PARKVILLE PRECINCT DEVELOPMENT PLAN

MINISTERIAL SUBMISSION

TAS-CYP-PKV-ZWD-PLA-XLP-PKV-X0001

Rev D

23/02/2018
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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>
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<tr>
<td>CPTED</td>
<td>Crime Prevention Through Environmental Design</td>
</tr>
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<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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<td>DPRC</td>
<td>Development Plan Review Committee</td>
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<td>EES</td>
<td>Environment Effects Statement</td>
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<td>EMF</td>
<td>Environmental Management Framework</td>
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<td>EPA</td>
<td>Environment Protection Authority</td>
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<td>EPR</td>
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<td>HV</td>
<td>Heritage Victoria</td>
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<td>MMRA</td>
<td>Melbourne Metro Rail Authority</td>
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<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>
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<td>PSA</td>
<td>Planning Scheme Amendment</td>
</tr>
<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>TfV</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>VCCC</td>
<td>Victorian Comprehensive Cancer Centre</td>
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Executive Summary

Cross Yarra Partnership (CYP) has been contracted 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 (North Melbourne), Parkville, CBD North (State Library), CBD South (Town Hall) and Domain (Anzac).

The Parkville precinct features prominent education and health institutions of national significance and is undergoing continuous growth and renewal. Municipal plans will see the areas residential and employment populations intensify.

In response, CYP has designed the Parkville precinct to align with the vision of transforming Grattan Street into a ‘Grand Promenade’ and biodiversity corridor amongst prominent institutions. This has been achieved through intuitive architectural design drawing on the areas identity and high concentration of pedestrian movement.

Parkville Station will be located directly below Grattan Street, connecting to a new tram stop on Royal Parade and bus services. Passengers can enter and exit the station via four entry points; one along Grattan Street west amongst the health institutions, two either side of Royal Parade and the station’s main entry on Grattan Street with a new station forecourt connecting to the University as well as a pedestrianized Barry Street and reconfigured University Square.

The new Grattan Street promenade will be landscaped with dense canopy trees and low level plantings providing a green link between Royal Parade and wider network of existing green spaces.

This Parkville Precinct Development Plan presents the scope and extent of the built form of CYP’s works for the Parkville precinct, including the new Parkville Station up to the ticket gate. This Development Plan is a requirement of Clause 4.6 of the Melbourne Metro Rail Project Incorporated Document May 2017, 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 (PSA) 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 plans (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 Parkville precinct has incorporated feedback from a range of stakeholders identified in the Incorporated Document. These stakeholders included the Office of the Victorian Government Architect, City of Melbourne, Heritage Victoria, Transport for Victoria, VicRoads, Public Transport Victoria and Melbourne Water. Additionally, other key stakeholders such as Royal Melbourne Hospital, Peter MacCallum Cancer Centre and University of Melbourne have been consulted with during the preparation of this Development Plan, including during a 15 business day public inspection period from Monday 27 November to Friday 15 December 2017 during which time it was available on the Metro Tunnel website along with an opportunity to provide written comments.

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

Cross Yarra Partnership (CYP) has been contracted 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 (North Melbourne), Parkville, CBD North (State Library), CBD South (Town Hall) and Domain (Anzac).

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 Parkville Precinct Development Plan presents the scope and extent of the built form of CYP’s works for the Parkville precinct, including the new Parkville Station, from the entrances to the ticket gate. In accordance with Clause 4.6.3 of the Incorporated Document, this plan includes:

— Site layout plan/s
— 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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<tbody>
<tr>
<td>4.6.1</td>
<td>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:</td>
<td>This Development Plan presents the built form of CYP’s works in the Parkville precinct, including the station from the entrances to the ticket gate.</td>
</tr>
<tr>
<td></td>
<td>a) Western tunnel portal</td>
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<td></td>
<td>b) Eastern tunnel portal</td>
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<td></td>
<td>c) Arden (North Melbourne) Station</td>
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<td></td>
<td>d) Parkville Station</td>
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<tr>
<td></td>
<td>e) CBD North (State Library) Station</td>
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<td></td>
<td>f) CBD South (Town Hall) Station</td>
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</tr>
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<td></td>
<td>g) Domain (Anzac) Station</td>
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<td></td>
<td>h) Rail turnback at West Footscray Station</td>
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<tr>
<td>Clause</td>
<td>Condition</td>
<td>Response</td>
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<td>i)</td>
<td>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.</td>
<td>CYP’s works to the ticket gate are described in Section 3 and the drawings in Appendix A – D.</td>
</tr>
<tr>
<td>4.6.2</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>4.6.3</td>
<td>A Development Plan must include:</td>
<td>Site layout plan in Appendix A.</td>
</tr>
<tr>
<td>a)</td>
<td>A site layout plan/s</td>
<td>Architectural plans and elevations in Appendix B.</td>
</tr>
<tr>
<td>b)</td>
<td>Architectural, landscape and public realm plans and elevations including lighting, signage, pedestrian access, bicycle access and other ancillary facilities</td>
<td>Landscape plans and elevations in Appendix C.</td>
</tr>
<tr>
<td>c)</td>
<td>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.</td>
<td>Public realm plans in Appendix D.</td>
</tr>
<tr>
<td>4.6.4</td>
<td>Prior to submission of a Development Plan to the Minister for Planning for approval under clause 4.6.1, a Development Plan must be:</td>
<td>Stakeholder and community consultation is outlined in Section 1.3.</td>
</tr>
<tr>
<td>b)</td>
<td>Where relevant, provided to the Roads Corporation, Public Transport Development Authority, Melbourne Water and Heritage Victoria for consultation.</td>
<td></td>
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<tr>
<td>c)</td>
<td>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.</td>
<td></td>
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<td></td>
<td>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).</td>
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<td></td>
<td>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).</td>
<td></td>
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<tr>
<td>4.6.5</td>
<td>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.</td>
<td>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 Parkville Precinct Development Plan.</td>
</tr>
<tr>
<td>4.6.6</td>
<td>Before deciding whether to approve a Development Plan under clause 4.6.1, the Minister for Planning must consider all written</td>
<td>CYP notes this requirement.</td>
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### 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.

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<tr>
<th>Condition</th>
<th>Response</th>
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<tbody>
<tr>
<td>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 or any preparatory works undertaken in accordance with Clause 4.12.</td>
<td></td>
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### 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.

<table>
<thead>
<tr>
<th>Condition</th>
<th>Response</th>
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<tbody>
<tr>
<td>This Development Plan presents the built form of CYP’s works in the Parkville precinct, including the station from the entrances to the ticket gate. Where there are changes to the scope and extent of the built form of CYP’s design, approval to amend this Development Plan will be sought from the Minister for Planning.</td>
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### Clause 4.6.9

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

<table>
<thead>
<tr>
<th>Condition</th>
<th>Response</th>
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<tbody>
<tr>
<td>CYP will develop the Parkville precinct in accordance with this Development Plan.</td>
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## 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 Parkville 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
- Heritage Victoria
- Transport for Victoria
- VicRoads
- Public Transport Victoria
- Melbourne Water.

In accordance with the Incorporated Document, this Parkville Precinct Development Plan was made available for public inspection for 15 business days from Monday 27 November 2017 until Friday 15 December 2017 on the Metro Tunnel website along with an opportunity to provide written comments. As part of this process a notice was published in The Age and Herald Sun newspapers to inform the community on the 27th November.

In addition to the requirements of the Incorporate Document, CYP also consulted with other key stakeholders during design development, for the Parkville precinct this included:

- Bio21 Molecular Science & Biotechnology Institute
During the public inspection period CYP held nine community information sessions as which were located along the project alignment. The sessions were as follows:

- Thursday 30 November 2017 – 11am – 2pm at Seasons Botanic Gardens
- Thursday 30 November 2017 – 5.30pm – 8.30pm at Seasons Botanic Gardens
- Monday 4 December 2017 – 5.30pm – 8.30pm at Meat Market
- Tuesday 5 December 2017 – 11am – 2pm at Melbourne Town Hall
- Tuesday 5 December 2017 – 5.30pm – 8.30pm Melbourne Town Hall
- Wednesday 6 December 2017 – 8am – 11am at Royal Melbourne Hospital (Melbourne Health)
- Saturday 9 December 2017 – 11am – 2pm at North Melbourne Football Club
- Monday 11 December 2017 – 11am – 2pm at the Victorian Comprehensive Cancer Centre (VCCC)
- Tuesday 12 December 2017 – 5.30pm – 8.30pm – Melbourne Town Hall.

At the community information sessions attendees were invited ask questions about the five station precinct development plans and specialist technical staff were available to answer any queries. Attendees were also provided with instructions on how to access the online submission portal and paper submission copies were provided.

Three of the community information sessions were held at locations near the proposed Parkville Station. These sessions were held at the Meat Market in North Melbourne on Monday 4 December 2017, Royal Melbourne Hospital (Melbourne Health) on Wednesday 6 December 2017 and the Victorian Comprehensive Cancer Centre on Monday 11 December 2017. Metro Tunnel social media accounts also posted links to this Parkville Precinct Development Plan and online submission portal, and featured information on the time and locations of the community sessions.

During the public display period 150 key stakeholders were emailed directly, as well as e-newsletters sent out to subscribers of the Metro Tunnel Project updates, which provided links to the five station precinct development plans on the MMRA website. In addition to the community sessions and emails a further 32,500 letter drops occurred to addresses adjacent to the project.

Overall, 1,507 public submissions were received across all five station precincts and 200 of these submissions elected to provide comments on this Parkville Precinct Development Plan.

As part of the submission to the Minister for Planning, CYP will be providing all written comments received during stakeholder and community consultation, responses to each of these and a summary of consultation.
Figure 1: Incorporated Document Development Plan consultation process

1. Prepare Draft Development Plan
2. Consult with Office of the Victorian Government Architect and relevant councils
3. Consult with Transport for Victoria, VicRoads, Public Transport Victoria, Melbourne Water and Heritage Victoria
4. Revise Draft Development Plan
5. Public Comment
6. Finalise Development Plan
7. Prepare Draft Development Plan
2 Site context

This section describes how the strategic, physical and natural context of the Parkville 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 Parkville Station. The number of high profile public institutions within this five minute walkable catchment includes Royal Melbourne Hospital (RMH), Royal Women’s Hospital, Victorian Comprehensive Cancer Centre (VCCC), University of Melbourne and Peter Doherty Institute.

![Figure 2: Parkville precinct five minute walkable catchment](image)

2.1 Broader context and strategic positioning

Parkville is within the City of Melbourne municipality. In 2012, City of Melbourne released its City North Structure Plan that articulated the framework for the growth and development of this renewal area. This plan will intensify the area’s residential and employment populations.

The University Square Master Plan has been prepared by the City of Melbourne and was adopted in December, 2016. This interfaces with the project on Grattan Street, Barry Street and Leicester Street, and will incorporate the edge conditions of this master plan.

The metro and public realm has a direct interface with the evolving master plan of University of Melbourne, which is redeveloping some of its buildings and precincts along Grattan Street and Royal Parade as well as developing more intensively to the south of Grattan Street. The metro station will provide a major new entry point for the campus on Grattan Street and change its movement circulation patterns and orientation more north south. The metro entries have been positioned to respond to future north-south linkages within the campus. The public realm has provided a major entry point to the campus on Grattan Street near Gate 10 as well as catering for the increasing pedestrian movements across the street towards the south.

The planning approach ensures Parkville Station’s presence will minimise impact on the University’s plans through design strategies which locate station infrastructure outside University land where practicably possible. Station structure encroachment into University land has been reduced, compared to the reference design. Integrating the station entrance within the existing public realm, such as the Grattan Street road reserve, so passengers will not intrude significantly on University land.
The precinct also falls within the Elizabeth Street stormwater catchment area. In 2015 the City of Melbourne produced an integrated water cycle management plan for the sustainable water management of this catchment. The public realm of the precinct will play a large role supporting the objectives of this plan, through water sensitive urban design.

The City of Melbourne’s Parkville Urban Forest Strategy, 2015-2025 identifies Grattan Street as a future biodiversity corridor, and proposes a tree species change.

These strategic initiatives and policies have influenced the design approach.

2.2 Historical and natural context

Prior to the arrival of European settlers in 1835, the Parkville precinct area and its surrounds were occupied by the Boon Wurrung people and the Woi Wurrung people. The Parkville precinct is located within a landscape originally featuring grassy woodland species. While no Aboriginal Places are recorded in the Parkville precinct, it is assessed as being of high archaeological sensitivity, with archaeological potential.

Since the early European settlement, the area has been highly utilised. The presence of heritage listed Royal Parade, the former entry to the City of Melbourne from the north, demonstrates this. Additionally, Royal Parade is a heritage registered boulevard featuring a number of heritage listed trees within the precinct, and separates the University and health institutions.

The precinct has for a long time been strongly associated with education and health, highlighted by the number of historical heritage places nearby associated with the University of Melbourne, including the Vice Chancellors House, Gatekeeper’s Cottage and front fence and gate.

An appreciation of the site’s natural features and history has been identified as a starting point to develop the design themes to create a public realm identity that is of its place.

2.3 Existing site conditions

Grattan Street is currently a four lane road and bus route that is a restriction to north south pedestrian movement. The street is lined with mature elm trees, many of which will require removal for the station construction. This offers an opportunity to consider a street restructure and species change along this spine.

Royal Parade is a heritage boulevard with a dense canopy of mature elm trees and a strong landscape character that forms a significant gateway to the central city. This character is important to protect.

The land uses are primarily health related to the west of Royal Parade, and education to the east.
3 Scope of works in Parkville precinct

This Parkville Precinct Development Plan presents the scope and extent of the built form of CYP’s works in the Parkville precinct, including the new Parkville Station from the entrances to the ticket gate for Day 1 operation. Figure 3 shows these works within the Parkville precinct which includes:

— New underground train station beneath Grattan Street with pedestrian underpass beneath Royal Parade
— Four station entries, two on either side of Royal Parade, one on Grattan Street west and one on Grattan Street east, connecting to the new underground station
— New tram stop on Royal Parade to the north of Grattan Street, providing interchange between trains and trams
— A re-instated and reconfigured Grattan Street with one traffic lane in either direction, between Flemington Road and Leicester Street, to allow for wider pedestrian footpaths and dedicated bicycle lanes, with provision for bus services and hospital access
— A reconfigured and landscaped Elizabeth Street/Royal Parade from north of the Haymarket Roundabout to Story Street, that allows for the relocated/upgraded tram stop, including realigned traffic lanes, bicycle lanes, footpaths and pedestrian crossings
— A partially reinstated Barry Street redesigned in conjunction with City of Melbourne and University of Melbourne, closed to traffic
— Provision of a reconfigured University Square, housing ancillary station infrastructure, in conjunction with City of Melbourne and University of Melbourne.

This Development Plan presents the scope and extent of the built form of CYP’s works for the Parkville precinct with associated construction works to occur within the Project Land boundary (refer to Appendix A) and construction impacts to be managed in accordance with the approved Environmental Management Framework (refer to Section 4.4 and Appendix E).

The Parkville precinct associated works area generally includes the former City Ford site on the corner of Elizabeth Street and Pelham Street, the north western portion of University Square and land within the University of Melbourne including land in proximity to the Medical Faculty (tri-radiant) building, Vice-Chancellors House, Gate Keepers Cottage, Howard Florey Laboratories and the Centre for Spatial Data Infrastructures and Land Administration (Block C). In addition, it also includes the following road reserves:

— Grattan Street between Flemington Road and Bouverie Street
— Royal Parade from University High School to (and including) Haymarket roundabout
— Berkley Street between Grattan Street and Pelham Streets
— A portion of Barry Street between Grattan Street and Pelham Streets.

This area is shown on the associated works area plan included in Appendix A.

As considered in the EES, the nature of works in the Parkville precinct associated works area will change over time and is characterised by the following key activities:

— Site establishment: Site establishment at Parkville includes closure and hoarding of Grattan Street between Royal Parade and Pelham Street, Barry Street down to Pelham Street, and some of the northern portion of University Square. Site facilities will also be established at the former City Ford site on the corner of Pelham Street and Elizabeth Street. Site facilities such as sit offices and amenities will be established within Barry Street and the former City Ford site, which will also be used as a truck holding area
— Civil / Structural: Piling (bored piles) and excavation of the station box at Parkville along Grattan Street will be undertaken using a top-down, cut and cover construction method. The station box will be excavated sufficiently to allow the construction of a permanent roof with openings for construction access, and the surface restored. Excavation will continue under the roof, with the base slab being the last part of construction completed. Construction of the pedestrian access under Royal Parade will be mined using a road header. Acoustic treatment at the Parkville Station box may involve an acoustic cover or acoustic shed in addition to perimeter hoarding. The final phase of this stage includes associated road works, including tram works and bike and pedestrian infrastructure
— Fit out: This phase of the project includes the fit out of station infrastructure, surface and subsurface levels, including ticket halls, station platforms, passenger access, emergency egress, ventilation and smoke controls, staff rooms and equipment rooms. This stage of the project also includes the landscaping of the station precinct
— Mechanical, Electrical and Process: This phase of the project includes the installation of power and electrical infrastructure to the station and platforms
— Testing and commissioning: These works ensure that all new station infrastructure, from ticket gates and vertical transport to signalling and rolling stock (by others) meet the requirements of Victorian Rail Safety legislation and is fit for purpose on Day 1
Operation: The operational phase of the project will include activities associated with the day to day operation of the train station, including but not limited to, train services (by others). CYP will undertake maintenance of station assets to ensure reliability and availability of station infrastructure. CYP will hand back assets to the relevant land manager.

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

Figure 3: Parkville precinct works
4 Design response

4.1 Design development

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 project concept design in the EES and as a draft Planning Scheme Amendment. CYP’s design development, has been informed by the approved Planning Scheme Amendment, in particular the Incorporated Document conditions that led to the Minister for Planning approving:

— 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 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.

This is reflected in the design presented in this Parkville Precinct Development Plan.

Detailed design will continue during project delivery, with CYP to prepare approximately 450 Design Packages that relate to specific technical disciplines and geographic areas. In accordance with the contract, Design Packages are reviewed by MMRA and the Independent Reviewer, and subject to specified consultation with relevant stakeholders such as the City of Melbourne, the Office of Victoria Government Architect (OVGA), VicRoads, Metro Trains Melbourne and Yarra Trams.

In the event that the scope and extent of the built form of CYP’s works change during detailed design or as a result of heritage permitting requirements; an amendment to this Development Plan will be prepared and approval sought from the Minister for Planning in accordance with Clause 4.6.8 of the Incorporated Document.

The following sections provide explanations of how the design of the Parkville precinct has been developed in accordance with the design guidelines from the Urban Design Strategy and 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 Parkville 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 Parkville precinct.
Table 2: CYP public realm principles integrated into the Parkville precinct

<table>
<thead>
<tr>
<th>Principle</th>
<th>Principle integrated into design</th>
<th>Design response for Parkville precinct</th>
</tr>
</thead>
<tbody>
<tr>
<td>Performance for people</td>
<td>Our public realm design provides for seamless, simple and intuitive experiences for people in each of the station precincts.</td>
<td>Grattan Street will be redesigned as a major connecting promenade centred on the metro station and linking together the medical and University institutions between Flemington Road and Leicester Street. East-west and north-south movement along Grattan Street will become more seamless and intuitive.</td>
</tr>
<tr>
<td>More Melbourne</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>The project provides 3,500sqm of new public realm area that was previously road surface. The public domain is positioned to promote a wide range of experiences, meetings and encounters for students, academic staff, medical workers, and patients. It will be a landscape that celebrates themes of ecological biodiversity, science and medicine.</td>
</tr>
<tr>
<td>Context and nature</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 public realm concept will respond to Parkville’s unique character, particularly the site’s history of medicine and learning, and will harness these themes in its visual expression. Grattan Street will also be a biodiversity corridor bringing nature into the city, and providing a connection to country through the use of native and indigenous species. Landscape rooms along the corridor will showcase species diversity, medicinal planting, natural systems and scientific and medical achievement. This theme will be strengthened through embedded public art and visible applied learning projects where possible.</td>
</tr>
<tr>
<td>Sustainable and resilient</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 public realm design is responsive to the evolving master plan of the University of Melbourne, and the University Square redevelopment. The public realm design will work towards an urban restructure that facilitates more engaging built form along Grattan Street, stronger pedestrian north south movement and new entry points for the University. The sustainability features include promotion of walking and cycling and water sensitive urban design.</td>
</tr>
<tr>
<td>Functional, efficient and safe</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>The Parkville Promenade provides an efficient, safe and open arrangement of facilities and amenities for passengers and the community. Bicycle parking, drop off, bus stops, and taxi areas are all conveniently located in clear sightline from the station entrances. Access routes to the station entries and within the public realm will be legible and safe for pedestrians of all abilities. Station ancillary infrastructure has been located outside the centre of Barry Street and integrated with the elements of University Square, to make them more recessive.</td>
</tr>
<tr>
<td>A quality legacy</td>
<td>The quality of each public realm space proposed supports the move towards a “turn up and go”</td>
<td>Grattan Street Promenade will become the major civic legacy of this station, at the heart of the...</td>
</tr>
</tbody>
</table>
4.2.2 Precinct-specific design issues for Parkville precinct

The Urban Design Strategy identifies precinct-specific design issues for Parkville. 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 Parkville

<table>
<thead>
<tr>
<th>Sub-precinct</th>
<th>Design objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>Royal Parade</td>
<td>Create an integrated transport interchange between Metro Tunnel and tram services in Royal Parade. Protect heritage and civic qualities of Royal Parade.</td>
</tr>
<tr>
<td>Grattan Street</td>
<td>Use the new station to catalyse a new civic heart for the City North, University and biomedical precinct. Enhance Grattan Street as a public transport, pedestrian and cycling corridor, including facilities for interchanges between Metro Tunnel and bus services. Enhance the amenity of Grattan Street with new canopy trees and upgraded lighting, paving and furniture.</td>
</tr>
<tr>
<td>University of Melbourne interface with Grattan Street</td>
<td>Preserve and support options for future redevelopments within University of Melbourne land holdings to integrate with Metro Tunnel infrastructure. Protect heritage qualities of buildings and spaces within the University campus. Protect and reinforce formal spatial relationships between Gate 10 and spaces inside and beyond the traditional campus area. Avoid confusion resulting from the location of station entries within the University campus, including issues relating to the distinct corporate identities of the University and Metro Tunnel, and public expectations of access and appropriate behaviour in public and University spaces.</td>
</tr>
<tr>
<td>University Square, Barry Street and Leicester Street</td>
<td>Preserve and support options to improve University Square as per the City of Melbourne’s current plans.</td>
</tr>
</tbody>
</table>

4.3 Consistency with Urban Design Strategy

The CYP design vision for the Parkville precinct is for a ‘Grand Promenade’ among prominent institutions, a walk of enlightenment, a place of ideas and curious engagement.

The Parkville Station design features the underground train station immediately beneath Grattan Street. Entry to the station is provided via one of four entries:

- The southern side of Grattan Street outside the Victorian Comprehensive Cancer Centre
- The eastern side of Royal Parade outside Royal Melbourne Hospital
- The western side of Royal Parade adjacent the University of Melbourne Faculty of Medicine building
- The northern side of Grattan Street outside the University of Melbourne Faculty of Medicine building (opposite the Alan Gilbert building).

These entrances in relation to the area’s components are shown on Figure 4.
A station forecourt or plaza on the north side of Grattan Street provides an expanded public realm, connected to the expanded Grattan Street promenade. Grattan Street will bring nature into the city.

The public realm components of the precinct each serve a different urban purpose and are enriched by a variety of precincts which are incorporated into the design.

- Grattan Street (Parkville Promenade): New civic spine
- Royal Parade: Existing historic boulevard with relocated/upgraded Tram Super Stop and Metro station entries
- University Interface: New entry on the northern side of Grattan Street that enhances Gate 10 and street crossing supporting campus expansion and pedestrian movement across Grattan Street. Also an entry at the corner of Grattan Street and Royal Parade
- Barry Street: New pedestrian street that supports the University Square upgrade as well as the north south movement mentioned above.

These components of the Parkville precinct public realm are shown on Figure 4.

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

- Site layout plan (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: Parkville precinct components and station entries
4.3.1 Architectural response

The architectural design of Parkville precinct has been developed to align with the vision of transforming Grattan Street into a ‘Grand Promenade’ amongst prominent institutions. This has been achieved through intuitive architectural design drawing on the areas identity and high concentration of pedestrian movement.

Station entries have purposely been designed to not detract from their surrounds, while being easily identifiable for passengers. The main station entry, on the northern side of Grattan Street outside the University of Melbourne Faculty of Medicine building features a 50 metre long glass canopy supported by steel and concrete foundations. At four metres high, the station canopy has been designed to sit within the matured tree canopy, as part of the natural environment. The station canopy slopes to the west, following the natural fall of topography as passengers descend to the station concourse below. Steps have been taken to remove as much station infrastructure from University land as possible, reducing the impact of the station on future redevelopment opportunities of the University of Melbourne Medical Faculty Building site. This entrance and its surrounds are shown on Figure 5.

Secondary station entries reflect the design of the main entry using similar design elements and materials, albeit on a smaller scale. This also reflects Parkville Station’s architectural line wide identity. The design ensures common treatments and elements in the built form, such as the use of steel and glass, subtly link the project stations to one another, while responding to local context driven design. These secondary station entries low profile glass canopies also sit either within or below the tree canopy, reducing visual bulk and impact on the prominent surrounds. The location of these secondary entries is shown on Figure 6.

These station entries connect to the concourse level below ground, with entries to the west of Royal Parade/Elizabeth Street connected to the station via an unpaid pedestrian underpass. This provides an opportunity for passengers to cross the Grattan Street and Royal Parade/Elizabeth Street intersection without having to cross busy traffic lanes. A cross section of this underpass is shown on Figure 7.

The user experience of the station concourse is enhanced through the incorporation of as much natural light as possible. This is achieved through the inclusion of light wells, allowing light to penetrate from the surface to concourse below. At the surface the light wells will range between two and three metres in height above the concourse, sitting within the landscaped tree canopy, helping frame the Grattan Street promenade. The station concourse level also features retail tenancy spaces.

Being located predominantly within the Grattan Street road reserve, there are limited over-site development opportunities for Parkville Station. However despite this, the station has been designed in a manner to limit surface impacts and maximise potential for redevelopment of the urban realm above. This is evidenced by Barry Street and University Square, two projects being undertaken by City of Melbourne which have direct interface with Metro Tunnel works. The Barry Street works are being partially delivered by CYP in conjunction with City of Melbourne (and were intended to be undertaken regardless of the Metro Tunnel Project). In addition to not restricting development of the public realm above, the station footprint has been designed to reduce potential impact on the surrounding environment, with particular attention to minimise land required within the University of Melbourne or public open space such as at University Square.

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). Parkville 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.

The design of Parkville Station anticipates growth in Melbourne’s population and any subsequent changes in activity patterns resulting from the Metro Tunnel. As such Parkville 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. Additionally Parkville Station has been designed to not preclude the future development of the Clifton Hill to Newport line (Melbourne Metro 2) with design taking the need for this future interchange into account (the design allows for the tying in of the Clifton Hill to Newport line via the Royal Parade pedestrian underpass). While pedestrian modelling has driven the internal design of the Parkville Station and its location of entries, it has been designed in a manner to negate the need for additional entrances once the Clifton Hill to Newport line is introduced (there is however provision for a future station entry from Barry Street, directly to the Clifton Hill to Newport line platform level, should the need arise).
Figure 5: Parkville Station main entry

- Raised pedestrian crossing
- Pedestrianised Barry Street
- Faculty of Medicine Building
- Plaza
- Lift exit east
- Grattan Street Promenade
- Alan Gilbert Building
- Station entry
- Gatekeepers Cottage
- Gate 10 UoM Entry
- Bicycle lane
- Station chiller located above future cafe
Figure 6: Parkville Station secondary entries
Figure 7: Parkville Station pedestrian underpass cross section looking north down Royal Parade
The relevant architectural drawings showing works at ground level are attached in Appendix B:

- TAS-CYP-PV-00-DRG-ARC-PKV-721000-DP
- TAS-CYP-PV-00-DRG-ARC-PKV-721101-DP
- TAS-CYP-PV-00-DRG-ARC-PKV-722001-DP
- TAS-CYP-PV-00-DRG-ARC-PKV-722002-DP.

The relevant architectural drawings showing works below ground level are attached in Appendix B:

- TAS-CYP-PV-00-DRG-ARC-PKV-724000-DP
- TAS-CYP-PV-00-DRG-ARC-PKV-724001-DP
- TAS-CYP-PV-00-DRG-ARC-PKV-724002-DP
- TAS-CYP-PV-00-DRG-ARC-PKV-724011-DP
- TAS-CYP-PV-00-DRG-ARC-PKV-724012-DP
- TAS-CYP-PV-00-DRG-ARC-PKV-724024-DP
- TAS-CYP-PV-00-DRG-ARC-PKV-724025-DP
- TAS-CYP-PV-00-DRG-ARC-PKV-724026-DP
- TAS-CYP-PV-00-DRG-ARC-PKV-724027-DP
- TAS-CYP-PV-00-DRG-ARC-PKV-724028-DP.

4.3.2 Landscape response

The landscape design response for Parkville Station addresses the project’s vision for a ‘Grand Promenade’ that brings nature into the city. This is addressed through integrating the new station entrances and transport interchanges with the heritage listed tree boulevard of Royal Parade, a reconfigured and reinstated Grattan Street, a partially redesigned Barry Street closed to vehicle traffic and a reconfigured University Square as per the City of Melbourne University Square Masterplan. The landscape response to the Parkville precinct will connect it with the broader network of parks in the area, including Lincoln Square, Argyle Place and Carlton Gardens.

New public realm works along Royal Parade will involve new bluestone pavements, median planting, street furniture and new tree plantings, with central vegetation plantings along Royal Parade separating tram lines from through traffic. Royal Parade will be connected to the broader network of green space, including a reinstated Barry Street and University Square, through the incorporation of trees and low lying vegetation along Grattan Street.

The design response for Grattan Street endeavours to create a comfortable micro climate for passengers, and the local community, through dense canopy tree planting, providing shade and protection from wind. This canopy of trees will be accompanied by low level plantings showcasing a range of plants used for medicinal purposes by both indigenous and western culture. This plant selection will be undertaken in consultation with the City of Melbourne. Scientific knowledge about species, diversity, natural drainage systems and medicinal plants will be communicated throughout the promenade in informative, playful and creative interpretation, further meeting the design vision of a promenade built on the principles of curiosity, care, inquiry and learning.

The design of Parkville precinct includes the pedestrianisation of Barry Street and reconfiguration of University Square. This is a direct design response to the precinct vision creating spaces for innovation and engagement amongst the community. These works, undertaken in conjunction with the City of Melbourne align with the University Square Master Plan creating a new area of public open space and serving as an extension of the University Square and providing a north-south pedestrian movement from the University. At Barry Street, dense tree and shrub planting will create a comfortable micro climate.
In response to stakeholder and community concerns, removal of existing trees along Royal Parade and Grattan Street has been minimised where possible.

In the Parkville precinct there are 198 trees that require removal for the project. This includes 147 required to be removed for CYP design and 51 trees associated with early works which have already been removed. This is a total of 31 more trees than considered within the EES. During the detailed design process, further opportunities will be sought to reduce the number of trees to be removed on Royal Parade and on the University of Melbourne campus. This additional tree removal has arisen from changes to the station design including a new station entrance on Royal Parade, the nature and location of services within the University grounds, and some uncertainty about the number of trees within University land at the time of the EES.

The CYP design will reinstate more trees than currently exist, contributing to the project goal of increasing overall tree canopy coverage. The retained Elm trees along Grattan Street and Royal Parade will be supplemented with new species, chosen in consideration for heritage values in consultation with Heritage Victoria. Additionally, water-sensitive urban design is an important aspect of the design for the Parkville precinct. 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, in accordance with EPR AR3, prior to project completion.

The relevant landscape drawings are attached in Appendix C:

- TAS-CYP-PV-00-DRG-AUD-PKV-720001-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722201-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722202-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722203-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722204-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722205-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722206-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722207-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722208-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722209-DP.

The relevant landscape elevation drawings are attached in Appendix C:

- TAS-CYP-PV-00-DRG-AUD-PKV-724201-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-724202-DP.

4.3.3 Public realm response

The public realm design response for Parkville Station has responded to both the project wide and precinct specific design principles to create unique and engaging public spaces. At Parkville Station, the dominant public realm areas are Grattan Street, Royal Parade and Barry Street.

Project works will require significant alteration to Grattan Street, between Leicester Street and Flemington Road. Shifting the focus from motor vehicle to pedestrian movement. The design will reinstate a greener movement corridor as a legacy (a potential prototype that could be extended by the City of Melbourne further along Grattan Street to Swanston Street in the future). The design features safer bicycle lanes, one lane of traffic in each direction and bus stops. There will also be more trees, and planting will capture and treat stormwater.

Grattan Street has been reduced to a single lane carriageway in each direction, to allow for wider pedestrian footpaths, bicycle lanes and public realm. This ties into the overall project vision to provide a ‘Grand Promenade’ amongst prominent institutions. In addition, this allows for an on-road bike lane in each direction. Space for seating, social interaction, street furniture and embedded art will become a focus of the street. Grattan Street will contain a series of garden ‘rooms’ for social gatherings and planted gardens, providing an activation of the public realm to be enjoyed by the local community.

In accordance with the University Square Master Plan, Barry Street will be pedestrianised as part of the road reconfiguration, with the new public open space providing a conduit for social gatherings and interactions. The street arrangement will include pavements for movement on either side, including a bicycle path on the western edge. Service vehicles will still be able to use this route to access buildings along Barry Street.

Ancillary structures related to the Metro Tunnel, to include the chiller plant and ventilation shafts, will be integrated into a new café on University Square and adjoin the existing car park entry structures. This ensures that the elements are not visually prominent, and are disguised by additional public realm features. The interface of Barry Street with the University
Square, and the integration of ancillary structures, will be coordinated with the City of Melbourne, to ensure the design is well integrated and provides an inviting future streetscape.

An open space plaza is provided north of Barry Street, adjacent to the Gatekeeper’s Cottage. This public space provides a north south link between the pedestrianised Barry Street and the proposed enhanced Professors Walk pedestrian corridor. The north-south pedestrian movement is facilitated by the new raised pedestrian crossing over Grattan Street.

To help activate the public realm, retail opportunities will be provided across the precinct. The station concourse level will be lined with retail tenancies, helping activate the underground space as well as provide passive surveillance. This is particularly relevant at the western entries which are beyond direct line of sight from the ticket gate, station operations and customer service staff. Retail will also play a part in activating the public realm above ground.

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

- TAS-CYP-PV-00-DRG-AUD-PKV-720001-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722101-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722102-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722103-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722104-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722105-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722106-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722107-DP
- TAS-CYP-PV-00-DRG-AUD-PKV-722108-DP.

4.3.4 Community experience

The Parkville precinct has been designed to allow seamless movement through both the station and public realm, with particular emphasis given to the prominent institutions located within the precinct.

Works within the Parkville precinct present an opportunity to transform Grattan Street into a ‘Grand Promenade’, strengthening the pedestrian movement focus of the area. The precinct is located at the intersection between Grattan Street and Royal Parade, a space that has a high concentration of pedestrian and cyclist movement. Existing conditions at the site focus on public transport connections between the tram and bus network, and access to the existing medical and education institutions. There is also a high proportion of emergency and private vehicle access to services and businesses within the precinct.

The CYP design for Parkville precinct will transform this space to prioritise pedestrians and cyclists and their access to the station, whilst also taking into account access requirements for the various institutions located within the precinct.

Upon project completion, on Day 1, the Parkville precinct will:

- Be integrated into the broader pedestrian network via existing pedestrian paths along Grattan Street, Royal Parade and Elizabeth Street
- Have cyclist access through the precinct. New on-road cycle paths will be provided in both directions along Grattan Street and Royal Parade, improving the existing cycling safety conditions. These paths will tie into the existing cycle paths beyond the precinct boundary. The provision of cycle paths enhances the existing connections to surrounding bike routes, such as the Capital City Trail. Bicycle parking spaces are provided in several locations within the precinct, providing cyclists the opportunity to easily access transport services. Bike Share facilities will also be provided within the precinct
- Integrate with the existing public transport provided within the precinct, providing connections to further destinations within Melbourne. The precinct area is currently serviced by 11 tram and six bus routes. Direct interchange is provided from the station entries to the existing tram and bus stops
- Allow users to access the new station at Parkville from multiple locations, via escalators or lifts. Four sets of escalators are provided throughout the precinct. A set of escalators is provided on either side of Royal Parade, just north of the intersection with Grattan Street. A further set of escalators is provided on Grattan Street West and Grattan Street East. Lifts are provided in five locations across the precinct. One lift is located on Grattan Street West, and three are located on Grattan Street East. A further lift is located on Elizabeth Street and another on Royal Parade. Mobility impaired users will be able to get from the station entrance to the platform, step free
- Station concourse and train platforms located underground that feature natural light from the skylights positioned along Grattan Street. The unpaid concourse area will feature station facilities such as ticket machines. The station has been designed in a manner to reduce the need for signage, encouraging intuitive wayfinding through the station.
— Provide integration with the proposed City of Melbourne University Square masterplan, by pedestrianising the north end of Barry Street and providing a smooth tie-in of pedestrian connections to University Square.

Figure 8 provides a visual illustration of the user experience design.

![PARKVILLE](image)

Figure 8: Parkville station user experience design

### 4.3.4.1 Universal access

Universal access has been incorporated into the design of the Parkville precinct. Three universal access vehicle bays for disabled parking is provided along Grattan Street, and three kiss-and-ride bays are located on Grattan Street West. There is step-free access to the station platform, via the various lifts located throughout the precinct. These features ensure that all precinct users can access the station regardless of physical ability on opening and into the future.

### 4.3.4.2 Pedestrian access

The Parkville precinct has been designed with a focus on pedestrian movement. This is reflected in design where pedestrian movement has been prioritised through the provision of an unpaid pedestrian underpass beneath Royal Parade, the pedestrian promenade along Grattan Street and the creation of a station forecourt adjacent the Vice Chancellor's House and Gatekeeper's Cottage. Additionally the closure of Barry Street to motor vehicles, undertaken in conjunction with the City of Melbourne, further highlights the pedestrian prominence in the design process for the Parkville precinct.

These elements of the design, in addition to entry location, have been designed to orientate passengers towards specific destinations, such as Royal Melbourne Hospital, facilitating pedestrian movement away from the busy intersection of Grattan Street and Royal Parade. This design aspect, in addition to the underpass, will greatly improve pedestrian movement and safety in the Parkville precinct.

Station entries have been designed to provide convenient and easy access for passengers of all abilities, with each entry featuring both an escalator and lift. This ensures an adequate level of service provision for mobility impaired passengers who will not have to cross traffic lanes or travel unnecessary distance to reach the station concourse.

The design of the precinct has taken into consideration the potential restructuring and development of north-south pedestrian movement corridors into and through the University campus. This is demonstrated through the design of the precinct which incorporates a station forecourt adjacent the station entry and the closure of Barry Street (undertaken in conjunction with the City of Melbourne). This is enhanced by the raised pedestrian crossing which links the station entry and forecourt with Barry Street and University Square, reinforcing the pedestrian prominence in the precinct design.

The design anticipates an increase in the number of pedestrian movements through the precinct, due to the station’s presence. This has been taken into account, with widened pedestrian areas provided on both sides of Grattan Street. Additionally the design of station entries has been informed by pedestrian modelling informing the location and number of escalators.

The four on-grade pedestrian crossings at the intersection of Grattan Street and Royal Parade have all been increased from three to six metres wide. In addition, north-south pedestrian crossings along Grattan Street at Berkeley, Barry and Leicester Streets have all been signalised to promote pedestrian connectivity and improve pedestrian safety.

The pedestrian movement network through the Parkville precinct is shown in Figure 9.

### 4.3.4.3 Bicycle access

Improving the cycling network and encouraging active transport intermodal connection with the Metro Tunnel is an important objective. The existing shared path along the north side of Grattan Street creates conflict between pedestrians and cyclists, and is not appropriate to achieve comfortable pedestrian conditions in an active station precinct. The Parkville
precinct design provides for new on-road bicycle lanes within a reduced speed 40km/hr and Grattan Street reduced to a single lane of traffic in each direction, removing pedestrian-cyclist and prioritising cyclist movements along this east-west corridor. In addition, dedicated bicycle lanes will be maintained along Royal Parade and Elizabeth Street.

The Parkville precinct design will provide 260 bicycle parking spaces. A space for Bike Share parking and access will be provided at the corner of Royal Parade and Grattan Street.

The improved bicycle infrastructure will make cycling in the precinct, and to the station safer and more convenient. The bicycle movement network through the Parkville precinct is shown in Figure 10.

4.3.4.4 Transport Integration

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

This modal hierarchy is reflected in the design of the public realm, where pedestrian movement has been prioritised. Examples of this include the provision of an underpass beneath Royal Parade, the closure of Barry Street to motor vehicles and its raised pedestrian crossing linking it to the new station entry forecourt adjacent the Vice Chancellor’s House and Gatekeeper’s Cottage. Aspects of the precinct design highlighting the pedestrian focus are discussed in Section 4.3.4.2.

Integration of the cycling network with the station is demonstrated through the presence of new bicycle lanes, bicycle parking and bike share facilities, in direct vicinity of station entries. Providing for cycling, and the integration of facilities in the station public realm will encourage University students, and local residents alike, to ride to the station rather than use other transport means. Aspects of the precinct design highlighting the consideration for cycling in design is discussed in Section 4.3.4.3.

The Parkville precinct wider area is currently serviced by 11 tram and six bus routes. The design of the station has taken this into account, with a station entry located on the northeast side of Royal Parade providing direct interchange with the upgraded southbound tram stop on Royal Parade. The northbound tram stop is accessible via interchange from the station using the underpass below Royal Parade, providing weather protection for interchange passengers and avoiding delay surface level pedestrian crossings. Providing intermodal interchange with this stop, which is to be upgraded to a platform stop offering higher levels of passenger amenity including shelter, service information, and universal access, directly meets the Urban Design Strategy objectives. The development of the Royal Parade tram stop into a upgraded platform tram stop will permit ambulance access from Royal Parade southbound tram tracks into the Royal Melbourne Hospital ambulance entrance.

Bus services will enjoy a high degree of integration with the new station. Shelters for passengers awaiting bus services have been integrated into the design of Grattan Street, providing passengers with respite from weather and clear identification of service location.

Service vehicles have been accounted for in the design of the precinct with on-street loading bays provided on Grattan Street. Emergency and maintenance vehicles will still be able to access Barry Street despite its closure to general traffic.

The private vehicle has been facilitated for with the provision of kiss-and-ride and taxi bays integrated into the public realm. Importantly, prioritisation has been given to zones in the street for emergency access and egress to the Royal Melbourne Hospital.

Transport provision in the Parkville precinct is shown on Figure 11.
Figure 9: Pedestrian network at Parkville precinct
Figure 10: Bicycle facilities at Parkville precinct
Figure 11: Transport integration at Parkville 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 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 and light wells will have localised, low level lighting, inviting passengers to spend a moment interacting with the precinct and the local community.

Station forecourt 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 will be 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 will be 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 (and institution where relevant) 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.

Drawing TAS-CYP-PV-00-DRG-AGE-PKV-751101-DP in Appendix B provides an illustration of where signage will be located.

4.3.7 Ancillary features

The following ancillary station infrastructure has been incorporated into the public realm:

- Emergency egress – Located on Grattan Street east of the Gate 10 University entry and adjacent the station entry on the eastern corner of Royal Parade and Grattan Street
- Station vent structure – Incorporated into the public realm on Grattan Street east of the Gate 10 University entry, in the new station forecourt adjacent the Gatekeeper’s Cottage, adjacent the station entry on the eastern corner of Royal Parade and Grattan Street and within University Square at the corner of Grattan and Barry Streets
- Station chiller plant – Located within University Square incorporating a retail café.

The design of ancillary features has been undertaken to reduce their potential impact on sightlines and vistas to significant landmarks. The location of these ancillary features separates these structures from the Grattan Street promenade, ensuring its prominence in the public realm.

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 Parkville precinct. Materials such as bluestone and granite have been carefully selected as part of the station’s design to reflect the surrounding cultural historical heritage. Other finishes, such as concrete, glass and steel is reflective of other project stations and strengthens the line wide identity. Figure 12 provides indicative materials and finishes for the Parkville precinct. A copy of the material schedule TAS-CYP-PK-00-SCH-ARC-PKV-00004-DP is provided in Appendix B.
Figure 12: Indicative material and finishes palette for Parkville Station
4.3.9 Crime prevention through environmental design

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

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

- Clearly guide the public to and from specific entrances and exits
- Prevent or discourage public access to or from dark or unmonitored areas
- Enable intruders to be more easily recognised.

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

- Design and placement of physical features to maximise visibility
- Plantings to be selected to maximise visibility via high-canopy trees, and low growing shrubs and ground covers (less than 500 millimetre high)
- Placement of persons or activities to maximize surveillance possibilities, such as commercial retail units which encourage persons to linger in the vicinity, helping underpin perceptions of safety.

Territorial reinforcement, the third basis of CPTED, focuses on the delineation of private space from semi-public and public spaces, creating a sense of ownership. This in turn identifies intruders, making them less likely to offend. While not necessarily required for the Parkville precinct given its status as a public building, simple design measures have been employed to reduce the potential for anti-social behaviour including:

- Reinforcing existing natural surveillance and natural access control strategies with additional symbolic or social ones to enhance a feeling of legitimate ownership
- Designing a space to accommodate long-term and continued use and to fit its intended purpose
- Using pavement treatments, landscaping, art, signage, screening and fences to define and outline ownership of space.

These principles of Crime Prevention through Environmental Design (CPTED) have been adopted in the Parkville 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 Parkville Station helps to underpin perceptions of safety. People watching people and passive surveillance ensure an underlying feeling of safety and inclusiveness. Each station’s relationship to its surrounding precinct differs, with Parkville Station configured to allow natural pedestrian flows from both the existing hospitals, residential and university areas and future redevelopment within the precinct. This helps to guide and manage pedestrian access while providing natural or passive surveillance qualities to Parkville 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.

The following considerations have been made in the design:

- The Parkville station entry points have been sited and designed to provide clear sightlines from Grattan Street, Royal Parade and Barry Street
- University Square and Grattan Street station forecourt will be a highly active space which will provide good passive surveillance
- Quality and uniform lighting throughout public spaces
- Planting will be selected to maximise through visibility via high-canopy trees, and low-growing shrubs and ground covers (under 500mm high).

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 shown in the hardscape plans detailed in Appendix D. The design and location of the bollards will be confirmed in consultation with the City of Melbourne. Both removable and permanent bollards are proposed to provide protection of pedestrians in the public realm whilst allowing flexibility for access requirements, events and other uses.
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>
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<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 (EPRs)</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>Residential Impact Management Guidelines</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>
</tr>
<tr>
<td>Business Support Guidelines for Construction</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>
</tbody>
</table>

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

— Construction impacts – will be addressed by CYP’s Environmental Management System, Construction Environmental Management Plan, Site Environment Implementation Plans, Early Works Management Plan and aspect-specific management plans (as specified in 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

— Operational impacts – will be addressed by 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

— Geographically-specific – location specific requirements that are not in the Parkville 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.

An assessment of each EPR is provided in Appendix F. This identified key EPRs relevant to this Development Plan and these are presented below.
### 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>
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</thead>
<tbody>
<tr>
<td>EPR AE1: Stormwater treatment</td>
<td>The design of Parkville precinct was developed in consultation with Melbourne Water and the City of Melbourne. Water sensitive urban design (WUSD) principles have been integrated into the Parkville precinct design ensuring stormwater entering water bodies complies with SEPP (Waters of Victoria). In meeting these requirements, the project design has implemented objectives of the 2015 City of Melbourne Integrated Water Cycle Management (IWCM) plan, which identifies the Parkville precinct as part of the Elizabeth Street stormwater catchment area. Design measures in accordance with this plan seek to:</td>
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<td>— Reduce flood risk in lower elevated areas of Elizabeth Street</td>
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<td>— Increase soil moisture</td>
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<td></td>
<td>— Mimic the natural water cycle by retaining more rainwater in the upper section of the catchment (ie. the Parkville area) and reduce stormwater runoff</td>
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<td></td>
<td>— Provide passive irrigation to plants reducing potable water demand.</td>
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<tr>
<td>EPR AE7: Stormwater treatment</td>
<td>In order to meet these objectives and satisfy SEPP (Waters of Victoria), the following design measures have been implemented in the Parkville precinct design:</td>
</tr>
<tr>
<td></td>
<td>— Bio-retention landscaped areas which detain stormwater and help flood management in times of heavy rainfall have been provided in areas which receive a high stormwater runoff</td>
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<td></td>
<td>— Increasing the amount of vegetated surface area across the precinct by approximately 880 square metres (44%) allowing for greater natural rainfall infiltration</td>
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<td></td>
<td>— Provision of tree pits containing large soil volumes providing passive irrigation.</td>
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<td></td>
<td>Drawings TAS-CYP-PV-00-DRG- AUD-PKV-722201- DP through to TAS-CYP-PV-00-DRG- AUD-PKV-722208- DP show the location of these planted and vegetated areas across the Parkville precinct.</td>
</tr>
<tr>
<td></td>
<td>The design of water sensitive urban design is shown on the landscape plans in Appendix C.</td>
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</tbody>
</table>
### 4.4.2 Arboriculture

Table 6 provides the CYP design response to the relevant arboriculture EPRs.

<table>
<thead>
<tr>
<th>EPR</th>
<th>Design Response</th>
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</table>
| EPR AR1: Maximise tree retention | The design of Parkville precinct has been developed in consultation with Heritage Victoria, University of Melbourne and City of Melbourne. In the Parkville precinct there are 198 trees that require removal for the project. This includes 147 required to be removed for CYP design and an additional 51 trees associated with early works which have already been removed. This is a total of 31 more trees than considered within the EES. During the detailed design process, further opportunities will be sought to reduce the number of trees to be removed on Royal Parade and on the University of Melbourne campus. This additional tree removal has arisen from changes to the station design including a new station entrance on Royal Parade, the nature and location of services within the university grounds, and some uncertainty about the number of trees within university land at the time of the EES. Where tree removal can be avoided, this has been achieved through the modification of the station box below Grattan Street and the placement of ancillary structures and street furniture in areas clear of existing vegetation. However there are trees that the removal of is unavoidable. These include:  
— Grattan Street – elm trees require removal along this street, for the construction of the station box. The CYP design has retained as many of the existing elms as possible, through modification of the station box  
— Royal Parade – Elm trees along Royal Parade require removal for the development of an upgraded platform tram stop.  
The retained, removed and reinstated trees are shown on the landscape plans in Appendix C. |
| EPR AR2: Tree soil and water supply | The design of the Parkville precinct identifies soil zones for tree planting. At Parkville, trees will be planted in several different conditions:  
— Directly in garden bed or lawn areas where there will be natural large soil volumes;  
— In paved areas – where tree pits with structural soil systems allowing soil volume to be created below the pavements. These will typically also allow stormwater to enter the tree pit providing passive irrigation and water treatment;  
— Above station structure. These trees will have approximately 1.5 metre soil depth, with subsoil drainage, irrigation and structural soil pits where the surface is paved. Tree pits in paved areas will have an indicative size of 3 metre wide by 6m long by 1.2 metre depth, with structural soil cell system, which allows uncompacted soil to be placed under ridged surface pavements. The actual size and configuration will be subject to underground utilities. CYP will work with a specialist soil scientist and the City of Melbourne to develop a high-performance soil specification and profile that balances the optimal soil requirements for storm water drainage, as well as for long term tree growth.  
Water sensitive urban design is a key part of the landscape concept here and all trees and garden beds will be passively irrigated and used to detain and clean stormwater. The soil zone for tree planting and water sensitive urban design is shown on the public realm plans in Appendix D and landscape plans and elevations in Appendix C. |
| EPR AR3: Tree replacement | The design of Parkville precinct has been developed in consultation with Heritage Victoria, University of Melbourne and City of Melbourne. The design for the Parkville precinct includes reinstating 212 trees across the Parkville precinct, namely in Royal Parade, Grattan Street and a partially redesigned Barry Street closed to traffic. This is an increase of 14 trees within the precinct upon project completion from prior to project works commencing. The increased in tree numbers will contribute to the MMRA’s overall objective of doubling tree canopy across the Metro Tunnel project. As part of this, a tree replacement program will be developed and further consultation with the City of Melbourne and Heritage Victoria. The reinstatement of trees will involve: |
EPR | Design Response
--- | ---
— Royal Parade – Boulevard tree plantings will be reinstated in consultation with Heritage Victoria.
— Elizabeth Street – Royal Parade – Boulevard tree plantings will be reinstated in consultation with Heritage Victoria.
— Grattan Street – Dense canopy tree planting will be undertaken along the street in order to create a comfortable micro climate for passengers and the community. Native and introduced species will be planted, consistent with the draft Parkville precinct Urban Forest Plan.
— Barry Street – Similar to Grattan Street, dense canopy tree plantings will transform the area into a park featuring native and exotic tree plantings. Transforming this area from roadway to a park will increase the number of trees within the area by the nature of its existing use. Tree plantings in Barry Street will be consistent with the University Square Masterplan.
— University of Melbourne campus – Tree replacement within the University of Melbourne campus is focused on the perimeter of the new plaza. These plantings will be consistent with the University of Melbourne Masterplan.

The redesigned Grattan Street (in conjunction with Barry Street) will link Royal Parade to nearby green spaces including Lincolns Square, Argyle Square and the Carlton Gardens beyond.

Through increasing the area of green permeable surface area and hence the area for tree plantings in addition to widening the public realm along Grattan Street, more opportunities have been created for tree plantings. More trees will be instated than currently exists in the Parkville precinct. This will contribute to the project’s goal of increasing overall tree canopy coverage.

The reinstatement of trees in the heritage registered Royal Parade is subject to separate approval by Heritage Victoria, including public consultation, in accordance with the Heritage Act 2017.

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

EPR | Design Response
--- | ---
EPR CH1: Minimise heritage impact | The design of the Parkville precinct was developed in consultation with Heritage Victoria, City of Melbourne, the Parkville Reference Group and Melbourne Water. The design has sought to avoid and minimise impacts on cultural heritage values and be responsive to heritage places. This has resulted in the integration of cultural heritage values into the design response for Parkville Station, including:
— Reinstatement of the realigned Royal Parade will return the roadway to its formal European style boulevard
— The location of station entries has been restricted to the streetscape public realm, reducing the amount of University land required, hence reducing visual or physical impacts on heritage places within University grounds, such as the Gatekeeper’s Cottage or Vice Chancellors Residence
— Visual impacts on heritage places and vistas (such as Royal Parade) have been reduced through ensuring key design elements, such as station entrance canopies, are within the height of the mature tree canopy
— Placement of station ventilation structures and the chiller plant within University Square creates physical and visual separation between these structures and heritage values within the University grounds.

Disturbing and reinstating heritage registered places (such as Royal Parade, Gatekeeper’s Cottage or the front fence and gate) is subject to future heritage permits including public consultation under the Heritage Act 2017.

EPR CH10: Response to heritage places

EPR CH13: Replace | The design of the Parkville precinct, including the reinstatement of Royal Parade, has been undertaken in consultation with VicRoads, Heritage Victoria and the City of Melbourne. In accordance with AR3, a tree replacement program will be prepared for the project. This will include the choice of an appropriate tree species for the reinstated boulevard. This decision will be undertaken in
<table>
<thead>
<tr>
<th>EPR CH14: proximity to Gatekeeper’s Cottage</th>
<th>Design Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>The design of the Parkville precinct, including the eastern station entry has been undertaken in consultation with Heritage Victoria and the University of Melbourne.</td>
<td></td>
</tr>
<tr>
<td>The location of the station entry and the Gatekeeper’s Cottage was a key consideration during detailed design, with design conscious to not impede on the heritage values of the site. The design of the station entry differs from the design exhibited in the EES, being relocated from University land to the Grattan Street road reserve. As a result the entry is located approximately 40 metres from the Gatekeeper’s Cottage (exceeding the minimum requirement of 10 metres), hence satisfying this EPR requirement.</td>
<td></td>
</tr>
<tr>
<td>Ancillary facilities, however, such as station ventilation and emergency egress are within 10 metres of the cottage. To help reduce the visual impact of these facilities on the heritage structure, design measures such as landscaping to the edge of the new station forecourt (where the ancillary features borderer the Gatekeeper’s Cottage) have been employed. Additionally the locating of these facilities still allow for unimpeded pedestrian flow throughout the precinct. The location of these facilities has been designed in consultation with the University of Melbourne, Heritage Victoria and City of Melbourne. This consultation will continue during detailed design.</td>
<td></td>
</tr>
<tr>
<td>The design of the Parkville station eastern entry is shown on drawing TAS-CYP-PV-00-DRG-AUD-PKV-722102-SP in Appendix D.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EPR CH17: Bluestone pillar and cast iron fencing</th>
<th>Design Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>The design of the Parkville precinct, including the interface of the bluestone pillar and cast iron fencing at the corner of Grattan Street and Royal Parade, has been undertaken in consultation with Heritage Victoria, City of Melbourne and the University of Melbourne.</td>
<td></td>
</tr>
<tr>
<td>The bluestone pillar and fence has been integrated into design of the back of house facilities and emergency stairs, adjacent the University of Melbourne Medical Faculty Building. The fence has been used to frame the boundary of public and private (University) land, allowing emergency egress and ancillary structures to be recessed into the current public realm and not impact on the nearby heritage vistas.</td>
<td></td>
</tr>
<tr>
<td>The location of the bluestone pillar and fence design of the station entry highlights the fence and provides opportunity for passengers to engage with it.</td>
<td></td>
</tr>
<tr>
<td>The design of the Parkville station and its interface with the bluestone pillar and cast iron fencing at the corner of Grattan Street and Royal Parade is shown on drawing TAS-CYP-PV-00-DRG-AUD-PKV-722102-SP in Appendix D.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>EPR CH23: Heritage street fabric</th>
<th>Design Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>The design of the Parkville precinct has been undertaken in consultation with Heritage Victoria and the City of Melbourne.</td>
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</tr>
<tr>
<td>Where heritage street fabric and infrastructure in Royal Parade or Grattan Street is impacted by the works, it will be conserved and/or reconstructed in accordance with statutory controls as detailed in heritage approvals. Conservation and reconstruction requirements have been agreed in consultation with Heritage Victoria and/or the City of Melbourne.</td>
<td></td>
</tr>
<tr>
<td>The design ensures that infrastructure and landscaping on Royal Parade maintain a simple and uncluttered eye-level appearance to give visual dominance to the tree canopy.</td>
<td></td>
</tr>
<tr>
<td>Any temporary impacts to heritage street fabric and infrastructure will be managed in accordance with Heritage Act 2017 including conditions of approval to ensure it is accurately reconstructed.</td>
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<tr>
<td>The design of the Parkville station and its impact on heritage fabric is shown on the public realm plans in Appendix D.</td>
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</tbody>
</table>
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 Parkville precinct was developed in consultation with the City of Melbourne and key stakeholders of the Parkville Reference Group. The project has minimised impacts on existing land uses in the following ways:  
- The precinct has been designed to negate any permanent change of use or impacts to public open space. Public open space impact by the project during construction is limited to namely University Square, which will be reinstated in accordance with the City of Melbourne University Square Master Plan upon project completion following its use as a temporary construction site  
- Consideration of nearby medical facilities has been taken into design consideration as part of the design response. The station entry and exit points have been located within the precinct to allow drop off, pick-up and emergency vehicle access to Royal Melbourne Hospital and other institutions is retained as part of project design  
- The footprint of permanent infrastructure on public land has been reduced through the design process  
- While ancillary features, such as the station chiller plants, will be located within University Square, the project will not result in a net loss of public open space. This is due to the creation of new public open space, with the closure and landscaping of Barry Street. These ancillary features at University Square have been integrated into a food retail venue which will in turn encourage greater activation of the public open space around it  
- Upon completion of the project, users of public open space within the Parkville precinct will be positively impacted by the project with the generation of new space (Barry Street) and rejuvenation of existing (and underutilised) space at the northern end of University Square.  
The public realm shown on the public realm drawings is included in Appendix D. |
| EPR LU2: Master plans   | The design of the Parkville precinct was developed in consultation with City of Melbourne, OVGA, Parkville Reference Group, Heritage Victoria, Melbourne Water, VicRoads, TfV, PTV and the City of Melbourne. The design of the Parkville precinct is consistent with the City of Melbourne University Square Master Plan and does not preclude the future development of land for public open space across the broader Parkville area. The closure of Barry Street to vehicle traffic will create new public open space within the Parkville precinct and create a space for engagement with cafes, tree plantings and more green open space. |
| EPR LU4: Urban Design Strategy | The design of the Parkville precinct has been developed in ongoing consultation with members of the Urban Design and Architectural Advice Panel (UDAAP) who provide advice, advocacy and collaborative services to the Victorian community. A detailed assessment of consistency with the Urban Design Strategy is provided in Appendix E and Section 4.3. |
4.4.5 Landscape and visual
Table 9 provides the CYP design response to the relevant landscape and visual EPRs.

Table 9: Design response to relevant landscape and visual EPRs

<table>
<thead>
<tr>
<th>EPR</th>
<th>Design Response</th>
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</thead>
<tbody>
<tr>
<td>EPR LV1: Reduce visual impact</td>
<td>The design of the Parkville precinct was developed in consultation with the Office of the Victorian Government Architect, City of Melbourne, Parkville Reference Group, University of Melbourne and Melbourne Water. The Parkville precinct is within the established medical, research and education precinct, the design of the Parkville precinct is consistent with the objectives of the University Square Master Plan and City North Structure Plan. The removal of through traffic on Barry Street will contribute to an increased public realm connection between the University of Melbourne buildings within the precinct. The heritage boulevard of Royal Parade will be protected given its landscape character importance. Grattan Street provides an important corridor showcasing a variety of native and local indigenous plant species and bringing nature into the city. Visual impacts will be reduced through integrating the ventilation shafts into a new café on University Square and the car park structures which will make the elements less prominent. University of Melbourne have been consulted with regarding the location of station entries on University land. The design response has resulted in a better outcome for the University, particularly in comparison to the Reference Design, with station entry infrastructure relocated within the Grattan Street road reserve. While some station infrastructure is located on University land, steps have been taken to reduce the visual impact associated with these elements reducing their provenance on the public realm and the University. The public open space is shown on the landscape plans in Appendix C.</td>
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<tr>
<th>EPR</th>
<th>Design Response</th>
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<tbody>
<tr>
<td>EPR LV2: Re-establishment of public open space</td>
<td>The design of the Parkville precinct was developed in consultation with the Office of the Victorian Government Architect, City of Melbourne, Parkville Reference Group, University of Melbourne and Melbourne Water. Along Grattan Street, space for seating, social interaction, street furniture, embedded art, dense canopy tree planting, and garden beds will become the focus of the street. For Royal Parade, wider median spaces shall be planted with extended boulevard tree planting and water sensitive urban design plant species. And along Barry Street, the centre of the street will be a series of garden ‘rooms’ for social gathering, planted gardens, stormwater biofiltration and dense canopy tree planting and bicycle parking and repair facilities. The shrub and ground cover planting will be primarily native and indigenous native species with some special plants selected for the medicinal planting theme (where feasible). The public open space is shown on the landscape plans in Appendix C.</td>
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</tbody>
</table>

4.4.6 Social and community
Table 10 provides the CYP design response to the relevant social and community EPRs.

Table 10: Design response to relevant social and community EPRs

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<tr>
<th>EPR</th>
<th>Design Response</th>
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<tbody>
<tr>
<td>EPR SC8: Re-establish public open space</td>
<td>The design of Parkville precinct was developed in consultation with the City of Melbourne. Parkville Promenade will provide a new public space for the students, workers, patients and the wider community. The public realm will generate positive social outcomes to strengthen the economic, social and environmental wellbeing of the community. The University Square Master Plan for Barry Street will include creation of parkland with closure of the road to traffic. This will create a social hub within the garden ‘rooms’. The chiller plant and ventilation shafts will not be located in Barry Street. Instead, the chiller plant will be integrated into a new café on University Square, and the vent shafts will be integrated with the carpark entry structures structure. This will make these elements less prominent. The public open space is shown on the landscape plans in Appendix C.</td>
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</table>
4.4.7 Surface water

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

### Table 11: Design response to relevant surface water EPR

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<th>EPR</th>
<th>Design Response</th>
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| EPR SW2: Water sensitive urban design | The design of the Parkville precinct was developed in consultation with the City of Melbourne and Melbourne Water. Surface water movement has been addressed in the Parkville precinct in the following manner:  
  — Water sensitive urban design principles have been applied to project design providing an important sustainability and visual aspect of the Parkville precinct. Stormwater run-off will be slowed, mitigated and collected for reuse via rain-gardens and street planters while the permeable surface of the Parkville precinct has been increased by approximately 880 square metres  
  — 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 Parkville Station.  
  The design of water sensitive urban design intent is shown on the landscape plans in Appendix C, and a detailed assessment of consistency with the Urban Design Strategy is provided in Appendix E and Section 4.3. |

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>
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<tr>
<th>EPR</th>
<th>Design Response</th>
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| EPR T7: Operational road transport | The design of the Parkville precinct was developed in consultation with Transport for Victoria, VicRoads, City of Melbourne and PTV. Key changes to the road transport network arising from the project include:  
  - The redesign and reinstatement of Royal Parade to allow for the development of the upgraded tram stop (while maintaining emergency vehicle access from Royal Parade southbound into the hospital, as shown on TAS-CYP-PV-00-DRG-AUD-PKV-722102-DP)  
  - Closure of a portion of Barry Street to vehicle traffic to create an extension to University Square, providing greater recreational and amenity space  
  - Narrowing of Grattan Street to one lane in either direction, reducing traffic speeds, introducing bicycle lanes and widening the existing footpaths to improve circulation and amenity for pedestrians.  
While the Parkville precinct design will remove 152 car parking bays, the needs of service and emergency vehicles and DDA requirements have been taken into consideration in the following manner:  
  - Loading bays have been provided at strategic locations to service existing land uses and station back of house  
  - Emergency vehicle access to medical institutions remains unhindered with much of the Grattan Street functional road layout retained (albeit modified).  
The road design for Parkville precinct is shown in Appendix D. Specific drawings showing the Grattan Street corridor and changes to car parking is shown on drawings TAS-CYP-PV-00-DRG-AUD-PKV-722101-DP and TAS-CYP-PV-00-DRG-AUD-PKV-722103-DP in Appendix D. |
| EPR T8: Operational public transport | The design of the Parkville precinct was developed in consultation with Transport for Victoria, VicRoads, City of Melbourne and PTV.  
The design of Parkville precinct has been influenced by the requirement to facilitate modal interchange with the tram stop on Royal Parade. This has resulted in the location of the eastern and western station entrances to Royal Parade providing convenient connectivity for inbound and outbound tram services.  
Station entries have been designed in a manner to reduce pedestrian reliance on the busy Grattan Street and Royal Parade intersection, and minimising pedestrian and vehicle conflict.  
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 will be 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 interface is shown on the Public Realm drawings in Appendix D. The specific integration of the station with the super tram stop on Royal Parade is shown on TAS-CYP-PV-00-DRG-AUD-PKV-722102-DP. |
| EPR T9: Operational active transport | The design of the Parkville precinct was developed in consultation with Transport for Victoria, VicRoads, City of Melbourne and PTV. The following active transport design measures have been integrated into the station design, including:  
  - On-road bicycle lanes along Grattan Street will be made a consistent 1.8 metres wide, providing improved connectivity throughout the precinct. The addition of bicycle hoops at several locations near the intersection of Royal Parade and Grattan Street and at Barry Street will provide 260 bike-parking spaces  
  - The design of the precinct does not preclude the development of additional bicycle parking across the precinct in the future, namely the reconfiguration of University Square or the station forecourt for such uses |
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<td>High volumes of pedestrian movement already exist along Grattan Street, which will increase with the introduction of the Metro Tunnel station. The increased pedestrian volumes will be accommodated through improved pedestrian facilities on both sides of Grattan Street. A number of controlled north-south crossings will also be provided to facilitate movement, including the provision of a wide raised crossing in the vicinity of Barry Street.</td>
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<td>The four on-grade pedestrian crossings at the intersection of Grattan Street and Royal Parade have all been increased from three metres to six metres wide. In addition, an unpaid pedestrian underpass is provided across Royal Parade providing another east-west movement option that is separated from traffic. A new entry plaza has been provided in University land on the major Grattan Street entry to facilitate movement into the campus.</td>
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<td>Infrastructure associated with active transport is shown on the Public Realm drawings in Appendix D. Figure 5 and Figure 6 show the pedestrian movement network and locations of bicycle facilities within the precinct.</td>
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<tr>
<td>ERP T10: Waste collection</td>
<td>A waste collection bay has been provided immediately west of Gate 10 on the north side of Grattan Street. Figure 8 shows the location of these waste collection bays. These waste (and loading) bays have been strategically located in areas to minimise traffic and pedestrian obstruction. Loading bays are provided dedicated road space to ensure they do not conflict with areas of heavy pedestrian movement. Ongoing consultation regarding waste collection will be undertaken with affected businesses, land owners, residents, private waste collection services and City of Melbourne.</td>
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5 Conclusion

This Parkville Precinct Development Plan addresses the scope and extent of the built form of CYP’s works for the Parkville precinct, including the new Parkville Station from the entrances to the ticket gate. In accordance with Clause 4.6 of the Incorporated Document, this plan includes:

— Site layout plans (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.”

In response, CYP has designed the Parkville precinct to reflect a ‘Grand Promenade’ among prominent institutions, a walk of enlightenment, a place of ideas and curious engagement.

The precinct is located at the intersection between Grattan Street and Royal Parade, a space that has a high concentration of pedestrian and cyclist movement. Existing conditions at the site focus on public transport connections between the tram and bus network, and access to the existing medical and education institutions. There is also a high proportion of emergency and private vehicle access to services and businesses within the precinct.

Parkville Station will be located directly below Grattan Street, connecting to a new tram stop on Royal Parade and bus services. Passengers can enter and exit the station via four entry points; one along Grattan Street west amongst the health institutions, two either side of Royal Parade and the station’s main entry on Grattan Street with a new station forecourt connecting to the University as well as a pedestrianized Barry Street and reconfigured University Square.

The new Grattan Street promenade will be landscaped with dense canopy streets and low level plantings providing a green link between Royal Parade, new green spaces as well as the areas existing network of green spaces.

The CYP design for the Parkville precinct has incorporated feedback from a range of stakeholders including those identified in the Incorporated Document; the Office of the Victorian Government Architect, City of Melbourne, Heritage Victoria, Transport for Victoria, VicRoads, Public Transport Victoria and Melbourne Water. Additional consultation with community and stakeholders has also occurred as part of the preparation of this Development Plan including during a 15 business day public inspection period from Monday 27 November to Friday 15 December 2017 during which time it was available on the Metro Tunnel website along with an opportunity to provide written comments.

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