



RAIL INFRASTRUCTURE ALLIANCE

EASTERN PORTAL DEVELOPMENT PLAN

MINOR AMENDMENT COMMUNITY

ENGAGEMENT SUMMARY

AUGUST 2021



ENGAGING WITH COMMUNITIES

INTRODUCTION

The Metro Tunnel will create a new end-to-end rail line from Sunbury to Cranbourne / Pakenham, with high capacity trains and five new underground stations.

The Rail Infrastructure Alliance (RIA), a partnership between John Holland, CPB Contractors, AECOM, Metro Trains Melbourne (MTM) and Rail Projects Victoria (RPV), is building the eastern entrance to the Metro Tunnel in South Yarra (Eastern Portal).

Eastern tunnel entrance works commenced in accordance with RIA's Eastern Portal Development Plan, which was placed on public display in February and March 2019 and approved by the Minister for Planning on 15 May 2019.

RIA's Eastern Portal Development Plan sets out the required above-ground works to construct the eastern tunnel entrance and describes the response to the Urban Design Strategy (UDS) and relevant Environmental Performance Requirements, as defined in the Metro Tunnel Environmental Management Framework.

Further to the Ministerial approval of the Eastern Portal Development Plan in May 2019 and amendments in June 2020 and January 2021, RIA sought to make a minor amendment to the Development Plan to reflect further design development and consultation outcomes.

The purpose of this minor amendment was to reconfigure the design for South Yarra Siding Reserve to accommodate a new substation underneath South Yarra Siding Reserve. The minor amendment also included minor design changes to Osborne Street Reserve.

This substation is not subject to a Metro Tunnel Project Development Plan and has been approved through planning permit PA2000931, issued by Department of Environment, Land, Water and Planning (DELWP) as the Responsible Authority on 30 October 2020.

Public display of the draft Amended Plan occurred for 14 business days between Tuesday 9 March 2021 and Friday 26 March 2021.

The feedback received during public display was considered in the finalised minor amendment to the RIA Eastern Portal Development Plan. An updated plan was submitted to the Minister for Planning for consideration and was approved on 10 August 2021.

PURPOSE

This Community Engagement Summary provides a summary of the feedback received as part of the community consultation undertaken on the minor amendments to the RIA Eastern Portal Development Plan.

OUR ENGAGEMENT FRAMEWORK

RIA delivered its community engagement activities in line with RPV's engagement framework, which can be found on the Metro Tunnel website at metrotunnel.vic.gov.au. This framework guides all engagement activities for the Metro Tunnel and captures the project's commitment to meaningful consultation with stakeholders and communities during the planning and delivery of the project.

The following core principles guide RIA's engagement:

- **Direct:** Direct engagement is the preferred means of communicating major issues to affected stakeholders and communities
- **Open:** Communication will be open, transparent, inclusive, accessible, accurate and consistent in its content, and will be planned, coordinated and timely in its delivery to all audiences
- **Proactive:** Proactive communications and early engagement are integral parts of all project and operational planning processes to ensure a "no surprises" approach
- **Tailored:** Messages and delivery channels must be tailored to the communication and information needs of their intended audiences.

EASTERN PORTAL DEVELOPMENT PLAN MINOR AMENDMENT – PUBLIC DISPLAY

Draft amendments to RIA’s Eastern Portal Development Plan were released for public display from Tuesday 9 March 2021 until Friday 26 March 2021 via the Metro Tunnel website. This 14-business day public display period provided the community and stakeholders with the opportunity to view and formally comment on proposed amendments to the approved plan.

To overcome the impact of COVID-19 restrictions and reach as many community members as possible, the project team utilised virtual community information sessions, and used a combination of digital and traditional methods for issuing updates.

Our engagement approach is outlined in the table below.

| Mailouts and media | Online / Digital | Interactions |
|---|---|--|
| <p>Letterbox drop to 1,250 dwellings advising of the public display of the draft minor amendment. Residents received information about the proposed minor amendment and information sessions. The letter also invited the community to participate in an online survey seeking feedback on the proposed amendments.</p> | <p>Public display of the draft RIA Development Plan on the Engage Victoria website, including the opportunity to provide feedback via an online survey, from Tuesday 9 March 2021 until Friday 26 March 2021.</p> | <p>A virtual drop-in community information session was held via Zoom on Wednesday 17 March 2021. This included a presentation from RIA’s planning and design teams, followed by Q&As and a general discussion.</p> |
| <p>SMS reminder sent to 152 subscribers</p> | | <p>Face-to-face engagement with nearby property owners in Osborne Street.</p> |
| | | <p>Briefings provided to South Yarra Community Reference Group (CRG).</p> |
| | | <p>Community drop in session held at local cafe on Saturday 20 March 2021 from 8am to 11am. Representatives from RIA were available to answer questions.</p> |

ENGAGEMENT SNAPSHOT

The table below provides a breakdown of key interactions with the community.

| | | |
|---|--|---|
| 13 Submissions during public display | 40 Interactions at in-person drop in session | 12 Meetings with frontline landowners and South Yarra Community Reference Group members to discuss direct impacts |
| 1,250 Letterbox drops to dwellings surrounding South Yarra station advising of the public display of the Development Plan amendment | 404 Metro Tunnel Project webpage news item views | 610 Visits to Metro Tunnel Project's development plans webpage |
| 152 Text messages sent to subscribers advising of the information session | 2,481 Total interactions with the community and key stakeholders | |

COMMUNITY FEEDBACK

The table below outlines a summary of the specific issues raised in relation to the Eastern Portal Development Plan minor amendment.

| Comments | Project team response |
|---|--|
| <p>Proposed reconfiguration of South Yarra Siding Reserve</p> <p>Concerns regarding:</p> <ul style="list-style-type: none"> • Perceived high amount of hard surfaces within South Yarra Siding Reserve • Light spill from the southern end of South Yarra Siding Reserve in close proximity to adjacent residences • Noise concerns from people gathering at the water fountain in the dog off-leash area • CCTV filming private properties • Trees at the southern boundary of South Yarra Siding Reserve blocking solar access to residences. <p>Requests included:</p> <ul style="list-style-type: none"> • More grassed areas, trees and shrubs • An enclosed space for the dog off-leash area • Lighting throughout South Yarra Siding Reserve to be timed to switch off at a certain time at night to discourage anti-social behaviour at night • The water fountain at the dog off-leash area to be relocated away from the southern boundary • Re-orientation of the southern-most seat in the dog off-leash area to incorporate more landscaping • Ensure trees adjacent to residential boundaries to be of an appropriate size and potentially deciduous that allows for solar access all year-round • Consider planting shrubbery that deters people from climbing fences to adjacent properties. | <ul style="list-style-type: none"> • Hardscape areas within South Yarra Siding Reserve have been reduced as much as practically possible. Any hardscape provided is required due to the provision of paths that are compliant with the Disability Discrimination Act requirements and maintenance vehicle requirements • The lighting levels at South Yarra Siding Reserve meet Council's requirements for lighting in the public realm. The lighting layout has been designed in consultation with Council to ensure compliance with Council and Crime Prevention Through Environmental Design (CPTED) requirements • The water fountain at the southern end of South Yarra Siding Reserve has been relocated closer to the centre of the reserve, adjacent to the proposed path. This is to reduce gatherings and associated noise in close proximity to nearby residences • CCTV cameras throughout South Yarra Siding Reserve have been positioned to ensure private properties are not recorded • Deciduous trees have been provided at the southern boundary of South Yarra Siding Reserve to provide adequate light and solar access during winter months • Grassed areas, trees, shrubs and canopy coverage have been maximised within South Yarra Siding Reserve • The design of the dog off-leash area is intended to function as a passive recreation space. An enclosed area would restrict access through South Yarra Siding Reserve and introduce CPTED concerns for the use of the reserve • The southern-most seat in the dog off-leash area has been relocated away from nearby residences and replaced with additional landscaping • Vegetation throughout the park has been selected to provide appropriate screening while also providing clear sightlines through the reserve to address CPTED concerns. All planting adjoining private properties have been selected to avoid any opportunities for climbing. |

| Comments | Project team response |
|---|---|
| <p>Osborne Street Reserve</p> <p>Requests included:</p> <ul style="list-style-type: none"> • More landscaping, trees and shrubs. | <ul style="list-style-type: none"> • Landscaping, trees and shrubs at the Osborne Street Reserve have been maximised as much as practically possible • The layout of trees and vegetation has been designed to provide green open space for the local community while also creating a natural shield from some of the new infrastructure in the rail corridor. |
| <p>Other Feedback</p> <p>Concerns regarding:</p> <ul style="list-style-type: none"> • Bulk of the Osborne Street bridge and design of the bridge barriers/screen • Traffic along Osborne Street should be one-way to minimise traffic impacts. <p>Requests include:</p> <ul style="list-style-type: none"> • New fencing for the southern residential boundary of South Yarra Siding Reserve. | <ul style="list-style-type: none"> • The Osborne Street Bridge has been approved in the previous Eastern Portal Development Plan and no further changes are proposed as part of this minor amendment. The bridge is therefore not considered as part of this amendment • Traffic concerns and requests along Osborne Street are not within the scope of the Development Plan amendment. Council is the authority that will manage ongoing use of Osborne Street post Metro Tunnel works • A new residential property fence is not included within the scope of works for South Yarra Siding Reserve. This is private property and is not part of the Metro Tunnel Project. |

PREVIOUS ENGAGEMENT

Extensive community engagement was undertaken in late 2018 and early 2019 to inform preparation of design concepts, test ideas and seek feedback on key community interests and concerns, outline which design elements were fixed and why, and deliver a transparent process. Engagement activities undertaken during this time included community pop ups, design workshops and briefings prior to public display.

The Eastern Portal Development Plan was released for public display from 4 February 2019 to 22 February 2019 via the Metro Tunnel Project website and was approved by the Minister for Planning on 15 May 2019.

RIA sought to amend the Eastern Portal Development Plan in early 2020, to reflect further design development and consultation outcomes.

The draft RIA Eastern Portal Development Plan amendment was placed on public display from Monday 17 February 2020 to Friday 6 March 2020. An updated plan was approved by the Minister for Planning on 25 May 2020. The amendment

included a new pocket park on Arthur Street and amendments to the design of the Osborne Street reserve and streetscape.

RIA sought a further amendment to the Eastern Portal Development Plan in mid-2020 to progress construction of rail services buildings, known as Communications Equipment Rooms (CER) and Signalling Equipment Rooms (SER), on the northern side of the rail corridor to deliver vital communications and signalling infrastructure for the Metro Tunnel.

The draft RIA Eastern Portal Development Plan amendment was placed on public display from Monday 13 July 2020 until 5pm on Friday 31 July 2020. An updated plan was submitted to the Minister for Planning for consideration and was approved on 8 January 2021.

Further information about the Eastern Portal Development Plan and previous amendments can be found in the table below or online at metrotunnel.vic.gov.au/planning

Eastern Portal Development Plans approved by the Minister for Planning

The Eastern Portal Development Plan was approved in May 2019.

The scope and extent of works included:

- Construction of a tunnel entrance connecting the Metro Tunnel to the rail network east of William Street
- Permanent realignment of the Cranbourne / Pakenham line and the Frankston line
- Reinstatement and enhancement of South Yarra Siding Reserve
- Emergency egress area adjacent to the rail corridor and William Street
- A replacement bridge at William Street
- A new pedestrian and cycling bridge at Osborne Street connecting to South Yarra Siding Reserve
- Reinstated roads and walkways
- Retaining walls and embankments
- Construction of a detention tank under South Yarra Siding Reserve

The Development Plan was updated in May 2020 to include:

- A new pocket park on Arthur Street and amended streetscape
- Amendments to the design of the Osborne Street reserve and streetscape
- Minor amendments to the surface finishes on the William Street Bridge and the William Street pocket park
- Updates to acoustic attenuation solutions.

The Development Plan amendment was updated in January 2021 to include:

- Amendments to progress construction of rail services buildings, known as Communications Equipment Rooms (CER) and Signalling Equipment Rooms (SER), on the northern side of the rail corridor to deliver vital communications and signalling infrastructure for the Metro Tunnel
- Minor design changes and landscaping along the new Lovers Walk.

ONGOING ENGAGEMENT

In addition to consultation undertaken with the community, RIA has undertaken extensive stakeholder consultation to guide preparation of the Eastern Portal Development Plan and draft amendments to the Development Plan prior to and following the public display and submission process. This involved consultation with the Metro Tunnel Development Plan Review Committee (DPRC) and the Metro Tunnel Urban Design and Architecture Advisory Panel (UDAAP). We have also sought feedback from Local Government, service providers and stakeholder groups.

As part of the design process, we will continue to engage with key stakeholders including:

- City of Stonnington
- Department of Environment, Land, Water and Planning (DELWP)
- Department of Transport (DoT), including Transport for Victoria (TfV), Public Transport Victoria (PTV) and VicRoads
- Department of Treasury and Finance (DTF)
- Environment Protection Authority (EPA)
- Heritage Victoria (HV)
- Melbourne Water
- Metro Tunnel Development Plan Review Committee (DPRC)
- Metro Tunnel Urban Design and Architectural Advisory Panel (UDAAP) including the Office of the Victorian Government Architect (OVGA)
- Metro Tunnel Traffic and Transport Working Group
- VicTrack
- Metro Trains Melbourne (MTM)
- South Yarra Community Reference Group (CRG)
- Toorak Road Traders Association
- Chapel Street Precinct Association
- Our interface delivery partners, Cross Yarra Partnership (CYP) and Rail Systems Alliance (RSA).

NEXT STEPS

The Minister for Planning approved the RIA Eastern Portal Development Plan minor amendment on 10 August 2021.


RIA is continuing to progress through the design and construction process for the Eastern Portal precinct. We will continue to engage with the local community and seek feedback where possible throughout this process.

The project team will also continue to engage with key project and government stakeholders, including the City of Stonnington, as we seek to finalise detailed designs.

More information

To find out more about the Metro Tunnel Project:

 metrotunnel.vic.gov.au

 1800 105 105 (24 hours a day, 7 days a week)

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It should be noted that this information is current at the time of printing, however due to unforeseen circumstances, changes may occur. Please visit railprojects.vic.gov.au for the latest updates.