vertical transport and to the central island tram platform. Significant destinations located close to Domain Station include:

- The Shrine of Remembrance
- Domain Parkland
- The Royal Botanic Gardens
- Melbourne Grammar School
- Nearby commercial and residential buildings
- Albert Park Reserve and Albert Park Lake
- Mac Robertson Girls High School.

As the majority of these destinations are located to the north or south of the station, the design has been careful to increase north-south station connectivity via a pedestrian underpass beneath St Kilda Road. The underpass leads directly and conveniently to the station entrance and offers a safe, convenient route to the tram interchange on the surface (via two escalators and a lift). Improved surface-level crossings are also included in the design, to cross the roads and access the trams.

Broader north-south pedestrian movement is nurtured through the extended and enhanced Albert Road Reserve which creates a more functional and attractive link between Albert Park and the Shrine Reserve. The generosity and orientation of the new circulation also caters for large events such as ANZAC Day and the Grand Prix.

Care has been given to ensure the station and precinct have been designed in a manner which provides mobility and vision impaired passengers with a user experience comparable to fully abled persons. In line with the Disability Discrimination Act 1992, passengers will be able to get from the street level to the train without having to use steps. The station has been designed in a manner to allow intrinsic movement through spaces, reducing passenger’s dependence on actual signage.

The pedestrian movement network through the Domain precinct is shown in Figure 8.

Bicycles:

St Kilda Road is Melbourne’s busiest bicycle route, and is also one of the city’s most dangerous. With St Kilda Road subject to significant reinstatement and realignment between Dorcas Street and Toorak Road to allow for the new station entrances and tram stop, there is an opportunity to improve both safety and to address increasing demand for bicycle access. The design aligns with the safety objectives outlined in the St Kilda Road Bicycle Improvement Project.

The design includes Copenhagen-style bicycle lanes between Dorcas Street and Toorak Road. This means that they are separated from moving traffic, and away from parked cars’ opening doors. The design can also accommodate centrally located bicycle lanes if this becomes the preferred strategy for the whole of St Kilda Road. Bicycle north-south connectivity has also been improved with off-road paths linking Albert Road to Domain Station and to St Kilda Road. On Day One, 126 bike-parking spaces will be provided. A space for Bike Share parking and access will be available in the station forecourt.

Figure 9 shows the location of bicycle facilities within the Station precinct.
<table>
<thead>
<tr>
<th>EPR</th>
<th>Design Response</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Active transport design is shown on Figure 8, Figure 9 and Appendix D.</td>
</tr>
</tbody>
</table>
| EPR T10: Waste collection | A precinct-wide waste management strategy will be incorporated into the design of the Domain precinct.  
Waste collection bays will be provided in three locations, one near the corner of Albert Road to assist in serving current residents and businesses, one in St Kilda Road (off-peak) and one along Domain Road (near Melbourne Grammar School). Figure 10 shows the location of these waste collection bays.  
Consultation will be undertaken with affected businesses, land owners, residents, private waste collection services and City of Melbourne council. |
5 Conclusion

CYP have designed the Domain Station to reflect a ‘Pavilion in the Park’ – an integrated public building and landmark that connects seamlessly with its existing and new parkland surroundings and provides a modal interchange, between trams and trains, not seen in Melbourne before.

Domain Station will be built directly below St Kilda Road with a new Domain interchange tram stop at the intersection of Domain and Albert roads. Passengers can enter and exit the station via three entry points – the central island tram platform, Albert Road Reserve or the grounds of the Shrine of Remembrance. A station forecourt or plaza on the south side of St Kilda Road, as well as a reinstated St Kilda Road boulevard and an expanded Albert Road reserve will provide a green link between the Shrine Reserve and Domain Parklands to Albert Park and beyond to Port Phillip Bay.

This Domain Precinct Development Plan presents the built form of CYP’s works in the Domain precinct, including for the new Domain Station from the station entrances to the ticket gate. In accordance with Clause 4.6 of the Incorporated Document, this plan includes:

— Site layout plan (refer to Appendix A)
— Architectural plans and elevations (refer to Appendix B)
— Landscape plans and elevations (refer to Appendix C)
— Public realm plans (refer to Appendix D)
— 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 E)
— 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 F).

MMRA’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 design for the Domain precinct has incorporated feedback from a range of stakeholders, including relevant stakeholders identified in the Incorporated Document, including the Office of the Victorian Government Architect, City of Melbourne, City of Port Phillip, Heritage Victoria, Transport for Victoria, VicRoads, Public Transport Victoria and Melbourne Water. Additional consultation with community stakeholders has also occurred as part of the preparation of this Development Plan.

This Development Plan only relates to final built form. In accordance with the conditions of the Incorporated Document, construction related matters will be addressed in separately prepared Environmental Management Systems, Construction Environmental Management Plans, Site Environmental Implementation Plans or aspect-specific management plans (as specified in the approved Environmental Performance Requirements).

This Domain Precinct Development Plan is being made available for public inspection for 15 business days from Monday 27 November 2017 until Friday 15 December 2017. It is available on the Metro Tunnel website along with an opportunity to provide written comments.
**Appendix A: Domain Site Layout Plan**

| Site Master Plan | TAS-CYP-DM-00-DRG-AUD-DOM-750200-DP |
Appendix B: Domain Architectural Plans and Elevations

Ground Floor Level Plan
Concourse Level Plan
Concourse Level Plan – North
Ground Floor Level Plan – North
Ground Floor Level Plan – South
North – South Long Section 1
North – South Long Section 1 – North
North – South Long Section 1 – South
East – West Cross Section 2, 3 & 4
East – West Cross Section 5
Ground Floor Level – Signage Placement Plan
Materials Schedule

TAS-CYP-DM-00-DRG-ARC-DOM-751000-DP
TAS-CYP-DM-00-DRG-ARC-DOM-751010-DP
TAS-CYP-DM-00-DRG-ARC-DOM-751011-DP
TAS-CYP-DM-00-DRG-ARC-DOM-752001-DP
TAS-CYP-DM-00-DRG-ARC-DOM-752002-DP
TAS-CYP-DM-00-DRG-ARC-DOM-754000-DP
TAS-CYP-DM-00-DRG-ARC-DOM-754001-DP
TAS-CYP-DM-00-DRG-ARC-DOM-754002-DP
TAS-CYP-DM-00-DRG-ARC-DOM-754011-DP
TAS-CYP-DM-00-DRG-ARC-DOM-754012-DP
TAS-CYP-DM-00-DRG-ARC-DOM-751101-DP
TAS-CYP-DM-00-SCH-ARC-DOM-754222-DP
# Appendix C: Domain Landscape Plans and Elevations

<table>
<thead>
<tr>
<th>Public Realm Legend</th>
<th>TAS-CYP-CS-00-DRG-AUD-DOM-740001-DP</th>
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<td>Landscape Plan – Sheet 1 of 10</td>
<td>TAS-CYP-DM-00-DRG-AUD-DOM-752201-DP</td>
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<td>Landscape Plan – Sheet 2 of 10</td>
<td>TAS-CYP-DM-00-DRG-AUD-DOM-752202-DP</td>
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<td>Landscape Plan – Sheet 3 of 10</td>
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<td>Landscape Plan – Sheet 4 of 10</td>
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<td>Landscape Plan – Sheet 8 of 10</td>
<td>TAS-CYP-DM-00-DRG-AUD-DOM-752208-DP</td>
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Appendix D: Domain Public Realm Plans

Public Realm Legend

Hardscape Plan – Sheet 1 of 8
Hardscape Plan – Sheet 2 of 8
Hardscape Plan – Sheet 3 of 8
Hardscape Plan – Sheet 4 of 8
Hardscape Plan – Sheet 5 of 8
Hardscape Plan – Sheet 6 of 8
Hardscape Plan – Sheet 7 of 8
Hardscape Plan – Sheet 8 of 8
Appendix E: Domain Urban Design Strategy guidelines assessment
Appendix F: Domain Environmental Performance Requirements assessment