APPENDIX F: DOMAIN PRECINCT ENVIRONMENTAL PERFORMANCE REQUIREMENTS ASSESSMENT
Domain Precinct Development Plan - Environmental Performance Requirement assessment

**Author:** Elf Aygun  
**Checker:** Sabrina Chapman  
**Approver:** Mat Paen  
**Date:** 10/08/2022

**Domain precinct design:** The Domain precinct design is within the activity area defined in the Cultural Heritage Management Plans. Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the project’s Independent Environmental Auditor.

**Air Quality:**
- Fully integrated the stormwater drainage system into the design of all infrastructure to prevent run-off that is outside the stormwater system entering the receiving water body complex with SWP (Strait of Melbourn Water Project).
- Best-practice performance objectives are based on the Best Practice Environmental Management Guidelines for Urban Stormwater – BPEMG for air quality.

<table>
<thead>
<tr>
<th>Performance Parameters</th>
<th>Air Quality</th>
<th>Stormwater Quality</th>
<th>Groundwater Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>AG1</td>
<td>Fully integrated the stormwater drainage system into the design of all infrastructure to prevent run-off that is outside the stormwater system entering the receiving water body complex with SWP (Strait of Melbourn Water Project).</td>
<td>Stormwater treatment for the Domain precinct is addressed in Section 4.4.1 of the Development Plan.</td>
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</tr>
<tr>
<td>AG2</td>
<td>Best-practice performance objectives are based on the Best Practice Environmental Management Guidelines for Urban Stormwater – BPEMG for air quality.</td>
<td>Prior to the operational phase of the project, Cross Yarra Partnership will prepare an Operational as at commencement Management Plan, which will provide detail on discharge of tunnel drainage water.</td>
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</tr>
<tr>
<td>AG3</td>
<td>Stormwater treatment for the Domain precinct is addressed in Section 4.4.1 of the Development Plan.</td>
<td>All wastewater from the project site enters the stormwater system and is treated at the Arden treatment plant.</td>
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</tr>
<tr>
<td>AG4</td>
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**Groundwater Quality:**
- Fully integrated the stormwater drainage system into the design of all infrastructure to prevent run-off that is outside the stormwater system entering the receiving water body complex with SWP (Strait of Melbourn Water Project).
- Best-practice performance objectives are based on the Best Practice Environmental Management Guidelines for Urban Stormwater – BPEMG for air quality.

**Conclusion:**
- Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the project’s Independent Environmental Auditor.
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**Notes:**
- See table in EPR for performance objectives.
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**Appendices:**
- See table in EPR for performance objectives.
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**Elif Aygun**
This page contains information about environmental protection requirements for Domain Precinct Development Plan - Environmental Performance Requirement assessment. It includes a table with columns labeled `Deliverables`, `Domain Precinct Development Plan - Environmental Performance Requirement assessment`, and `Approver`. The content is too extensive to summarize, but it covers topics such as tree retention and replacement policies, the importance of maintaining existing trees, and the development of tree protection plans. The text mentions the involvement of various local councils and the use of specific plans and guidelines to ensure environmental sustainability. The document appears to be a formal submission, possibly for approval or review, given the presence of sections for `Approver`, `Initiator`, and `Checker`. The date on the document is 10/08/2022.
Domain Precinct Development Plan - Environmental Performance Requirement assessment

Author: Elif Aygun

Date: 10/08/2022

1. Prior to relevant works, develop a stop work contingency plan for Class 1 emergencies (as defined in the Emergency Management Act 2013) in consultation with medical institutions in the Parkville Precinct. This is reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.

2. If required, prepare and implement a remedial action plan and integrate the remediation approach into the design of the Project in accordance with relevant regulations, the EPA.

- d) If required, identify remedial options to be implemented for contaminated land and groundwater in accordance with relevant regulations, standards and best practice guidance and in consultation with the Water Corporation of Western Australia.

- c) Present and take account of the outcomes of risk assessments.

- b) Interpret groundwater permeation and VOC results.

- a) Identify locations and extent of any potential ASS/ASR.

1. Prior to commencement of relevant works, prepare a business disruption plan consistent with the contractors Community and Stakeholder Engagement Management Plan (SC4) to:

- a) Manage potential impacts to non-acquired businesses, commercial property owners and not-for-profit organisations.

- b) Details of any changes to traffic and parking conditions and duration of impact.

- c) A Project construction schedule developed in coordination with transport authorities and local councils and in consultation with businesses to minimise cumulative impacts of this and other projects.

- d) Plans for notifying customers of proposed changes to business operations, including the setting of suitable timeframes for notification prior to commencement of works.

- e) Measures to ensure access to businesses is maintained for customers, deliveries and consistent with EPR T10 for waste removal, unless there has been prior engagement with affected businesses (including mutually agreed mitigation measures on request). These measures should include the establishment of directed business and management plans for engaging with business owners.

- f) Process for registering, management and resolution of complaints from affected businesses consistent with relevant regulations. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.

- g) Monitoring and reporting requirements.

- h) Identifying locations and extent of any prescribed industrial waste (PIW) and the method for characterising PIW spoil prior to excavation.

- f) Identifying potential sites for re-use, management or disposal of any spoil.

- e) Measures for supporting affected businesses during construction in accordance with the Business Support Guidelines for Construction (BSG) such as marketing and promotion, social activities, expediting programs and upskilling opportunities.

- d) Whom implementation of BSG support measures have been extracted for a business, provide the opportunity for businesses in preparing a Business Plan to develop a business profile and more detailed understanding of the Precinct. A key part of the business plan is that businesses can be featured in Business Profile Plans.

- c) Adequate notice of key Project milestones.

- b) Details of any changes to traffic and parking conditions and duration of impact.

- a) Adequate notice of key Project milestones.

2. The plan must outline the stakeholder engagement measures for each precinct and include:

- b) Characterise ASS/ASR spoil prior to excavation.

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Environmental Performance Requirements

1. Ensure new development is responsive to heritage places in terms of height, massing, form, facade articulation, materials and impacts on their settings and key views.

Environmental Protection Requirements

1. Retain and protect Langford Street pumping station as part of the design for the new substation.

CH1

1. Integrate the bluestone pillar and cast iron fencing at the corner of Grattan Street and Royal Parade into the design for the station entry and surrounds in consultation with the University of Melbourne.

CH3

1. In consultation with VicRoads, Heritage Victoria and/or the relevant local council, replace removed Elm trees in Royal Parade as part of Project delivery using appropriate species and re-establish the site, preferably in a prominent position on the Flinders Street façade.

CH4

1. Develop and implement a protocol for managing previously unidentified historical archaeological sites discovered during Project works.

CH7

1. Prior to commencement of relevant works, undertake archival photographic recording in accordance with Heritage Victoria’s specification for the archival photographic recording of heritage places before heritage places are be documented in updated maps of the site-by-site basis. The should include relevant information to history, visitation for places in the EPR and the relevant local council or places included in the Heritage Victoria’s approved Heritage Management Plan.

CH8

1. To avoid or minimise impacts on the cultural heritage values of heritage places, prior to commencement of relevant works which involve contact, disturbance or removal of any significant component of an historical archaeological site, consult Heritage Victoria and/or the relevant local council or places included in the Heritage Victoria’s approved Heritage Management Plan.

CH10

1. In consultation with Heritage Victoria, the City of Melbourne and other relevant councils, a heritage interpretation strategy has been developed for the Project which includes the publicly accessable areas.

CH12

1. The Project must meet the requirements of the Heritage Act 2013 with input from a qualified heritage practitioner and in consultation with the land owner and relevant local Council for places in a local Heritage Overlay, or with the written approval of the Executive Director of Heritage Victoria for places included in the Victorian Heritage Register.

CH13

1. Should damage occur to a heritage place as a result of works, undertake restoration works in accordance with accepted conservation practice (with reference to the Australia ICOMOS Burra Charter 2012) with input from a qualified heritage practitioner and in consultation with the local owner and relevant local council for places in a local Heritage Overlay, or with the written approval of the Executive Director of Heritage Victoria for places included in the Victorian Heritage Register.

CH14

1. Design temporary and permanent works to avoid or minimise impacts on the cultural heritage values of heritage places. Consult, on request, with Heritage Victoria and/or the relevant local council or places in the area.

CH15

1. The Project must meet the requirements of the Heritage Act 2013 with reference to the Australia ICOMOS Burra Charter 2012 with input from a qualified heritage practitioner and in consultation with the local owner and relevant local council for places in a local Heritage Overlay, or with the written approval of the Executive Director of Heritage Victoria for places included in the Victorian Heritage Register.

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CH21

1. In consultation with Heritage Victoria, the relevant local council and/or Aboriginal Victoria (as applicable), develop and implement, a heritage interpretation strategy for places in the VHR and VHI or areas designated in the relevant local council’s heritage management plan.

CH22

1. Consideration of the risks associated with exposure to hazardous substances for employees, visitors and the general public.

CH23

1. Design permanent and temporary works to avoid or minimise impacts on the cultural heritage values of heritage places. Consult, on request, with Heritage Victoria and/or the relevant local council or places in the area.

CH24

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CH30

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CH45

1. In consultation with Heritage Victoria, the City of Melbourne and other relevant councils, a heritage interpretation strategy has been developed for the Project which includes the publicly accessable areas.
Domain Precinct Development Plan - Environmental Performance Requirement assessment

Author: Elif Aygun

Approver: Sally Humpherys

Date: 10/08/2022

Domain Precinct Development Plan - Environmental Performance Requirement assessment

Introduction

The Domain Precinct Development Plan - Environmental Performance Requirement assessment (EPR) is a document that outlines the environmental performance requirements for the development and operation of the Domain Precinct. The EPR includes a range of environmental management plans and strategies to ensure that the development and operation of the Domain Precinct meet the environmental performance requirements established by the project stakeholders.

Historical Cultural Heritage

The Domain Precinct Development Plan includes provisions for the identification and protection of heritage places within the precinct. These provisions include the appointment of an Independent Environmental Auditor to ensure that the relevant plans comply with the EPRs and are undertaken in accordance with the project’s Independent Reviewer.

Electro Magnetic Field

The Electro Magnetic Field section of the EPR includes provisions for the identification and mitigation of electro magnetic fields within the precinct. These provisions include the appointment of an Independent Environmental Auditor to ensure that the relevant plans comply with the EPRs and are undertaken in accordance with the project’s Independent Reviewer.

Domain Precinct Development Plan - Environmental Performance Requirement assessment

A summary of the key requirements outlined in the EPR is included in the following table:

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage values</td>
<td>The protection and enhancement of heritage values within the precinct is a key requirement. The EPR includes provisions for the identification and protection of heritage places, including the appointment of an Independent Environmental Auditor to ensure that the relevant plans comply with the EPRs.</td>
</tr>
<tr>
<td>Environmental Performance</td>
<td>The project stakeholders have established a range of environmental performance requirements for the development and operation of the Domain Precinct. These requirements include the appointment of an Independent Environmental Auditor to ensure that the relevant plans comply with the EPRs and are undertaken in accordance with the project’s Independent Reviewer.</td>
</tr>
<tr>
<td>Electro Magnetic Field</td>
<td>The project stakeholders have established requirements for the identification and mitigation of electro magnetic fields within the precinct. These requirements include the appointment of an Independent Environmental Auditor to ensure that the relevant plans comply with the EPRs and are undertaken in accordance with the project’s Independent Reviewer.</td>
</tr>
</tbody>
</table>

Conclusion

The Domain Precinct Development Plan - Environmental Performance Requirement assessment is a comprehensive document that outlines the environmental performance requirements for the development and operation of the Domain Precinct. The EPR includes a range of environmental management plans and strategies to ensure that the development and operation of the Domain Precinct meet the environmental performance requirements established by the project stakeholders.
Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Sustainability Management Plan. This is reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor (this includes audits of performance against the relevant environmental targets and requirements).

Groundwater Management Plan and Ground Movement Management Plan which set out the relevant models are managed. These plans have been reviewed by the project’s Independent Reviewer and audited by the project’s Independent Environmental Auditor.

1. Monitor and report on how each of the best practice GHG abatement measures and sustainability initiatives identified in the Concept Design is implemented in the detailed design of the Project and the project’s performance against the agreed sustainability targets.

G9
Cross Yarra Partnership has implemented an Environmental Management System, and prepared a Construction Environmental Management Plan. The relevant aspects include:

- the Sustainability Management Plan, which addresses additional measures to be adopted if acceptability criteria are not met such as reinstatement of any property damage. For heritage places, refer to EPR CH2 and CH24.
- the Ground Movement Plan and Heritage Management Plan, which is reviewed by the project’s Independent Reviewer and audited by the project’s Independent Environmental Auditor. These plans are also audited by the Independent Environmental Auditor.

- the Ground Water Management Plan and the Ground Movement Management Plan, which set out the relevant models are managed. These plans have been reviewed by the project’s Independent Reviewer and audited by the project’s Independent Environmental Auditor.

- in the Consent for the Planning and Environment Legislation Amendment (Sustainability Management Plans and Council Monitoring Requirements) Act 2019 (as amended by the Environmental Protection and Biodiversity Conservation Act 2019). This is subject to separate stakeholder consultation requirements and review by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.

- the Ground Movement Plan, and which builds upon the assumptions for criteria presented in the EES for vertical, horizontal, and angular deformation as appropriate for Project activities during the construction and operational phases. In the design of the works and the planning of construction and mitigation, incorporate the findings of investigations reported in the EES and subsequent relevant local authority (including local councils and land managers) and which builds upon the assumptions for criteria presented in the EES for vertical, horizontal, and angular deformation as appropriate for Project activities during the construction and operational phases. In the design of the works and the planning of construction and mitigation, incorporate the findings of investigations reported in the EES and subsequent relevant local authority (including local councils and land managers).

- the Ground Water Management Plan and the Ground Movement Management Plan, which set out the relevant models are managed. These plans have been reviewed by the project’s Independent Reviewer and audited by the project’s Independent Environmental Auditor.

- Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. This management system includes a Groundwater Management Plan, and Ground Movement Management Plan, which set out the relevant models are managed. These plans have been reviewed by the project’s Independent Reviewer and audited by the project’s Independent Environmental Auditor.
## Domain Precinct Development Plan - Environmental Performance Requirement assessment

**Author:** Elf Aygun  
**Checker:** Sabrina Chapman  
**Approver:** Mat Poul  
**Date:** 10/08/2022

### Land Use and Planning

**Land Use and Planning Requirements**

1. Prior to commencement of relevant works, develop and implement a plan for the design and construction of Arden station that adopts an integrated approach to urban design and planning of the station, must be consistent with EPR SC8.

2. Development of the Project must be generally in accordance with the relevant Open Space Master Plans (including but not limited to, the Domain Parklands, and University Square Master Plans and co-location of rail infrastructure facilities where practicable.

3. The approach to defining key stakeholders is to be outlined in the Community and Stakeholder Engagement Management Framework (see EPR SC3).

4. Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Groundwater Management Plan with site specific controls detailed in the precinct specific Site Environmental Implementation Plans. These plans are consistent with the Strategic Environmental Assessment (SEA) and have been developed jointly with the Independent Environmental Auditor.

### Groundwater

**Groundwater Requirements**

1. Prior to commencement of shaft construction and prior to commencement of main works, develop and implement a groundwater monitoring plan as part of the GWMP for each Works Package that details sufficient monitoring of groundwater levels to verify that no significant impacts occur from potential:

   - Change in injection rates in any existing recharge bores that may be present in the area around the Project.
   - Reduction in access to groundwater for trees – particularly in the Tunnels precinct between Town Hall and Domain stations, and the Town Hall station and eastern portal precincts.
   - Contamination migration on the beneficial uses of groundwater at third party properties caused by drawdown or vapour intrusion to underground structures.

2. Groundwater drawdown trigger levels at groundwater dependent values at which additional mitigation measures must be adopted.

3. The approach identified in consultation with the EPA so that contaminant migration causes no significant impacts on beneficial uses or vapour intrusion into underground structures, and establish appropriate monitoring networks to measure the effectiveness of the approach.

4. Groundwater management approaches to address the projected impacts to groundwater dependent values during construction and to ensure protection of groundwater dependent values.

5. Methods for monitoring drawdown in areas prone to failure PAMS and establishing appropriate monitoring networks to confirm effectiveness of approach.

6. Methods for monitoring drawdown on any existing recharge areas, and establishing appropriate monitoring networks to measure the effectiveness of mitigation.

7. The GWMP must be developed in consultation with EPA and relevant water authorities.

8. The GWMP must be based on the detailed design phase groundwater model, and should include the following details:

   - Identification of all recharge areas and potential groundwater discharge areas
   - Identification of all potential points of source recharge and natural discharge
   - Characterisation of all areas prone to failure PAMS
   - Groundwater levels to be monitored at all recharge points
   - Groundwater levels to be monitored at key discharge areas
   - Baseline groundwater levels to be measured and identified in the Groundwater Management Plan with site specific controls detailed in the precinct specific Site Environmental Implementation Plans. These plans are consistent with the Strategic Environmental Assessment (SEA) and have been developed jointly with the Independent Environmental Auditor.

9. Use the geological and geotechnical inputs to detail the recharge and discharge areas for the Project and ensure that these areas are identified in the Groundwater Management Plan with adequate controls to ensure that impacts on beneficial uses are minimal.

10. Use the geological and geotechnical inputs to detail the recharge and discharge areas for the Project and ensure that these areas are identified in the Groundwater Management Plan with adequate controls to ensure that impacts on beneficial uses are minimal.

### Land Use and Planning

**Land Use and Planning Requirements**

1. Design the tunnel and underground structures so that they minimise changes to groundwater levels during construction and operation to minimise impacts on groundwater dependent values, ground levels, environmental and cultural heritage values, and surface water bodies.

2. Methods for minimising drawdown in areas of known PASS and establishing appropriate monitoring networks to confirm effectiveness of approach.

3. Contingency measures if impacts occur at existing active groundwater bores and surface water bodies.

4. The approach identified in consultation with the EPA so that contaminant migration causes no significant impacts on beneficial uses or vapour intrusion into underground structures, and establish appropriate monitoring networks to measure the effectiveness of the approach.

5. The GWMP must be developed in consultation with EPA and relevant water authorities.

6. Use the geological and geotechnical inputs to detail the recharge and discharge areas for the Project and ensure that these areas are identified in the Groundwater Management Plan with adequate controls to ensure that impacts on beneficial uses are minimal.

7. Use the geological and geotechnical inputs to detail the recharge and discharge areas for the Project and ensure that these areas are identified in the Groundwater Management Plan with adequate controls to ensure that impacts on beneficial uses are minimal.

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10. Use the geological and geotechnical inputs to detail the recharge and discharge areas for the Project and ensure that these areas are identified in the Groundwater Management Plan with adequate controls to ensure that impacts on beneficial uses are minimal.
Domain Precinct Development Plan - Environmental Performance Requirement assessment

Author: Elif Aygun
Checker: Sabrina Chapman
Approver: Mat Paol
Date: 10/08/2022

Land Use and Planning

LUL

1. Prior to commencement of relevant works, develop and implement a plan for the collection of pre-construction and post-construction noise and vibration measurements, including pedestrian noise and vibration, in consultation with relevant local councils to identify the impact on the Victorian Government Department and the Melbourne Metro Rail Project Design Strategy. Identify, advise on, the threshold levels for both pedestrian and non-pedestrian noise and vibration, and determine appropriate mitigation techniques and management strategies, which can be incorporated into the Design Management Plan.

Noise and Vibration

LV1

- Prior to commencement of relevant works, develop and implement a plan for the collection of pre-construction, construction and post-construction noise and vibration measurements, including pedestrian noise and vibration, in consultation with relevant local councils to identify the impact on the Victorian Government Department and the Melbourne Metro Rail Project Design Strategy. Identify, advise on, the threshold levels for both pedestrian and non-pedestrian noise and vibration, and determine appropriate mitigation techniques and management strategies, which can be incorporated into the Design Management Plan.

LV2

- Landscape and visual opportunities for renewal of public spaces for the benefit of communities beyond resident groups, including visitors, business owners and commuters.

LV3

- Landscape and visual

LV4

- Planning Discipline Requirements

LVP

- Prior to commencement of relevant works, develop and implement a plan for the collection of pre-construction, construction and post-construction noise and vibration measurements, including pedestrian noise and vibration, in consultation with relevant local councils to identify the impact on the Victorian Government Department and the Melbourne Metro Rail Project Design Strategy. Identify, advise on, the threshold levels for both pedestrian and non-pedestrian noise and vibration, and determine appropriate mitigation techniques and management strategies, which can be incorporated into the Design Management Plan.

Implementation Plans

These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

This Development Plan presents the built form of the Arden Station. Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct specific Site Environmental Implementation Plans. This has been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

This Development Plan and the design of the Anzac Station was developed in consultation with the Victorian Heritage Council. The design of the Anzac Station is being assessed in consultation with the Office of the Victorian Government Architect, City of Melbourne and the City of Prahran.

EPRs

The following EPRs are relevant to the Domain Precinct:

EPR NV21. The CNVMP must not prescribe standards or practices which are less rigorous than recommended by EPA Publication 1254.

EPRs

The following EPRs are relevant to the Domain Precinct:

EPR AR1, AR2 and AR3 regarding reinstatement of trees.

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### Environmental Performance Requirement Assessment

**Domain Precinct Development Plan - Environmental Performance Requirement assessment**

**Author:** Elif Aygun  
**Check:**  
**Approver:** Mat Peel  
**Date:** 10/08/2022

#### Noise and Vibration Requirements

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<td>2.</td>
<td>The model developed during the Design Stage should be updated/calibrated using the results of the noise and vibration monitoring to assess noise predictions of the noise and vibration levels associated with ongoing and future construction works. It may be appropriate to adjust management measures as a result of the more accurate predictions.</td>
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<td>Prior to commencement of main works, each Works Package contractor must appoint a suitably qualified acoustic and vibration consultant to undertake noise and vibration monitoring to assess noise levels with respect to any Guideline Targets specified in the EPRs. Where monitoring indicates exceedences of Guideline Targets, appropriate management actions must be implemented as soon as possible.</td>
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<td>4.</td>
<td>The DIN 4150 Guideline Targets are based on the assumption that pipes have been manufactured and laid using current technology (however it is noted that this is not the case for the majority of infrastructure from construction are not achieved).</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The project-specific control measures are identified in the Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This is reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
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<td>5.</td>
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<td>Prior to commencement of relevant works, undertake condition assessments of below-ground utility assets and infrastructure, including (but not limited to) the Arden Street Bridge and Princes Bridge, Swanston Street Drain, Flinders Street Drain, to ascertain construction vibration targets with the asset owner.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The project-specific control measures are identified in the Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
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#### Noise and Vibration Management Plan

**Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The project-specific control measures are identified in the Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.**

**Notes**

1. **Environmental Management System**
   - Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The project-specific control measures are identified in the Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

2. **Independent Reviewer and audited by the Independent Environmental Auditor.**
Domain Precinct Development Plan - Environmental Performance Requirement assessment

**Noise and Vibration**

**Design Phase**

1. Implement management actions where the following Guideline Targets (as specified in Table 1 in BS6472-1:2008) are exceeded: a) for noise, b) for vibration

**Operation Phase**

1. Implement management actions where the following Guideline Targets (as specified in Table 1 in BS6472-1:2008) are exceeded: a) for noise, b) for vibration

Notes:

- The Guideline Targets are non-mandatory; they are goals that should be sought to be achieved through the application of feasible and reasonable mitigation measures. If exceeded then management actions would be required.
- The VDs may be corrected to FRs within a linear noise and vibration management plan under EPR NV21.

**Commissioning Equipment Vibration Targets**

1. For Construction: Implement commissioning activities which include source identification if equipment manufacturer specifications, measured background levels or other agreed levels (after consultation with the affected organisation) whichever are higher, are expected to be or are exceeded for vibration sensitive equipment.

2. For Operation: If the manufacturer’s specifications or measured background levels (whichever is higher) or other agreed levels (after consultation and agreement from the affected organisation) are exceeded for vibration sensitive equipment, extensive community consultation is required to determine acceptable level of disruption and provision of respite accommodation in some circumstances.

Notes:

- Background vibration and noise levels must be measured in accordance with equipment environmental test requirements.
- Monitoring must be undertaken in accordance with equipment specifications to demonstrate compliance, and monitoring locations determined in consultation with equipment manufacturers (See Equipment Vibration Guidelines).
Domain Precinct Development Plan - Environmental Performance Requirement assessment

A1. The CVNMP must adopt daytime Management Levels for airborne noise at residences during Normal Working Hours (as defined in EPR NV6) in accordance with Table NV21-A. The Management Levels must be based on the Management Levels shown in Table NV21-A, and must include (but not be limited to):

- Compliance with EPR NV2 and NV3, and any other EPRs as required.
- Reasonable mitigation measures.

A2. In addition to the Management Levels shown in Table NV21-A, the Guideline Targets shown in EPRs NV6 and NV7 are to be adopted and addressed in the CVNMP.

(2) Noise levels based on the NSW Interim Construction Noise Guidelines 2009.

(1) Outside of Normal Working Hours, the Guideline Noise Levels in NV6 (which are adopted from EPA Publication 1254) apply.

Note: See EPR for table NV21-A Airborne Noise Management Levels during Normal Working Hours.

Level in Table NV21-A is not a noise limit or target, but represents noise levels above which community reaction may be adverse and which should trigger management actions to minimize the noise impact.

A. Airborne Noise Management Levels during Normal Working Hours

1. Prior to commencement of project works, each Works Package contractor must develop and implement a Construction Noise and Vibration Management Plan (CNVMP) in consultation with EPA Victoria and the relevant councils. The CNVMP must comply with and address Noise and Vibration EPRs, be informed by the modelling undertaken by the acoustic and vibration consultant in accordance with EPR NV3 and must include (but not be limited to):

- Identification of sensitive areas. The sensitive areas in the precinct are identified in the Noise and Vibration Management Plan with the specific control applied in any specific case being included in the Implementation Plan.

- The CNVMP must be reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.

- Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The report specific control measures are identified in the Noise and Vibration Management Plan with the specific control applied in any specific case being included in the Implementation Plan.

- Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The report specific control measures are identified in the Noise and Vibration Management Plan with the specific control applied in any specific case being included in the Implementation Plan. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.
Domain Precinct Development Plan - Environmental Performance Requirement assessment

H1. Operational procedures and controls that minimise truck noise, including, but not limited to, consideration of the following:

- Identification of reasonable and practicable measures to be implemented to manage construction vibration and ground-borne noise impacts in accordance with:
  - EPR NV8: Vibration: Structures
  - EPR NV9: Vibration: Ground-borne Noise
  - EPR NV10: Vibration: Human Comfort

- Details of all community consultation measures to be implemented in accordance with NV5 and SC3 including:
  - EPA Publication 1254 Noise Control Guidelines
  - AEPAS Noise Management Plan
  - AS2187.2-2006 as specified in EPR NV14.

- Blasting:
  - Identification of reasonable and practicable measures to be implemented to manage construction vibration and ground-borne noise impacts in accordance with EPR NV11.
  - Any management actions to be implemented if predicted vibration or ground-borne noise levels exceed, for an extended period of time, the guideline targets specified in EPR NV11 or NV12.

- Noise and Vibration:
  - Identification of reasonable and practicable measures to be implemented to manage construction vibration and ground-borne noise impacts in accordance with:
    - Vibration levels for human comfort specified in EPR NV11 (which may be expressed as peak particle velocity rates for the purposes of the CPMP).
    - Ground-borne (internal) noise guideline targets for amenity specified in EPR NV13.
  - Any management actions to be implemented if predicted vibration or ground-borne noise levels exceed, for an extended period of time, the guideline targets specified in EPR NV11 or NV12.
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- Water and Waste:
  - Identification of reasonable and practicable measures to be implemented to manage construction vibration and ground-borne noise impacts in accordance with:
    - Vibration levels for human comfort specified in EPR NV11 (which may be expressed as peak particle velocity rates for the purposes of the CPMP).
    - Ground-borne (internal) noise guideline targets for amenity specified in EPR NV13.
  - Any management actions to be implemented if predicted vibration or ground-borne noise levels exceed, for an extended period of time, the guideline targets specified in EPR NV11 or NV12.
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- Soil and Water Quality:
  - Identification of reasonable and practicable measures to be implemented to manage construction vibration and ground-borne noise impacts in accordance with:
    - Vibration levels for human comfort specified in EPR NV11 (which may be expressed as peak particle velocity rates for the purposes of the CPMP).
    - Ground-borne (internal) noise guideline targets for amenity specified in EPR NV13.
  - Any management actions to be implemented if predicted vibration or ground-borne noise levels exceed, for an extended period of time, the guideline targets specified in EPR NV11 or NV12.
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Domain Precinct Development Plan - Environmental Performance Requirement assessment

1. Prior to the commencement of Project works, each works package contractor must develop and implement a Community and Stakeholder Engagement Management Plan (CSEMP) in accordance with the CSEMF.

2. The CSEMF must include a plan for the implementation of engagement activities that ensure the project's Independent Environmental Auditor (IEA) is involved in project planning and development, and that the CSEMP prepared by each contract works package.

3. The CSEMF must provide for any interested stakeholder to be able to register their contact details to the Project webpage to ensure they are included and automatically advised of planned construction activities and have access to a project reference group. The CSEMP should advise potentially affected stakeholders of the planned construction activities, Project progress, mitigation measures and intended reinstatement measures where applicable.

4. The CSEMF must be approved by the Minister for Planning prior to the commencement of early works.

5. MMRA must develop a Community and Stakeholder Engagement Framework to outline the principles and approach to advising key stakeholders and other potentially affected stakeholders across the Project for the voluntary (temporary) relocation of households subject to:

   a) Construction activities likely to unduly affect their amenity (e.g. out of hours works or sustained loss of amenity during the day for residences with special circumstances such as shift workers)
   b) Potentially affected residents
   c) Land managers
   d) Recreation, sporting and community groups and facilities
   e) Royal Melbourne Hospital, Victorian Comprehensive Cancer Centre, Peter Doherty Institute and other health and medical facilities
   f) Royal Melbourne and Walter and Eliza Hall Institute of Medical Research
   g) Royal Melbourne Institute of Technology
   h) Royal Melbourne Institute of Technology
   i) Royal Melbourne Institute of Technology
   j) Royal Melbourne Institute of Technology
   k) Royal Melbourne Institute of Technology
   l) Royal Melbourne Institute of Technology

6. The plan must consider each precinct and station location in detail. Stakeholders to be consulted relevant to each precinct and considered in the plan include:

   a) Royal Melbourne Hospital, Victorian Comprehensive Cancer Centre, Peter Doherty Institute and other health and medical facilities
   b) The University of Melbourne
   c) Sydney University
   d) Sydney University
   e) Sydney University
   f) Sydney University
   g) Sydney University
   h) Sydney University
   i) Sydney University
   j) Sydney University
   k) Sydney University
   l) Sydney University

7. Measures to increase traffic access to the development and/or operation of existing facilities, including ensuring replacement power, water or other utility services are provided, if necessary and where practicable, where any disruption to such services is limited.

8. Measures to provide adequate service levels of significant infrastructure, including changes in traffic conditions, interruptions to utility services, changes assessed and parking conditions, periods of predicted high noise and vibration, and other public facilities in proximity.

9. Measures to comply with the requirements of the Environmental Protection and Biodiversity Conservation Act 1999 (Cth) and the Planning and Environment Act 2016 (Vic), including the use of geosynthetic products, and the provision of appropriate protections for sensitive equipment and biological resources.

10. How the results of monitoring would be recorded, reported, and interpreted.

11. iii For emergency unavoidable work, the proponent must provide a rationale to the satisfaction of the Independent Environmental Auditor as soon as practicable.

12. ii Details of unavoidable works including the type of work, equipment to be used and duration of works must be made publicly available.

13. i Approval for planned unavoidable works can only be granted by the Independent Environmental Auditor.

14. b) The CSEMF will inform the CSEMP prepared by each contract works package.

15. The CSEMF must provide for any interested stakeholder to be able to register their contact details to the Project webpage to ensure they are included and automatically advised of planned construction activities. Project progress, mitigation measures and intended reinstatement measures where applicable.

16. The CSEMF must document a complaints management process in accordance with EPR EMF4.

17. b) Measures for providing advance notice of significant milestones, changed traffic conditions, interruptions to utility services, changes assessed and parking conditions, periods of predicted high noise and vibration.

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APPENDIX F

MINISTERIAL SUBMISSION - REV I

Domain Precinct Development Plan - Environmental Performance Requirement assessment

Author: Elf Aygun

Checker: Sabrina Chapman

Approver: Mat Peal

Date: 10/08/2022
## Domain Precinct Development Plan - Environmental Performance Requirement assessment

**Author:** Elif Aygun  
**Checker:** Sabrina Chapman  
**Approver:** Mat Peal  
**Date:** 10/08/2022

<table>
<thead>
<tr>
<th>Domain Precinct Development Plan Evaluation</th>
<th>Performance Indicators</th>
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<tbody>
<tr>
<td><strong>Social and Community</strong></td>
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<tr>
<td>GOS</td>
<td>Environmental Protection Requirements</td>
</tr>
<tr>
<td></td>
<td>a) Public open space development plan is addressed in Section 4.4.8 of the Development Plan.</td>
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<td>b) For all Precincts, the installation of the underground walkway management and safety measures is crucial for the public safety.</td>
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<td>d) In consultation with relevant stakeholders, a Traffic and Transport Working Group (TTWG) has been established (by RPV) and includes the listed stakeholders:</td>
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<td>e) The design of these works must be informed by a flood immunity risk assessment that considers a range of events, and to the requirements and satisfaction of Melbourne Water and/or the relevant Local Council.</td>
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<td>f) The Flood immunity risk assessment references a flood risk index address all potential areas for the existing Melbourne Water Underground Rail Loop, or similar secondary infrastructure that may allow for flood entry into the Precinct.</td>
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<td>g) Prior to commencement of relevant works, adequate notification to clubs to minimise the impact of relocation.</td>
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<td>h) A Traffic and Transport Working Group (TTWG) has been established (by RPV) and includes the listed stakeholders:</td>
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<td></td>
<td>i) Package and site development, engineering and design works and any associated design and engineering works, all of which must be undertaken at a rate that is to be determined and monitored by the Traffic and Transport Working Group, is subject to the requirements of the Independent Environmental Auditor.</td>
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### Cross Yarra Partnership

CRM  has established the Cross Yarra Partnership Management Plan to address the requirements of Melbourne Water and/or the relevant Local Council.

### Victoria and Transport Working Group

VTP: The Victoria and Transport Working Group (VTWG) includes relevant transport stakeholders who are responsible for monitoring and coordinating transport planning and management to ensure the smooth and efficient operation of the public transport network. The VTPWG submits to the Independent Environmental Auditor for approval and compliance with the requirements of the Independent Environmental Auditor.

### Transport

TP: The Traffic and Transport Planning Group (TTPG) includes all relevant transport stakeholders who are responsible for monitoring and coordinating transport planning and management to ensure the smooth and efficient operation of the public transport network. The TTPG submits to the Independent Environmental Auditor for approval and compliance with the requirements of the Independent Environmental Auditor.

### Public Open Space

POS: The Public Open Space Working Group (POSWG) includes all relevant stakeholders who are responsible for monitoring and coordinating public open space planning and management to ensure the smooth and efficient operation of the public transport network. The POSWG submits to the Independent Environmental Auditor for approval and compliance with the requirements of the Independent Environmental Auditor.

### Flood Design

FD: The Flood Design Working Group (FDWG) includes all relevant stakeholders who are responsible for monitoring and coordinating flood design, water sensitive urban design, and infrastructure works that are necessary for the flood immunity risk assessment to be undertaken.

### Water Sensitive Urban Design

WSUD: The Water Sensitive Urban Design Working Group (WSUDWG) includes all relevant stakeholders who are responsible for monitoring and coordinating water sensitive urban design, stormwater design, and infrastructure works that are necessary for the flood immunity risk assessment to be undertaken.

### Community and Stakeholder Engagement Management Plan

CS: The Community and Stakeholder Engagement Management Plan includes all relevant stakeholders who are responsible for monitoring and coordinating community engagement, stakeholder feedback, and community participation in the development and implementation of the Domain Precinct Development Plan.
Domain Precinct Development Plan - Environmental Performance Requirement assessment

Author: Elif Aygun

Cross Yarra Partnership has prepared a Transport Management Plan (including sub-plans, such as the Domain Precinct Transport Management Plan and Worksite Traffic Management Plans), which have been reviewed by the project's Independent Reviewers. These plans have also been audited by the Independent Environmental Auditor.

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Author: Elif Aygun
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Approver: Matt Paol
Date: 10/08/2022

Environmental Protection Requirements

1. Prior to commencement of relevant works, develop and implement a plan for occupying railway land and tracks at the western portal, eastern portal and western turnback that minimises the disruption to railway services during construction.

2. Develop and implement a plan to reinstate car parking on Childers Street, Kensington and Laurens Street, North Melbourne in consultation with the relevant road management authorities that:
   - Prior to commencement of relevant works, develop and implement a plan for occupying railway land and tracks at the western portal, eastern portal and western turnback that minimises the disruption to railway services during construction.
   - Prior to commencement of relevant works, develop and implement a plan to reinstate car parking on Childers Street, Kensington and Laurens Street, North Melbourne in consultation with the relevant road management authorities that:
     - Prior to commencement of relevant works, develop and implement a plan for occupying railway land and tracks at the western portal, eastern portal and western turnback that minimises the disruption to railway services during construction.

3. In consultation with the TTWG, develop and implement a plan to reinstate car parking on Childers Street, Kensington and Laurens Street, North Melbourne in consultation with the relevant road management authorities that:
   - Prior to commencement of relevant works, develop and implement a plan for occupying railway land and tracks at the western portal, eastern portal and western turnback that minimises the disruption to railway services during construction.

4. Develop and implement a plan to reinstate car parking on Childers Street, Kensington and Laurens Street, North Melbourne in consultation with the relevant road management authorities that:
   - Prior to commencement of relevant works, develop and implement a plan for occupying railway land and tracks at the western portal, eastern portal and western turnback that minimises the disruption to railway services during construction.

5. Prior to commencement of railway works at Grattan Street, develop and implement a plan for occupying railway land and tracks that:
   - Prior to commencement of relevant works, develop and implement a plan for occupying railway land and tracks at the western portal, eastern portal and western turnback that minimises the disruption to railway services during construction.

6. In consultation with the relevant road management authorities, develop and implement a plan for occupying railway land and tracks at the western portal, eastern portal and western turnback that minimises the disruption to railway services during construction.

7. In consultation with the TTWG, develop and implement a plan to reinstate car parking on Childers Street, Kensington and Laurens Street, North Melbourne in consultation with the relevant road management authorities that:
   - Prior to commencement of relevant works, develop and implement a plan for occupying railway land and tracks at the western portal, eastern portal and western turnback that minimises the disruption to railway services during construction.

8. Develop and implement a plan to reinstate car parking on Childers Street, Kensington and Laurens Street, North Melbourne in consultation with the relevant road management authorities that:
   - Prior to commencement of relevant works, develop and implement a plan for occupying railway land and tracks at the western portal, eastern portal and western turnback that minimises the disruption to railway services during construction.

9. In consultation with the TTWG, develop and implement a plan to reinstate car parking on Childers Street, Kensington and Laurens Street, North Melbourne in consultation with the relevant road management authorities that:
   - Prior to commencement of relevant works, develop and implement a plan for occupying railway land and tracks at the western portal, eastern portal and western turnback that minimises the disruption to railway services during construction.

10. In consultation with the TTWG, develop and implement a plan to reinstate car parking on Childers Street, Kensington and Laurens Street, North Melbourne in consultation with the relevant road management authorities that:
    - Prior to commencement of relevant works, develop and implement a plan for occupying railway land and tracks at the western portal, eastern portal and western turnback that minimises the disruption to railway services during construction.

11. Develop and implement a plan to reinstate car parking on Childers Street, Kensington and Laurens Street, North Melbourne in consultation with the relevant road management authorities that:
    - Prior to commencement of relevant works, develop and implement a plan for occupying railway land and tracks at the western portal, eastern portal and western turnback that minimises the disruption to railway services during construction.

12. In consultation with the TTWG, develop and implement a plan to reinstate car parking on Childers Street, Kensington and Laurens Street, North Melbourne in consultation with the relevant road management authorities that:
    - Prior to commencement of relevant works, develop and implement a plan for occupying railway land and tracks at the western portal, eastern portal and western turnback that minimises the disruption to railway services during construction.
Domain Precinct Development Plan - Environmental Performance Requirement assessment

Transport

**Public Transport (Operational Phase)**

1. Review, with PTV / DEDJTR (Transport), the bus services in the areas around Arden, Parkville, State Library, Town Hall and Domain stations, including a review of the route 401 bus frequency that is expected to have reduced demand following implementation of Melbourne Metro.
2. Review, with PTV / DEDJTR (Transport), integration with Melbourne Metro stations to ensure integration with existing and planned future uses and so that they will provide connections:
   a) Between the Parkville station and the new tram stop on Royal Parade.
   b) For interchange between the State Library station and the existing tram services along Fenders Street, Swanston Street and Collins Street.
   c) Between the Domain station and the new island platforms train stop in the centre of St Kilda Road and connections to the tram network.
   d) Between the Domain station and the new island platform tram stop in the centre of St Kilda Road and connections to the tram network.
3. In consultation with the relevant road management authorities, implement measures to address pedestrian congestion at and around station entrances where they interface with the Precincts, to the extent practicable.
4. Provide adequate wayfinding to facilitate passenger transferees (see EPR LU4).
5. Review, with PTV / DEDJTR (Transport) and Yarra Trams, the bus and tram services in the area to optimise the functionality of the State Library and Town Hall stations and to reduce reliance on the Swanston Street tram corridor.

**Operational Public Transport**

Operational public transport for the Domain precinct is addressed in Section 4.4.8 of the Development Plan.

**Active Transport (Operational phase)**

1. Develop and implement a permanent pedestrian footpath and on-road bicycle design for Childers Street, Kensington with the relevant road management authority, relevant local council, and the land manager prior to the removal of the shared use path on the southern side of the street.
2. In cooperation with the relevant road management authority and local council, and where practicable to do so, reinstates on-road bicycle lanes and bicycle parking provisions removed during construction.
3. In consultation with PTV / DEDJTR (Transport) and relevant local councils undertake a study of bicycle parking demands for the new stations.
4. Review the reinstatement and provision of safe and effective bicycle lanes and pedestrian access at and around the Melbourne Metro station sites in cooperation with the relevant road management authorities and the relevant local council.
5. Provide wayfinding information to enhance connectivity for pedestrians and public transport users, in consultation with relevant local councils and user groups, including (but not limited to) the following locations:
   a) Between Melbourne Central Station and State Library Station.
   b) The underground connection between Flinders Street Station and Town Hall Station.
   c) At modal interchanges between new Melbourne Metro stations and other transport modes.
6. Consult with the TTWG on active transport, where required.
7. In consultation with the Parkville Reference Group, established under EPR SC11, review future pedestrian movement and conditions at the Parkville Precinct in order to optimise the number and location of station entries and the surrounding footpath environment.

**Operational Active Transport**

Operational active transport for the Domain precinct is addressed in Section 4.4.8 of the Development Plan.

**Waste Collection**

1. Prior to commencement of relevant works, develop and implement a plan or plans, in consultation with local councils and private waste collection services, to manage changes to waste collection and waste storage in the areas affected by construction activity. The plan should:
   a) Provide for minimal change in waste collection times where the change might affect the capacity of residents to sleep.
   b) Provide access for existing waste collection services from existing properties considering the extent of the construction areas and road network changes.
   c) Consider potential for alternative waste collection locations for properties during Project construction and operation where existing waste disposal locations are removed or obstructed.
   d) Design for or implement of appropriate access for existing waste services during Project operation.

Waste Collection for the Domain precinct is addressed in Section 4.4.8 of the Development Plan.