

13 November 2018

Notice of Motion, Cr Leppert: Metro Tunnel western portal and environs integrated public realm design

Motion

1. That the Future Melbourne Committee:
 - 1.1. Endorses the Kensington Association's vision for an integrated public realm design for the South Kensington rail corridor in and around the Metro Tunnel western portal, inclusive of land between the Maribyrnong River and the Lloyd Street Business Estate (per the attachment to the notice).
 - 1.2. Notes that only the State Government has the authority to mandate that designs be integrated and to compel the cooperation of all relevant contractors and state government decision makers (hereafter 'the delivery agencies').
 - 1.3. Notwithstanding the above, resolves that the City of Melbourne should provide leadership in facilitating a coordinated approach to public realm design, and in doing so:
 - 1.3.1 Requests that management facilitate workshops of all delivery agencies as soon as practicable, to allow for information sharing, coordinated planning and to explore efficiencies through staged delivery of works in the area, in order to bring about a shared commitment for an integrated design;
 - 1.3.2 Requests that management work with delivery agencies and nominated Kensington Association representatives to ensure meaningful community input into an integrated design;
 - 1.3.3 Requests that management seek State Government Ministerial support for these processes if and when required on behalf of the Council;
 - 1.3.4 Requests that the CEO write to the Minister for Public Transport to set out the offers made by the City of Melbourne as resolved here, seeking the Minister's in principle support for the proposed courses of action, and also take the opportunity to again urge a firm commitment from the State Government for the refurbishment of South Kensington Station by 2020 as well as providing the land adjoining the South Kensington Station and adjoining the rail corridor between Kensington Road and the Maribyrnong River for public use; and
 - 1.3.5 Requests that management take the Kensington Association proposal for a linear park between Kensington Road and the Maribyrnong River along the transmission line easement into consideration when undertaking the 2018-19 Annual Plan Initiative relating to West Melbourne Waterfront planning.

Background

Existing Annual Plan Initiatives for 2018-19:

- In Goal 8: "Continue to contribute to the successful design and delivery of the Metro Tunnel Project in partnership with Rail Projects Victoria and Cross Yarra Partnership."
- In Goal 8: "Work with landowners and the community to develop a vision and strategic framework for West Melbourne Waterfront."

Moved: Cr Rohan Leppert

Seconded: Deputy Lord Mayor Arron Wood

Attachments:

1. The KA plan for a better built form at the end of the Metro Tunnel Project (Page 2 of 3)



Kensington Association Inc.

Metro Tunnel - What's the legacy?

The KA plan for a better built form at the end of the Metro Tunnel Project.

We all know that there will be many years of construction works in South Kensington as part of the Metro Tunnel Project. While the construction impacts present some fundamental challenges to local residents, this project is one that is overwhelmingly supported by Kensington residents as being a good thing.

Given that the project will leave behind a huge concrete bunker and a 6 meter high flood wall, another good thing would be to have an integrated approach to built form design along the railway corridor and some ongoing benefit to the local community at the end of the project.

An Integrated Design

The KA vision is for an integrated design for the entire South Kensington rail corridor from the Lloyd St Business Estate to the Maribyrnong River.

This is composed of a number of components:

- Noise barriers along Childers Street to the east of South Kensington station
- A commitment to utilise the land acquired at 135 Ormond Street for public purpose
- A redeveloped South Kensington Station
- A sympathetic design for
 - the new ancillary building being built next to the station by CYP and
 - the 3-4 metre high flood wall that will run much of the length of Childers Street to be built by RIA
- A linear park west from Kensington Road to the Maribyrnong River along the high voltage tower easement.

Reasons for an integrated design process

Currently, CYP and RIA are moving ahead with consultations and designs around their above ground, built forms but there is little or no integration of their work and no consideration of other parts of the precinct.

This is not entirely their fault. They are contractors engaged for delivery of specific parts of the project. There is no suggestion that they are not working diligently on their design elements or failing to consult. The issue is primarily that the components are not necessarily connected as part of an integrated process.

Only the Victorian Government has the scope and authority to mandate that designs be integrated, that the other elements sought by residents (such as the station upgrade and river access) be included, and the power to lead the project. Many parties need to collaborate to deliver an optimal outcome: contractors, RPV, City of Melbourne, AUSNET and the State Government.

Because planning for different elements is progressing with little or no design coordination or spirit of community enhancement, we need government leadership and support for an integrated design right now.

South Kensington station

South Kensington station has seen a massive increase in utilisation over the last 15 years but is viewed by the community as little more than a poor quality bus shelter. Security around access and egress, particularly in the evenings, is of particular concern to train users.

Frankly, South Kensington station is an embarrassment. It seems ridiculous to us that there could be so much rail works in the area and yet there is no public commitment from any political party to fund a station upgrade!

Noise barriers for Childers Street

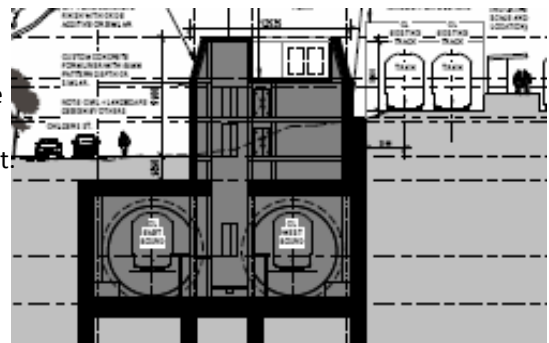
Noise barriers are needed along Childers St, to the east of South Kensington station, up to and including the Lloyd St Business Estate.

The railway corridor here carries a huge amount of traffic with Metro trains from the Williamstown, Werribee and Sydenham lines along with freight and passenger services to Geelong, Ballarat, and Bendigo. These services are increasing in line with demand and population growth, and that's appropriate. At the same time, this is resulting in greater noise exposure for local residents. As part of the integrated design response, it's timely to provide noise barriers along this section of Childers Street.

The bunker and the wall

The future view south from our much loved JJ Holland Park will be dominated by the tunnel entrance "ancillary building" and a 3-4 metre high flood wall running most of the length of Childers Street.

These have the potential to be a blight and its frustrating that CYP and RIA don't seem to consider a sympathetic and coordinated design response a priority.



Linear Park west of Kensington Road

The formerly industrial lands along Hobsons Road and Kensington Road are beginning to be developed as multi story residences. This will fundamentally change the streetscape in this part of Kensington.

There is an opportunity, here and now, to quarantine land in the high voltage tower easement to ensure that there is a pleasant walk directly linking JJ Holland Park to the Maribyrnong River and tying together the whole streetscape to leave a great built form legacy for Kensington. This is consistent with the existing City of Melbourne Open Space Strategy.