APPENDIX F: PARKVILLE PRECINCT ENVIRONMENTAL PERFORMANCE REQUIREMENTS ASSESSMENT
## Parkville Precinct Development Plan - Environmental Performance Requirement assessment

### Cross Yarra Partnership

#### Author: Elif Aygun
Approver: Mat Pelle

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<tr>
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<tr>
<td>Aquatic ecology and river health</td>
<td>AE1</td>
<td>1. Fully integrate the stormwater treatment system into the design of Melbourne Metro (all precincts) for construction to ensure that stormwater entering a receiving water body complies with SEPP (Waters of Victoria). See table in EPR for performance objectives.</td>
<td>Stormwater treatment for the Parkville precinct is presented in Section 4.4.1 of the Development Plan.</td>
</tr>
<tr>
<td>Aquatic ecology and river health</td>
<td>AE2</td>
<td>1. Best practice sedimentation and pollution control measures must be applied to protect waterways in accordance with Best Practice Environmental Management Guidelines for Major Construction Sites – EPR publication 480 (1999) and in accordance with an approved CPSM. 2. Control measures may include: vehicle wheel wash and rumble bars at worksite access points, appropriate placement of material stockpiles and chemical storages, covered loads, street sweeping and water quality monitoring, where required.</td>
<td>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 Stormwater Management Plan with site specific controls in the Site Environmental Implementation Plan. This is reviewed by the project’s Independent Reviewer. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Aquatic ecology and river health</td>
<td>AE3</td>
<td>1. Prior to commencement of Project works, develop and implement plan(s) for dust management and monitoring, to minimise and monitor the impact of construction dust. Develop the plan(s) in consultation with EPA and the owners of key sensitive equipment or locations, and advise the community of the plan, in accordance with the contractors Community and Stakeholder Engagement Plan (see EPR SC4).</td>
<td>Stormwater treatment for the Parkville precinct is presented in Section 4.4.1 of the Development Plan.</td>
</tr>
<tr>
<td>Aboriginal Cultural Heritage</td>
<td>AH1</td>
<td>1. Comply with a Cultural Heritage Management Plan approved under the Aboriginal Heritage Act 2008 and prepared in accordance with the Aboriginal Heritage Regulations 2007.</td>
<td>The Parkville precinct design is within the activity area defined in the Cultural Heritage Management Plans, that have been obtained for the Project. CYP has implemented an Environmental Management System and Construction Environmental Management Plan, which set out processes for ensuring conditions of approval (including the Cultural Heritage Management Plans) are met. The aspect-specific control measures are identified in the Heritage Management Plan with site specific controls in the Site Environmental Implementation Plan. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Air Quality</td>
<td>AQ1</td>
<td>1. Prior to commencement of Project works, develop and implement plan(s) for dust management and monitoring, to minimise and monitor the impact of construction dust. Develop the plan(s) in consultation with EPA and the owners of key sensitive equipment or locations, and advise the community of the plan, in accordance with the contractors Community and Stakeholder Engagement Plan (see EPR SC4).</td>
<td>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 Stormwater Management Plan with site specific controls in the Site Environmental Implementation Plan. This plan has been reviewed by the project’s Independent Reviewer and is audited by the project’s Independent Environmental Auditor.</td>
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### Parkville Precinct Development Plan - Environmental Performance Requirement assessment

**Author:** Elif Aygun  
**Reviewer:** Sabrina Chapman  
**Approver:** Mat Peal  
**Date:** 26/07/2021

**Discipline** | **EPK Refer** | **Environmental Protection Requirements** | **Development Plan Response**
---|---|---|---
**Air Quality** | AQ2 | 1. Manage construction activities to minimise dust and other emissions in accordance with EPA Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996). | 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 Air Quality, Dust & Lighting Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This plan has been reviewed by the project's Independent Reviewer and is audited by the project's Independent Environmental Auditor.

**Air Quality** | AQ3 | 1. Control the emission of smoke, dust, fumes and other pollution into the atmosphere during construction and operation in accordance with the SEP's Air Quality Management and Ambient Air Quality. | 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 Air Quality, Dust & Lighting Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This plan has been reviewed by the project's Independent Reviewer and is audited by the project's Independent Environmental Auditor.

**Arboriculture** | AR1 | 1. During detailed design, review any potential tree impacts and achieve the maximum possible tree retention on both public and private land, including retaining all valuable habitat linkages or corridors where practicable.  
2. Trees to be removed during early works must only be those associated with early works.  
3. Comply with any requirements of Heritage Victoria if the trees are on the VHR.  
4. Prior to commencement of Project Works, develop and implement a plan in consultation with the relevant local council that identifies all trees in the Project Area which covers:  
5. Adult trees  
6. Condition and significance of the trees to be removed.  
7. Options for temporary relocation of trees and reinstatement of the trees at their former location or another suitable location.  
8. Determine if relocation is feasible for the tree species, reinstatement of the trees at their former location.  
9. The plan should include a tree removal protocol established in consultation with the City of Melbourne, the City of Port Philip, the City of Stonnington, the Shrine of Remembrance and Shrine Trustees, University of Melbourne and Heritage Victoria as applicable.  
10. Trees must be protected further during construction, by enclosing the tree area.  | 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 Ecology Management Plan which requires the development of a Tree Protection Plan with site specific Tree Protection Plans for the works. None of the trees proposed for removal are considered native vegetation in accordance with the DELWP Guidelines for the removal, destruction or lopping of native vegetation (2017) (or under the previous Permitted Clearing of Native Vegetation - Biodiversity Assessment Guidelines 2013). The public realm response in regards to tree retention for Parkville Station is presented in 4.4.2 of the Development Plan.

**Arboriculture** | AR2 | 1. Retain existing soil to sufficient volume to support long-term viable growth of replacement trees. Ensure ongoing supply of water to tree root zones, especially during establishment stage.  
2. Trees to be removed during early works must only be those associated with early works.  
3. Comply with any requirements of Heritage Victoria if the trees are on the VHR.  
4. Prior to commencement of Project Works, develop and implement a plan in consultation with the relevant local council that identifies all trees in the Project Area which covers:  
5. Adult trees  
6. Condition and significance of the trees to be removed.  
7. Options for temporary relocation of trees and reinstatement of the trees at their former location or another suitable location.  
8. Determine if relocation is feasible for the tree species, reinstatement of the trees at their former location.  
9. The plan should include a tree removal protocol established in consultation with the City of Melbourne, the City of Port Philip, the City of Stonnington, the Shrine of Remembrance and Shrine Trustees, University of Melbourne and Heritage Victoria as applicable.  
10. Trees must be protected further during construction, by enclosing the tree area.  | 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 Ecology Management Plan which requires the development of a Tree Protection Plan with site specific Tree Protection Plans for the works. None of the trees proposed for removal are considered native vegetation in accordance with the DELWP Guidelines for the removal, destruction or lopping of native vegetation (2017) (or under the previous Permitted Clearing of Native Vegetation - Biodiversity Assessment Guidelines 2013). The public realm response in regards to tree replacement for Parkville Station is presented in Section 4.4.2 of the Development Plan.

**Arboriculture** | AR3 | 1. Develop a tree replacement programme to establish lost canopy cover and achieve canopy size equal to (or greater than) healthy, mature examples of the removed species in Melbourne.  
2. Establish protocols to govern the use of advanced and super advanced trees, where such use is appropriate to re-establish canopy and valued landscape characteristic in a way that balances long term viability of the tree with immediate impact.  
3. Consult with the City of Melbourne, the City of Port Phillip, the City of Stonnington, the Shrine of Remembrance and Shrine Trustees, University of Melbourne and Heritage Victoria as applicable.  
4. When re-establishing trees, regard should be had to the following documents where relevant:  
6. The City of Port Phillip’s Community Amenity Local Law No. 1 and Greening Port Phillip – An Urban Forest Approach.  
7. The City of Stonnington’s General Local Law 2008 (No 1) and City of Stonnington Street Tree Strategy.  
8. Any associated precinct plans.  
9. Specific policies of the City of Melbourne’s Conservation Management Plans, for trees within Domain Parklands.  
10. The City of Stonnington’s Tree Management Plan (Local Law 2008).  
11. The City of Stonnington’s Tree Protection Plan.  | 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 Ecology Management Plan which requires the development of a Tree Protection Plan with site specific Tree Protection Plans for the works. None of the trees proposed for removal are considered native vegetation in accordance with the DELWP Guidelines for the removal, destruction or lopping of native vegetation (2017) (or under the previous Permitted Clearing of Native Vegetation - Biodiversity Assessment Guidelines 2013). The public realm response in regards to tree replacement for Parkville Station is presented in Section 4.4.2 of the Development Plan.

**Arboriculture** | AR4 | 1. Prior to commencement of construction of any Project works that may affect trees, prepare and implement Tree Protection Plans for each project in accordance with AD1412-10 Protection of Trees on Development Sites. The plans must respond to the detailed design and construction methodology of the Project and ensure that trees proposed to be retained are adequately protected from the impact of construction or related activities.  
2. Where a Tree Protection Plan is required for a heritage place, the plan must be developed in consultation with Heritage Victoria or the relevant council (as applicable).  | 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 Ecology Management Plan which requires the development of a Tree Protection Plan with site specific Tree Protection Plans for the works. None of the trees proposed for removal are considered native vegetation in accordance with the DELWP Guidelines for the removal, destruction or lopping of native vegetation (2017) (or under the previous Permitted Clearing of Native Vegetation - Biodiversity Assessment Guidelines 2013). The public realm response in regards to tree replacement for Parkville Station is presented in Section 4.4.2 of the Development Plan.

**Arboriculture** | AR5 | 1. For City of Melbourne trees that are to be retained and protected, a bank guarantee or bond of the trees' value will be held against the approved Tree Protection Plan for the duration of the works in accordance with the City of Melbourne Tree Retention and Removal Policy.  
2. Prior to commencement of construction of any Project works that may affect trees, prepare and implement Tree Protection Plans for each project in accordance with AD1412-10 Protection of Trees on Development Sites. The plans must respond to the detailed design and construction methodology of the Project and ensure that trees proposed to be retained are adequately protected from the impact of construction or related activities.  
3. Where a Tree Protection Plan is required for a heritage place, the plan must be developed in consultation with Heritage Victoria or the relevant council (as applicable).  | 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 Ecology Management Plan which requires the development of a Tree Protection Plan with site specific Tree Protection Plans for the works. None of the trees proposed for removal are considered native vegetation in accordance with the DELWP Guidelines for the removal, destruction or lopping of native vegetation (2017) (or under the previous Permitted Clearing of Native Vegetation - Biodiversity Assessment Guidelines 2013). The public realm response in regards to tree replacement for Parkville Station is presented in Section 4.4.2 of the Development Plan.

**Business** | B1 | 1. Reduce the disruption to business from direct acquisition or temporary occupation of land, and work with business and land owners to establish agreement on the terms for possession of these lands.  
2. Provide businesses with adequate notice (as required under the relevant legislation) of any need for relocation, as a result of the Project including the termination of leases of public or private land where the displacement is a direct consequence of the Project.  | 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 Communications and Stakeholder Engagement Management Plan, which includes a Business Disruption Plan, Relocation Management Framework and Special Events sub-plan. This is reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.
### Parkville Precinct Development Plan - Environmental Performance Requirement assessment

**Discipline** | **EPR Ref** | **Environmental Protection Requirements** | **Development Plan Response**
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**Business**

B2

1. Prior to commencement of relevant works, prepare a Business Disruption Plan consistent with the Contractors Community and Stakeholder Engagement Management Plan (C4).
2. Manage potential impacts to non-acquired businesses, commercial property owners and not-for-profit organisations.
3. Identify and manage the potential impacts to the community.
4. Ensure engagement with local councils, businesses, property owners and the community throughout construction.
5. The plan must outline the stakeholder engagement measures for each precinct and include:
   - A discrete list of key project milestones.
   - Details of any changes to traffic and parking conditions and duration of impact.
   - A Project Control schedule developed in coordination with transport authorities and local councils and in consultation with businesses to minimise cumulative impacts of this and other projects.
   - Plans for notifying customers of proposed changes to business operations, including the setting of suitable timeframes for notification prior to commencement of works.
   - 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 as required). These measures could include the installation of directional and business signage to assist customers and agreed protocols for engaging with service providers (i.e. deliveries, collections, etc.).
   - Measures for supporting affected businesses during construction in accordance with the Business Support Guidelines for Construction (BSGC) such as marketing and promotion, local activation, wayfinding programs and up skilling opportunities.
   - Where implementation of BSGC support measures have been exhausted for a business, provide the opportunity for assistance in preparing a Business Plan to develop a business profile and more detailed understanding of the business and how it operates (where appropriate a financial baseline may form part of the business plan) so that further measures can be factored into Business Disruption Plans.

Crosstree Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan, which includes a Business Disruption Plan. The aspect-specific control measures are identified in the BSGC support measures.

B3

1. Maintain vehicular and pedestrian access to hospital emergency departments at all times during construction and to other key health and medical facilities, where practicable.

Crosstree Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan, which includes a Business Disruption Plan. Relocation Management Framework and Special Events sub-plan. This is reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

B4

1. In consultation and agreement with the owners of the Westin Residential Apartments and the owners’ corporations in Plan of Subdivision PS428405M, prepare a legacy design for the private car parking, storage units and services below the Westin building to a similar standard as prior to the commencement of the Project (taking into account station infrastructure requirements) or as otherwise agreed with the owners. The legacy design is to be implemented at the earliest opportunity.

Crosstree Partnership also has a Parkville Emergency Management Plan to enable an effective response to emergencies and enable the site to return to normal operations.

B5

1. In consultation and agreement with the owners of the Westin Residential Apartments and the owners’ corporations in Plan of Subdivision PS428405M, prepare a legacy design for the private car parking, storage units and services below the Westin building to a similar standard as prior to the commencement of the Project (taking into account station infrastructure requirements) or as otherwise agreed with the owners. The legacy design is to be implemented at the earliest opportunity.

Crosstree Partnership also has a Parkville Emergency Management Plan to enable an effective response to emergencies and enable the site to return to normal operations.

B6

1. Prior to commencement of shaft construction and prior to commencement of main works, prepare and implement a Spot Management Plan (SMP) for each Works Package. The SMP must be in accordance with MWR’s Spot Management Strategy and any relevant regulations, standards or best practice guidelines. The SMP must be developed in consultation with the EPA. The SMP will include but is not limited to the following:
   - Applicable regulatory requirements.
   - Identification, design and development of specific environmental management plans for temporary works or activities.
   - Identification of potential sites for reuse, management or disposal of any spoil.
   - Monitoring and reporting requirements.
   - Identifying locations and extent of any prescribed industrial waste (PIW) and the method for characterising PIW spoil prior to excavation.
   - Identifying suitable sites for disposal of any PIW.
   - The SMP must include sub-plans as appropriate, including but not limited to an Acid Sulfate Soil and Rock (ASS/ASR) Management Sub-Plan (see EPR C2).

Crosstree Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan, which includes a Spot Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan, which includes the Spot Management Plan.
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<tr>
<td>Contaminated Land and Spill Management</td>
<td>C2</td>
<td>a) Prior to commencement of shaft construction and prior to commencement of main works, prepare and implement an Acid Sulfate Soil and Rock (ASS/ARS) Management Sub-Plan as a sub-plan of the overarching BMP for each Works Package. The Sub-Plan must be developed in accordance with the Industrial Waste Management Policy (Acid Sulfate Soil) 1998, EPA Decision 655.1 and ASS/ARS and Rock and relevant (EPA) regulations, standards and best practice guidance and in consultation with the EPA.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The Construction Management Plan Sub-plan includes aspect-specific control measures including an ASS/ARS Management Plan and Ground Movement Plan. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Contaminated Land and Spill Management</td>
<td>C3</td>
<td>b) Undertake investigation in accordance with the Guidelines for Investigating Historical Archaeological Artefacts and Sites, Heritage Victoria 2014 (as amended or updated).</td>
<td>Historical cultural heritage at Parkville Station is presented in Section 4.4.3 of the Development Plan. The design of the Parkville Station (both during temporary and permanent works) seeks to minimise any impacts to the heritage values of the area.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH1</td>
<td>1. To avoid or minimise impacts on the cultural heritage values of heritage places, consult as required, with Heritage Victoria and/or the relevant local council (as applicable).</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The Construction Management Plan Sub-plan includes aspect-specific control measures in the precinct-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
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<tr>
<td>Historical Cultural Heritage</td>
<td>CH1</td>
<td>2. The RPM must identify the heritage values of the place, the degree of significance of component parts, how proposed works will affect the heritage values, the mitigation measures to be adopted to avoid or minimise impacts on heritage values and any possible heritage benefits.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The Construction Management Plan Sub-plan includes aspect-specific control measures in the precinct-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
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<tr>
<td>Historical Cultural Heritage</td>
<td>CH2</td>
<td>1. To avoid or minimise impacts on the cultural heritage values of heritage places, prior to commencement of relevant works, prepare and implement a Heritage Management Plan (HMP) (in consultation with Heritage Victoria and/or the relevant local council (as applicable)).</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The Construction Management Plan Sub-plan includes aspect-specific control measures in the precinct-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
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<td>Historical Cultural Heritage</td>
<td>CH2</td>
<td>2. The HMP must identify the heritage values of the place, the degree of significance of component parts, how proposed works will affect the heritage values, the mitigation measures to be adopted to avoid or minimise impacts on heritage values and any possible heritage benefits.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The Construction Management Plan Sub-plan includes aspect-specific control measures in the precinct-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
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<td>Historical Cultural Heritage</td>
<td>CH3</td>
<td>1. To avoid or minimise impacts on the cultural heritage values of heritage places, prior to commencement of relevant works, prepare and implement a Heritage Management Plan (HMP) (in consultation with Heritage Victoria and/or the relevant local council (as applicable)).</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The Construction Management Plan Sub-plan includes aspect-specific control measures in the precinct-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
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<td>Historical Cultural Heritage</td>
<td>CH4</td>
<td>1. Prior to commencement of relevant works, undertake archival photographic recording in accordance with Heritage Victoria’s specification for the photographic recording of heritage places where heritage places are to be demolished or modified or their setting is to be impacted by works. The archival recording is to be provided to Heritage Victoria for places in the VHR and the relevant local council for places included in the Heritage Overlay and approved in writing. Once approved, a copy of the recording is to be lodged with the La Trobe Picture Collection, State Library of Victoria.</td>
<td>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 Heritage Management Plan and Ground Movement Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
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<tr>
<td>Historical Cultural Heritage</td>
<td>CH5</td>
<td>1. Prior to the commencement of works that affect heritage structures or places, where it is proposed to dismantle, move and reconstruct heritage fabric, develop detailed methodology in accordance with the Australian ICOMOS Burne Charter 2013 and in consultation with Heritage Victoria or the land owner or relevant local council (as applicable). Work is to be documented and overseen by an appropriately qualified heritage practitioner.</td>
<td>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 Heritage Management Plan and Ground Movement Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
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<tr>
<td>Historical Cultural Heritage</td>
<td>CH6</td>
<td>1. Prior to commencement of relevant works which may directly or indirectly affect heritage places, develop and implement appropriate protection measures for heritage places and their settings. This is to be done in consultation with the land owner, and Heritage Victoria or relevant council (as applicable).</td>
<td>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 Heritage Management Plan and Ground Movement Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH7</td>
<td>1. In consultation with Heritage Victoria and as required by the Heritage Act 2017.</td>
<td>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 Heritage Management Plan and Ground Movement Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
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### Parkville Precinct Development Plan - Environmental Performance Requirement assessment

#### Disciplines

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<td>Historical Cultural Heritage</td>
<td>CH16</td>
<td>In consultation with Heritage Victoria, the relevant local council and/or Heritage Victoria (as applicable), develop and implement, a heritage interpretation strategy for places in the VHR and VH that are listed on the Register and on the heritage register for the Parkville Precinct.</td>
<td>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 accessible stations. This strategy takes into consideration the RPV Creative Strategy. Refer to the Station Development Plans for further information on the heritage interpretation strategy for public-facing areas.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH12</td>
<td>In consultation with VoV/State, 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 boulevard formation and heritage values.</td>
<td>This is not relevant to the Parkville precinct. Refer to the Domain Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH13</td>
<td>1. Ensure that underground service works beneath or within heritage places or tree protection zones (TPZs) for trees as part of heritage places to avoid, minimise and mitigate impacts to the heritage fabric. 2. In consultation with Heritage Victoria, the relevant local council and/or Heritage Victoria (as applicable), develop and implement, a heritage interpretation strategy for places in the VHR and VH that are listed on the Register and on the heritage register for the Parkville Precinct.</td>
<td>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 accessible stations. This strategy takes into consideration the RPV Creative Strategy. Refer to the Station Development Plans for further information on the heritage interpretation strategy for public-facing areas.</td>
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<td>Historical Cultural Heritage</td>
<td>CH14</td>
<td>1. Ensure no direct impact on heritage buildings on the former Glocken site in Parkville.</td>
<td>This is not relevant to the Parkville precinct. Refer to the Western Portal Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH18</td>
<td>1. Retain and protect the Cross Street Electrical Substation in situ within or abutting proposed construction site. 2. This must also include the railway workshop buildings in the proposed Railway Reserve Precinct (proposed HO1200) located at 173-179 Laurren Street, North Melbourne in the Arden precinct. The heritage interpretation strategy should consider the MVRA Creative Strategy.</td>
<td>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 accessible stations. This strategy takes into consideration the RPV Creative Strategy. Refer to the Station Development Plans for further information on the heritage interpretation strategy for public-facing areas.</td>
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<tr>
<td>Historical Cultural Heritage</td>
<td>CH10</td>
<td>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.</td>
<td>Historical cultural heritage at Parkville Station is presented in Section 4.4.3 of the Development Plan. The design of the Parkville precinct needs to minimise any impacts to the heritage values of the area.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH11</td>
<td>1. Ensure no direct impact on heritage buildings on the former Glocken site in Parkville.</td>
<td>This is not relevant to the Parkville precinct. Refer to the Western Portal Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH13</td>
<td>1. In consultation with VoV/State, 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 boulevard formation and heritage values. 2. Provide suitable soil conditions to facilitate the growth of new trees to reach the size of the existing mature trees in the boulevard.</td>
<td>Historical cultural heritage within the Parkville precinct is presented in Section 4.4.3 of the Development Plan. The soil conditions for trees are discussed in Section 4.3.2 of the Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH15</td>
<td>In consultation with VoV/State, 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 boulevard formation and heritage values.</td>
<td>Historical cultural heritage within the Parkville precinct is presented in Section 4.4.3 of the Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH16</td>
<td>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.</td>
<td>Historical cultural heritage within the Parkville precinct is presented in Section 4.4.3 of the Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH17</td>
<td>1. In consultation with Heritage Victoria, the City of Melbourne, the Shrine of Remembrance and Shrine Trustees (as applicable), review the siting and design of the western Anzac Station entry during detailed design to ensure it is as recessive as possible in this location and has only a limited presence on the edge of the Shrine of Remembrance Reserve. 2. Ensure no direct impact on heritage buildings on the former Glocken site in Parkville.</td>
<td>This is not relevant to the Parkville precinct. Refer to the Station Development Plans for further information on the heritage interpretation strategy for public-facing areas.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH18</td>
<td>1. Retain and protect Langford Street pumping station as part of the design for the new substation.</td>
<td>This is not relevant to the Parkville precinct. Refer to the Domain Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH19</td>
<td>1. Prior to dismantling the South African Soldiers Memorial, in consultation with City of Port Phillip and Heritage Victoria develop interpretive material to display in the precinct until the monument is installed. 2. During detailed design for the Town Hall station, consult with City of Melbourne regarding the incorporation of the Charles Moore sculpture into the design for the new building on the Port Phillip Arcade site, preferably in a prominent position on the Flinders Street facade.</td>
<td>This is not relevant to the Parkville precinct. Refer to the Town Hall Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH20</td>
<td>1. During detailed design for the Town Hall station, consult with City of Melbourne regarding the incorporation of the Charles Moore sculpture into the design for the new building on the Port Phillip Arcade site, preferably in a prominent position on the Flinders Street facade.</td>
<td>This is not relevant to the Parkville precinct. Refer to the Town Hall Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH21</td>
<td>1. Undertake all underground service works beneath or within heritage places or tree protection zones (TPZs) for trees as part of heritage places to avoid, minimise and mitigate impacts to the heritage fabric.</td>
<td>This is not relevant to the Parkville precinct. Refer to the Domain Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH22</td>
<td>1. Retain and protect the cross street electrical substation in situ within or abutting proposed construction site.</td>
<td>This is not relevant to the Parkville precinct. Refer to the Rail Backtrack Project Development Plan (development by RRA).</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>CH23</td>
<td>1. Ensure that, where impacted by project works, street fabric and infrastructure is conserved and/or accurately reconstructed in consultation with Heritage Victoria and the relevant local council.</td>
<td>This is not relevant to the Parkville precinct. Refer to the Station Development Plans for further information on the heritage interpretation strategy for public-facing areas.</td>
</tr>
</tbody>
</table>

**Approver:** [Elif Aygun]

**Author:** [Elif Aygun]

**Checkers:** [Sabrina Chapman]

**Date:** [26/07/2022]
Parkville Precinct Development Plan - Environmental Performance Requirement assessment

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 Heritage Management Plan, Noise, Construction Management Plan & Ground Movement Plan with site specific controls detailed in the project-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

**Discipline**

<table>
<thead>
<tr>
<th>EPR Ref</th>
<th>Environmental Protection Requirements</th>
<th>Development Plan Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>CH2</td>
<td>To prevent the occurrence of main works, consider the construction noise and vibration pre-construction surveys and review the ground movement plan required by EPR GM3. On this basis, identify heritage places that may be vulnerable to damage from construction and identify appropriate mitigation measures to prevent damage to heritage places.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System that is certified to ISO 14001:2015, and prepared a Construction Environmental Management Plan. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>Prior to commencement of Project works, develop and implement an Environmental Management System (EMS) that is certified to ISO 14001:2015 Environmental Management Systems requirements with guidance for use for construction and operation.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System that is certified to ISO 14001:2015, and prepared a Construction Environmental Management Plan. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>Prior to commencement of Project works, develop and implement an Electro Magnetic Compatibility (EMC) Site Environment Implementation Plan (SEIP), Operations Environmental Management Plan (OEMP) and other plans as required by the Environmental Performance Requirements (EPRs) and as relevant to any stage of the Project.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System that is certified to ISO 14001:2015, and prepared a Construction Environmental Management Plan. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>Prior to commencement of Project works, prepare a Construction Management Plan (CEMP), Site Environment Implementation Plans (SEIP), Operations Environmental Management Plan (OEMP) and other plans as required by the EPRs; and as relevant to any stage of the Project.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System that is certified to ISO 14001:2015, and prepared a Construction Environmental Management Plan. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>Prior to commencement of Project works, appoint an Independent Environmental Auditor to audit proposed plans, as required in the Incorporated Document, so as to ensure the plans comply with the EPRs and to undertake environmental audits of compliance with the approved CEMP, SEIP, OEMP (the CEMP is for Public Private Partnership (PPP)) only, EPRs and approval conditions.</td>
<td>An Independent Environmental Auditor has been appointed to ensure the relevant plans comply with the EPRs and to undertake environmental audits to satisfy this EPR.</td>
</tr>
<tr>
<td>EMF</td>
<td>Prior to commencement of Project works, develop and implement a process for the recording, management and resolution of complaints from affected stakeholders consistent with Australian Standard ASNZS 10002: 2014 Guidelines for Complaint Management in Organisations.</td>
<td>Rail Projects Victoria has implemented a process for the recording, management and resolution of complaints, as documented in the Communications and Stakeholder Engagement Management Framework, City of Yarra’s Communications and Stakeholder Engagement Management Plan has been prepared to reflect this process. This plan has been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>During detailed design activities for main works:</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>a) Undertake an Electro Magnetic Interference (EMI) assessment for existing infrastructure, considering:</td>
<td>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 Design Management Plan (Electro-Magnetic Compatibility Management Plan). These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>b) Stakeholder requirements</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>c) Manufacturer specifications of sensitive equipment.</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>d) Identification of possible works to sensitive equipment to avoid adverse impacts.</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>e) Baseline conditions.</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>f) Baseline monitoring of sensitive equipment in accordance with any relevant manufacturer environmental test requirements, where available.</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>g) Determining operational EMI limits in consultation with sensitive equipment manufacturers having regard to equipment manufacturer environmental specifications where available and background EMI levels.</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>h) EMI limits are expected to be exceeded, as a result of either the construction and operation of the Project, design mitigation measures, in consultation with equipment owners, so as to minimise impact on sensitive equipment in accordance with ‘best practice’ industry standards.</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>i) The findings of the assessment undertaken in EPR EMF1 should be summarised and addressed in the Management Plan prepared in response to EPR EMF2.</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>Prior to commencement of relevant works, prepare and implement an Electro Magnetic Interference (EMI) Site Environment Implementation Plan that includes the following (but is not necessarily limited to):</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>a) Assessment of the likely electromagnetic emissions generated by the main works and the operation of the Project.</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>b) Identification of sensitive equipment that might be affected by those electromagnetic emissions and the proposed management measures.</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>c) A testing strategy in accordance with equipment specifications to monitor performance of appropriate management measures.</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>d) Identification of possible works to sensitive equipment to avoid adverse impacts.</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>e) A program for regular auditing of electronic and electrical systems during the construction, testing and commissioning.</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>f) Remedial action to be undertaken if EMI limits are not met during the construction, testing, commissioning and operation of the Project.</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>FF1</td>
<td>Where the removal of native vegetation is unavoidable (as defined under relevant policy) meet the requirements of the Protected Native Vegetation - Biodiversity Assessment Guidelines.</td>
<td>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. Site specific controls are detailed in the project-specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
</tbody>
</table>

**Author:** Elly Aryn

**Date:** 26/07/2022

**Checker:** Sabrina Chapman

**Approver:** Mat Peel
Parkville Precinct Development Plan - Environmental Performance Requirement assessment

Author: Elif Aygun
Checker: Sabrina Chapman
Approver: Mat Peel
Date: 26/07/2022

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.

**Discipline** | **EPR Ref** | **Environmental Protection Requirements** | **Development Plan Response**
---|---|---|---
**Terrestrial flora and fauna** | FF3 | Trees identified for removal under EPR GM3, which may be used for loading by rovea-wildebe, should be removed outside the spring–summer period (August–November inclusive) where practicable. Immediately prior to site clearance for construction, large old trees with habitat hollows must be inspected by a suitably experienced and qualified arborist, to check for faune occupancy, and native fauna removed and released at a nearby location immediately outside the impact zones. | 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.

**Ground Movement and Land Stability** | GM1 | Prior to commencement of main works, develop and implement a Sustainability Management Plan to meet, as a minimum, the Melbourne Metro sustainability targets, including achieving the specified ratings under the Infrastructure Sustainability Council of Australia’s Infrastructure Sustainability Rating Tool and the Green Star Design and As Built Melbourne Metro Rail Tool. | 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.

**Ground Movement and Land Stability** | GM2 | 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. The aspect-specific control measures are identified in the Sustainability Management Plan which includes sub-plans such as Climate Resilience, Carbon and Energy. These plans are reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).

**Ground Movement and Land Stability** | GM3 | 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 Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).

**Ground Movement and Land Stability** | GM4 | 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 Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).

**Ground Movement and Land Stability** | GM5 | 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 Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).

**Greenhouse Gas** | G1 | Prior to commencement of shaft construction and prior to commencement of main works, develop and maintain geological and groundwater models (as per EPR G2) for each Works Package which. | 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 which includes sub-plans such as Climate Resilience, Carbon and Energy. These plans are reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).

**Greenhouse Gas** | G2 | 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 Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).

**Greenhouse Gas** | GM1 | 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 Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).

**Greenhouse Gas** | GM2 | 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 Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).

**Greenhouse Gas** | GM3 | 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 Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).

**Greenhouse Gas** | GM4 | 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 Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).

**Greenhouse Gas** | GM5 | 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 Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).

**Greenhouse Gas** | GM6 | 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 Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).

**Greenhouse Gas** | GM7 | 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 Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).

**Greenhouse Gas** | GM8 | 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 Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).
## Groundwater

<table>
<thead>
<tr>
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</tr>
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<tbody>
<tr>
<td>Groundwater</td>
<td>GW1</td>
<td>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 movement and contamination plume migration. 2. In the case of existing, registered groundwater bore users, for the assessment of tolerable groundwater drawdown criteria, drawdown level should not exceed the point where the available saturated aquifer thickness of the bore is reduced by further than 10 per cent.</td>
<td>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 and Ground Movement Plan, which have been reviewed by the project’s Independent Reviewer. These plans are also audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Groundwater</td>
<td>GW2</td>
<td>1. Develop a groundwater model through a process that involves ongoing referral to the Independent Environmental Auditor consistent with the Australian Groundwater Modelling Guidelines (Barrett et al, 2012). Apply the model for the detailed design phase to predict impacts associated with any changes to construction techniques or operational design features proposed during detailed design, and reconfirn that the EPRs and mitigation measures are sufficient to mitigate impacts from changes in groundwater levels, flow and quality. 2. The groundwater model should be updated to address comprehensively transient calibration, aquifer specific storage parameter values and their justification, prediction of cumulative impacts during construction and uncertainty assessments. 3. Ensure that the model geometry set up (node and grid network of model and layering definition) is accurately matched into the Project’s detailed design excavation geometry. 4. Undertake monitoring during construction to ensure that predictions are accurate and mitigation measures are appropriate, and adjust the model if required.</td>
<td>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 aspect-specific control measures are identified in the Groundwater Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plan. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Groundwater</td>
<td>GW3</td>
<td>1. Prior to commencement of shaft construction and prior to commencement of main works, develop and implement a groundwater management plan (GWMP) for each Works Package detailing groundwater management approaches to address the predicted impacts to groundwater dependent values during construction and to ensure protection of groundwater dependent values. 2. The GWMP must be based on the detailed design phase groundwater model, and should include the following details: a) Approach to collection, treatment and disposal of groundwater collected during construction in accordance with the MMRA Groundwater Disposal Strategy. b) Identifying and if necessary, specifying mitigation measures to protect groundwater dependent vegetation during periods of drawdown. c) An 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. d) Methods for minimising drawdown in areas of known PASS and establishing appropriate monitoring networks to confirm effectiveness of approach. e) Methods for minimising drawdown at any existing recharge bore, and establishing appropriate monitoring networks to measure the effectiveness of mitigation. f) Groundwater drawdown trigger levels for groundwater dependent values at which additional mitigation measures must be adopted. g) Design, operation and management of groundwater injection bore. h) Contingency measures if impacts occur at existing active groundwater bores and surface water bodies. i) Contingency measures should unexpected groundwater conditions be encountered. j) The GWMP must be developed in consultation with EPA and relevant water authorities. k) The GWMP must address MMRA’s sustainability requirements where appropriate.</td>
<td>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 Plan. This has been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Groundwater</td>
<td>GW4</td>
<td>1. Use the Groundwater Disposal Strategy and GWMP to obtain a Trade Waste Agreement with the relevant Water Retailers for groundwater disposal.</td>
<td>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 Plan. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Groundwater</td>
<td>GW5</td>
<td>1. Prior to commencement of shaft construction and prior to commencement of man 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 contaminant migration on the beneficial uses of groundwater at third party properties caused by drawdown or vapour intrusion to underground structures. a) Activation of PASS and groundwater acidification. b) Reduction in access to water for bore owners in the area around the Project. c) Reduction in access to groundwater for trees – particularly in the Tunnels precast between Town Hall and Avoca Stations, and the Town Hall station and eastern portal precast. d) Change in injection rates in any existing recharge bores that may be present in the area around the Project.</td>
<td>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 Plan. This has been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
</tbody>
</table>
## Parkville Precinct Development Plan - Environmental Performance Requirement assessment

**Author:** Elif Aygun  
**Approver:** Mat Peel  
**Date:** 26/07/2022

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 Land Use Management Plan. This has been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor. Land use and planning, in particular the impact on existing land use, is presented in Section 4.4.4 of the Parkville Precinct Development Plan.

### Disciplines

#### Land Use and Planning

**EPR Ref**  
**Environmental Protection Requirements**  
**Development Plan Response**

<table>
<thead>
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<tr>
<td>Land Use and Planning</td>
<td>LU1</td>
<td>Prior to commencement of relevant works, develop and implement a plan for construction and operation of the Project that has as its purpose minimizing impacts on existing land uses during both early works and main works, including by:</td>
<td>The design of Parkville Station has been considered in accordance with relevant Master Plans, including the University Square Master Plan and City North Structure Plan. This is presented in Section 4.4.4 of the Parkville Precinct Development Plan. Consultation with the members of the Parkville Reference Group has extended to the following stakeholders: Ambulance Victoria, Bio21 Molecular Science &amp; Biotechnology Institute, Victorian Comprehensive Cancer Centre, Department of Health and Human Services, Melbourne Health (Royal Melbourne Hospital), Melbourne Private Hospital, Peter Doherty Institute for Infection and Immunity, Ambulance Victoria, Royal Children's Hospital, the University of Melbourne and Melbourne Business School, the Florey Institute of Neuroscience and Mental Health, the Graduate Union of the University of Melbourne (Graduate House), University High School, Water and Elisa Hall Institute of Medical Research, Gene Technology Access Centre, VicRoads, Public Transport Victoria, Yarra Trams, Transport for Victoria (TV) and the City of Melbourne and has been ongoing throughout the Development Plan process.</td>
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<tr>
<td></td>
<td></td>
<td>(a) Limiting the extent of any permanent change of use within existing public open space.</td>
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<td></td>
<td></td>
<td>(b) Minimising the footprints of construction sites and any permanent infrastructure which is to be located on public land.</td>
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<td>(c) Locating and designing all Project works to avoid, to the extent practicable, any temporary and permanent loss of public open space to maximise the re-instatement potential of that land.</td>
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<td></td>
<td></td>
<td>(d) Minimising impacts to existing public open spaces and recreational facilities and the users of these facilities, including (but not limited to): JJ Holland Park, University Square, the Melbourne City Baths, City Square, Federation Square, the Shrine of Remembrance and the Shrine Reserve, Domain Parklands, Edmund Hervey Memorial Oval, and the Albert Road Reserve.</td>
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<td></td>
<td>(e) Minimising the impacts to existing residential areas by locating new above ground infrastructure, such as electrical substations in appropriate locations considering adjoining properties and exploring the co-location of rail infrastructure facilities where practicable.</td>
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<tr>
<td></td>
<td></td>
<td>(f) Ensuring residents are notified in advance of works in accordance with EPRs SC4 and SC10.</td>
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<td></td>
<td>(g) Such measures must be developed in consultation with affected land managers for public land, local councils and key stakeholders, as applicable.</td>
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<td></td>
<td>(h) The approach to defining key stakeholders is to be outlined in the Community and Stakeholder Engagement Management Framework (see EPR SC3).</td>
<td></td>
</tr>
</tbody>
</table>

### Notes

2. Such measures must be developed in consultation with affected land managers for public land, local councils and key stakeholders, as applicable.

2. Such measures must be developed in consultation with affected land managers for public land, local councils and key stakeholders, as applicable.

The strategy to define key stakeholders is to be outlined in the Community and Stakeholder Engagement Management Framework (see EPR SC3).
**Parkville Precinct Development Plan - Environmental Performance Requirement assessment**

<table>
<thead>
<tr>
<th>Discipline</th>
<th>EPR Ref</th>
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<tbody>
<tr>
<td>Landscape and visual</td>
<td>LV1</td>
<td>a) Prior to commencement of relevant works, develop and implement a plan for the design of permanent and temporary works, including temporary landscaping, in consultation with relevant local councils and the Office of Victorian Government Architect to comply with the Melbourne Metro Urban Design Strategy. Avoid or minimise, to the extent practicable, visual impacts in both duration and intensity on sensitive receptors and heritage places, and maintain broader landscape character and heritage precinct values, particularly in relation to:</td>
<td>Landscape and visual impacts at the Parkville precinct are presented in Section 4.4.5 of the Development Plan.</td>
</tr>
<tr>
<td>Landscape and visual</td>
<td>LV2</td>
<td>b) Conduct vibration monitoring at the commencement of tunnelling in geological conditions that are similar to those at Victoria Barracks in order to quantify the actual tunnel boring machine vibration characteristics (level and frequency) for comparison with the values derived from the literature and the German DIN (DIN 4150) target.</td>
<td>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 aspect-specific control measures are identified in the Air Quality, Dust &amp; Lighting Management Plan and the Urban Design Management Plan, which have all been reviewed by the project’s Independent Reviewer. The Independent Environmental Auditor has audited these plans, noting the Urban Design process is outlined in the Construction Environmental Management Plan.</td>
</tr>
<tr>
<td>Landscape and visual</td>
<td>LV3</td>
<td>c) Parkville Station: University of Melbourne, Victorian Comprehensive Cancer Centre, Royal Melbourne Hospital, University Square.</td>
<td>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 Urban Design Management Plan, which has been reviewed by the project’s Independent Reviewer. The Independent Environmental Auditor has audited these plans, noting the Urban Design process is outlined in the Construction Environmental Management Plan.</td>
</tr>
<tr>
<td>Landscape and visual</td>
<td>LV4</td>
<td>d) If monitoring conducted according to the above demonstrates the condition of heritage structures may be degraded as a result of vibration, ground vibration must be reduced by adjusting the vibration for acceptability, taking into account both the vibration frequency and condition of structures, until monitoring of vibration at the Former Guardhouse (B Block) shows measurements equivalent to preconstruction vibration readings at the Former Guardhouse (B Block).</td>
<td>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.</td>
</tr>
<tr>
<td>Noise and Vibration</td>
<td>NV1</td>
<td>e) For construction works conducted between Town Hall station and Domain Precinct, comply with the requirements of the Notification of Material Decision for the Melbourne Metro Rail Project (EPA 2015/7549, dated 22 September 2015) under the EPBC Act for vibration monitoring and measurement, as follows:</td>
<td>This is not relevant to the Parkville precinct. Refer to the Town Hall and Domain Precinct Development Plans.</td>
</tr>
<tr>
<td>Noise and Vibration</td>
<td>NV2</td>
<td>f) If monitoring conducted according to the above demonstrates the condition of heritage structures may be degraded as a result of vibration, ground vibration must be reduced by adjusting the influence at the tunnel boring machine until monitoring of vibration at the Former Guardhouse (B Block) shows consistent measurements equivalent to preconstruction vibration readings at the Former Guardhouse (B Block).</td>
<td>This is not relevant to the Parkville precinct. Refer to the Town Hall and Domain Precinct Development Plans.</td>
</tr>
</tbody>
</table>
1. Prior to commencement of relevant works, each Works Package contractor must prepare and implement a communications plan to liaise with potentially affected community stakeholders and land owners regarding potential noise and vibration impacts. The plan must include procedures for complaint management as per SC3. In developing the plan, consult with relevant local councils, EPA Victoria, the Parkville Precinct Reference Group and RMIT University and other precinct reference groups, as appropriate. (See EPRs SC4 and SC11).

2. The acoustic and vibration consultant must undertake noise and vibration monitoring to assess levels with respect to any Guideline Targets specified in the EPRs. Where monitoring indicates exceedances of Guideline Targets, appropriate management actions must be implemented as soon as possible.

3. The model developed during the Design Stage should be updated/calibrated using the results of the noise and vibration monitoring to provide more accurate 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.

4. For airborne construction noise, the DIN 4150 guideline targets for Type 1 buildings in the table above may be modified by the noise and vibration consultant following the completion of pre-construction condition surveys. The modified targets must be reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

5. Vibration Guideline Targets for Structures

   - Implementation of management actions for vibration noise
   - Exceedance of ambient noise levels (based on AS/ISO 3745:2006) and its impact on a sensitive receptor within the Sensitive Area

6. Where land owners agree, pre-construction condition surveys must be performed at all properties located within designated Project Area where it is predicted that DIN 4150 guideline targets will be exceeded. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

7. Noise and Vibration Monitoring - Construction

   - Prior to commencement of shaft construction and 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.

   - The consultant and vibration consultant must document the modelling and mitigation investigation in a Construction Noise and Vibration Assessment Report for review by the Independent Environmental Auditor. This report must provide the basis for the development of the construction noise and vibration management plan required under EPR NV21.

   - The results of noise and vibration monitoring shall be used to assess levels with respect to any Guideline Targets specified in the EPRs. Where monitoring indicates exceedances of Guideline Targets, appropriate management actions must be implemented as soon as possible.

   - The model developed during the Design Stage should be updated/calibrated using the results of the noise and vibration monitoring to provide more accurate 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.

8. Airborne Construction Noise Guideline Targets (Internal)

   - During Normal Working Hours, the CNVMP must address noise levels that exceed the Management Levels specified in Table EPR NV21A.

   - See table in EPR NV4

   - Note: (1) Within certain working hours, the CNVMP must address noise levels that exceed the Management Levels specified in Table EPR NV21A.

   - (2) The acoustic and vibration consultant must undertake noise and vibration monitoring to assess levels with respect to any Guideline Targets specified in the EPRs. Where monitoring indicates exceedances of Guideline Targets, appropriate management actions must be implemented as soon as possible.

   - The model developed during the Design Stage should be updated/calibrated using the results of the noise and vibration monitoring to provide more accurate 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.

9. Vibration Guideline Targets for Above-ground Utility Assets and Infrastructure

   - Prior to commencement of relevant works, undertake condition assessments of above ground utility assets and infrastructure, including (but not limited to) the Arden Street Bridge and Princess Bridge to establish construction vibration limits in consultation with asset owners.

   - Monitor vibration during construction to demonstrate compliance with the relevant vibration guideline targets under NV6 or those agreed with the asset owners. Take remedial action if limits are not met.

   - See EPR CH3 and CH4.2

   - These has been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.
### Parkville Precinct Development Plan - Environmental Performance Requirement assessment

**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 aspect-specific control measures identified in the Noise and Vibration Management Plan are consistent with the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

### Discipline

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<tr>
<td>NV1.7</td>
<td>Vibration Guideline Targets for Above-ground Infrastructure</td>
<td>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 aspect-specific control measures identified in the Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>NV1.10</td>
<td>Vibration Guideline Targets for Below-ground Infrastructure</td>
<td>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 aspect-specific control measures identified in the Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
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</table>

### Noise and Vibration

**Notes**

1. Subject to being given the asset owner’s consent, during the construction phase, a continuous monitoring program must be adopted (to the asset owner’s agreement), with asset owner access to all data to be provided to the asset owner (see EPR NV21).

2. The noise levels are assessed at the centre of the most affected habitable room.

3. Where equipment manufacturer specifications are not available for vibration, adopt the applicable ASHRAE Equipment Vibration Guideline Targets.

4. The Proponent may undertake consultation with the users and agree alternative Guideline Targets for Construction or Operation phases.

5. The Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

6. 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 buried pipe/works potentially affected by Melbourne Metro). 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 aspect-specific control measures identified in the Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

7. Consideration should be given to adopting a vibration limit in agreement with the MMRA and stakeholders.

8. During the construction phase, a continuous monitoring program must be implemented in accordance with EPR NV21.

9. The noise levels are assessed at the centre of the most affected habitable room.

10. The Proponent may undertake consultation with the users and agree alternative Guideline Targets for Construction or Operation phases.

11. The Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

12. 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 buried pipe/works potentially affected by Melbourne Metro). 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 aspect-specific control measures identified in the Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

13. The Proponent may undertake consultation with the users and agree alternative Guideline Targets for Construction or Operation phases.

14. The Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

15. 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 buried pipe/works potentially affected by Melbourne Metro). 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 aspect-specific control measures identified in the Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

16. The noise levels are assessed at the centre of the most affected habitable room.

17. The Proponent may undertake consultation with the users and agree alternative Guideline Targets for Construction or Operation phases.

18. The Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

19. 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 buried pipe/works potentially affected by Melbourne Metro). 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 aspect-specific control measures identified in the Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

20. The noise levels are assessed at the centre of the most affected habitable room.

21. The Proponent may undertake consultation with the users and agree alternative Guideline Targets for Construction or Operation phases.

22. The Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

23. 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 buried pipe/works potentially affected by Melbourne Metro). 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 aspect-specific control measures identified in the Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

24. The noise levels are assessed at the centre of the most affected habitable room.

25. The Proponent may undertake consultation with the users and agree alternative Guideline Targets for Construction or Operation phases.

26. The Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

27. 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 buried pipe/works potentially affected by Melbourne Metro). 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 aspect-specific control measures identified in the Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

28. The noise levels are assessed at the centre of the most affected habitable room.

29. The Proponent may undertake consultation with the users and agree alternative Guideline Targets for Construction or Operation phases.

30. The Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

31. 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 buried pipe/works potentially affected by Melbourne Metro). 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 aspect-specific control measures identified in the Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

32. The noise levels are assessed at the centre of the most affected habitable room.

33. The Proponent may undertake consultation with the users and agree alternative Guideline Targets for Construction or Operation phases.

34. The Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

35. 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 buried pipe/works potentially affected by Melbourne Metro). 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 aspect-specific control measures identified in the Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

36. The noise levels are assessed at the centre of the most affected habitable room.

37. The Proponent may undertake consultation with the users and agree alternative Guideline Targets for Construction or Operation phases.

38. The Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

39. 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 buried pipe/works potentially affected by Melbourne Metro). 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 aspect-specific control measures identified in the Noise and Vibration Management Plan with site-specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.
**Noise and Vibration**

**EPR Ref:** NV/18

1. Design Phase
   - Appoint a suitably qualified acoustic and vibration consultant to predict and assess operational noise and vibration and determine practicable mitigation measures necessary to achieve the EPRs.
   - The acoustic and vibration consultant must prepare an Operation Noise and Vibration Report for review by the Independent Environmental Auditor, which documents the predictions and mitigation measures.
   - Commissioning / Operation
   - Appoint a suitably qualified acoustic and vibration consultant to undertake commissioning noise and vibration measurements to assess levels with respect to the EPRs.

**Development Plan Response**

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

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**Noise from Fixed Plant**

1. For operation, noise from fixed plant associated with Melbourne Metro must:
   - Where SEPP N-1 does not apply, comply with the internal Satisfactory Recommended Design Sound Levels as defined in AS/NZS 2107 for the following sensitive areas:
     - Teaching spaces
     - Laboratories
     - Library
     - Music studios
     - Operating Theatres / Surgeries
     - Wards / Recliners
     - Performance spaces / Galleries
     - Places of worship

Notes

1. Avoid, minimise or mitigate rail noise where the following PRINP (April 2013) Investigation Thresholds are exceeded during operation:
   - See table in EPRs for targets
   - Notes
   - If an investigation shows that the Investigation Thresholds are not exceeded, then no further action is considered under the PRINP.
   - The barrier thresholds of the PRINP are to be used as the design targets for the barrier heights and configuration.
   - If the Investigation Threshold cannot be achieved with the installation of barriers or other on-reservation treatment then off-reservation treatment such as upgrades to residential building facades must be considered.
   - Each treatment should be designed to meet the following internal noise levels where practicable to do so and subject to landowner consent:
     - Maximum noise levels of trains should not exceed 50 dB LAr8 in bedrooms.
     - Maximum noise level of trains should not exceed 65 dB LAr8 in living areas.
   - LAr8 is defined as maximum A-weighted sound pressure level and is the 95 percentile of the highest value of the A-weighted sound pressure level reached within the day or night

2. The barrier thresholds of the PRINP are to be used as the design targets for the barrier heights and configuration.

Notes

1. Avoid, minimise or mitigate rail noise where the following PRINP (April 2013) Investigation Thresholds are exceeded during operation:
   - See table in EPRs for targets
   - Notes
   - If an investigation shows that the Investigation Thresholds are not exceeded, then no further action is considered under the PRINP.
   - The barrier thresholds of the PRINP are to be used as the design targets for the barrier heights and configuration.
   - If the Investigation Threshold cannot be achieved with the installation of barriers or other on-reservation treatment then off-reservation treatment such as upgrades to residential building facades must be considered.
   - Each treatment should be designed to meet the following internal noise levels where practicable to do so and subject to landowner consent:
     - Maximum noise levels of trains should not exceed 50 dB LAr8 in bedrooms.
     - Maximum noise level of trains should not exceed 65 dB LAr8 in living areas.
   - LAr8 is defined as maximum A-weighted sound pressure level and is the 95 percentile of the highest value of the A-weighted sound pressure level reached within the day or night

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

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**Ground-based Noise Guideline Targets for Operation**

1. Where operational ground-based noise Guideline Target levels, as shown in the table below (based on NSW EPA Rail Infrastructure Noise Guideline, May 2013), are exceeded for a sensitive land use, assess and implement practicable mitigation to reduce the noise level so that it either meets or achieves noise levels as close as practicable to the Guideline Target.

Notes

1. Specified noise levels refer to noise from heavy or light rail transportation only (not ambient noise from other sources).
2. Assessment location is external near to the centre of the most affected habitable room.
3. LAr8 refers to the maximum noise level not exceeded for 80% of the rail pass by trains.
4. For schools, educational institutions, places of worship the lower value of the range is most applicable where low internal noise levels is expected.
5. The values for performing arts spaces may need to be reassessed to address the specific requirements of a venue.

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

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**Vibration Guideline Targets for Operation**

1. During operation, achieve the following guideline targets (based on Table 1 in ES6472-1:2008) or background levels (whichever is higher) for vibration as follows:

Notes

1. 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.
2. Compliance with these values implies no structural damage due to operation.
a. Airborne Noise Mitigation Measures

i. Identification of reasonable and practicable measures to be implemented to manage construction noise impacts in accordance with: 

- EPA Publication 1234 Noise Control Guidelines
- NSW ICNO (excluding Part 5, Part 7.2.1 which relates to pre-approval documentation relevant to NSW) and TINSDW Construction Noise Strategy (but with Section 7 construction hours as per EPA 1234 as shown in EPR NV6).

ii. Any management actions to be implemented if predicted noise levels exceed, for an extended period of time, the guideline targets specified in EPR NV6 or NV7 or the Management Levels in Table NV21-A.

iii. Measures to be implemented in accordance with the MMRA Residential Impact Mitigation Guidelines including (but not limited to) mitigation measures for out of hours works (including unavoidable works) where predicted noise levels exceed the noise levels specified in the Residential Impact Mitigation Guidelines.

b. Noise and Vibration "Vibration: Structures"

i. Identification of any alternative vibration guideline targets to those specified in EPR NV6, NV7 or NV10 deemed necessary and/or appropriate to protect the structural integrity of structures based on pre-construction condition surveys, undertaken in accordance with CH24, GM5 and NV9 or as otherwise required to assess the impact of vibration on structures along the alignment.

ii. Identification of practicable measures to be implemented to manage construction vibration impacts in accordance with the Vibration guideline targets for structures specified in, or otherwise determined in accordance with, EPR NV9.

iii. Construction vibration limits for above ground utility assets determined in accordance with EPR NV9.

iv. Vibration guideline targets for below ground infrastructure specified in, or otherwise determined in accordance with NV9.

v. Any management actions to be implemented if predicted vibration levels exceed the guideline targets specified in EPRs NV8, NV9, or NV10.

vi. Specific heritage measures where relevant in accordance with EPRs CH2 and CH24.

Noise and Vibration "Vibration: Ground-borne Noise and Vibration Management Plan"

A. Airborne Noise Management Levels during Normal Working Hours (EPR NV21-A)

1. The CVNMP must adopt daytime Management Levels for airborne noise at residences during Normal Working Hours as defined in Table NV21-A. The Management Levels in Table NV21-A are 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.

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

B. Airborne Noise Mitigation Measures

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 in Table NV21-A are 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.

A2. See EPR for table NV21-A Airborne Noise Management Levels during Normal Working Hours.

B1. Identification of reasonable and practicable measures to be implemented to manage construction noise impacts in accordance with: 

- EPA Publication 1234 Noise Control Guidelines
- NSW ICNO (excluding Part 5, Part 7.2.1 which relates to pre-approval documentation relevant to NSW) and TINSDW Construction Noise Strategy (but with Section 7 construction hours as per EPA 1234 as shown in EPR NV6).

B2. Any management actions to be implemented if predicted noise levels exceed, for an extended period of time, the guideline targets specified in EPRs NV6 or NV7 or the Management Levels in Table NV21-A.

B3. Measures to be implemented in accordance with the MMRA Residential Impact Mitigation Guidelines including (but not limited to) mitigation measures for out of hours works (including unavoidable works) where predicted noise levels exceed the noise levels specified in the Residential Impact Mitigation Guidelines.

C. Vibration: Structures

C1. Identification of any alternative vibration guideline targets to those specified in EPR NV6, NV7 or NV10 deemed necessary and/or appropriate to protect the structural integrity of structures based on pre-construction condition surveys, undertaken in accordance with CH24, GM5 and NV9 or as otherwise required to assess the impact of vibration on structures along the alignment.

C2. Identification of practicable measures to be implemented to manage construction vibration impacts in accordance with the Vibration guideline targets for structures specified in, or otherwise determined in accordance with, EPR NV9.

C3. Construction vibration limits for above ground utility assets determined in accordance with EPR NV9.

C4. Vibration guideline targets for below ground infrastructure specified in, or otherwise determined in accordance with NV9.

C5. Any management actions to be implemented if predicted vibration levels exceed the guideline targets specified in EPRs NV8, NV9, or NV10.

C6. Specific heritage measures where relevant in accordance with EPRs CH2 and CH24.

Noise and Vibration "Vibration: Ground-borne Noise and Vibration Management Plan"

C. Vibration and Ground-borne Noise Mitigation Measures

D1. Identification of reasonable and practicable measures to be implemented to manage construction vibration and ground borne noise impacts in accordance with: 

- Vibration dose values for human comfort specified in EPR NV11 (which may be expressed as peak particle velocity rates for the purposes of the CVNMP).
- Ground-borne (internal) noise guideline targets for amenity specified in EPR NV13.

D2. Any management actions to be implemented if predicted vibration or ground-borne noise levels exceed, for an extended period of time, the guideline targets identified in EPRs NV11 or NV13.

D3. Any measures to be implemented in accordance with the Residential Impact Mitigation Guidelines including (but not limited to) mitigation measures for out of hours works (including unavoidable works) where ground-borne noise levels are predicted to exceed the ground-borne noise construction targets specified in the Residential Impact Mitigation Guidelines.

E. Vibration and Ground-borne Noise: Sensitive Equipment and Bio-resources

E1. Identification of reasonable and practicable measures, to be determined following consultation with the Parkville Precinct Reference Group and RMIT University, to be implemented to manage construction vibration and ground-borne noise impacts in accordance with:

- Vibration sensitive equipment guidelines specified in, or as otherwise determined in accordance with EPR NV12.
- Bio-resource guideline targets specified in, or as otherwise determined in accordance with EPR NV15.

E2. Any management actions to be implemented if predicted vibration or ground-borne noise levels exceed the guideline targets identified in EPRs NV12 or NV15.

E3. Blasting

F1. If blasting is proposed, an assessment of the potential noise and vibration impacts associated with blasting activities, and the identification of measures to ensure compliance with Australian Standard AS2817.2-2006 as specified in EPR NV14.

F2. Any measures to be implemented in accordance with the Residential Impact Mitigation Guidelines.

Noise and Vibration "Vibration: Ground-borne Noise and Vibration Management Plan"

F. Vibration and Ground-borne Noise Mitigation Measures

F1. Identification of reasonable and practicable measures to be implemented to manage construction vibration and ground borne noise impacts in accordance with:

- Vibration dose values for human comfort specified in EPR NV11 (which may be expressed as peak particle velocity rates for the purposes of the CVNMP).
- Ground-borne (internal) noise guideline targets for amenity specified in EPR NV13.

F2. Any management actions to be implemented if predicted vibration or ground-borne noise levels exceed, for an extended period of time, the guideline targets identified in EPRs NV11 or NV13.

F3. Any measures to be implemented in accordance with the Residential Impact Mitigation Guidelines including (but not limited to) mitigation measures for out of hours works (including unavoidable works) where ground-borne noise levels are predicted to exceed the ground-borne noise construction targets specified in the Residential Impact Mitigation Guidelines.

F4. Vibration and Ground-borne Noise: Sensitive Equipment and Bio-resources

G1. Identification of reasonable and practicable measures, to be determined following consultation with the Parkville Precinct Reference Group and RMIT University, to be implemented to manage construction vibration and ground-borne noise impacts in accordance with:

- Vibration sensitive equipment guidelines specified in, or as otherwise determined in accordance with EPR NV12.
- Bio-resource guideline targets specified in, or as otherwise determined in accordance with EPR NV15.

G2. Any management actions to be implemented if predicted vibration or ground-borne noise levels exceed the guideline targets identified in EPRs NV12 or NV15.

G3. Blasting

H1. If blasting is proposed, an assessment of the potential noise and vibration impacts associated with blasting activities, and the identification of measures to ensure compliance with Australian Standard AS2817.2-2006 as specified in EPR NV14.

H2. Any measures to be implemented in accordance with the Residential Impact Mitigation Guidelines.
1. The following Unavoidable Works may need to be undertaken outside of Normal Working Hours:

   i. Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm
   ii. Maintenance and repair of public infrastructure where disruption to essential services and/or considerations of worker safety do not allow work within standard hours
   iii. 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)
   iv. Tunnelling works including mined excavation elements and the activities that are required to support tunnelling works (i.e. spoil treatment facilities)
   v. Construction activities to undertake in order to install or construction of diaphragm walls.

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

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

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

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

   a) The CSEMF will cover all stages of work including early works and mains works for all contract works packages.
   b) The CSEMF will inform the CSEMP prepared by each contract works package.
   c) The CSEMF will inform the CSEMP prepared by each contract works package.
   d) The CSEMF will inform the CSEMP prepared by each contract works package.

3. The CSEMF must include:

   a) A community consultation approach across the Project for the voluntary (temporary) relocation of households subject to:
   b) A community consultation approach across the Project for the voluntary (temporary) relocation of households subject to:
   c) A community consultation approach across the Project for the voluntary (temporary) relocation of households subject to:

   i. Any precinct-specific community consultation measures; and
   ii. Baseline and construction noise and vibration monitoring locations

   Standards to be adhered to for the collection and analysis of data

   a) Capture noise and vibration monitoring locations
   b) The most critical periods, whether determined by applying distance or ground conditions, and the duration of monitoring periods
   c) Specific measures, to be determined following consultation with relevant stakeholders, with respect to sensitive equipment and biological resources (which must, where practicable, include continuous monitoring during construction)

   i. How the results of monitoring would be recorded, reported, and interpreted.
   ii. Unavoidable Work
   iii. The following Unavoidable Works may need to be undertaken outside of Normal Working Hours:
   iv. Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm
   v. Maintenance and repair of public infrastructure where disruption to essential services and/or considerations of worker safety do not allow work within standard hours
   vi. Tunnelling works including mined excavation elements and the activities that are required to support tunnelling works (i.e. spoil treatment facilities)
   vii. Real occupations or works that would cause a major traffic hazard
   viii. Works where a proponent demonstrates and justifies a need to operate outside normal working hours such as work that once started cannot practically be stopped until completed such as a concrete pour or construction of diaphragm walls.
   ix. Prior approval must be obtained for the above work to be undertaken outside of Normal Working Hours (except for item i.) in all cases management actions would need to be applied as per the Residential Impact Mitigation Guidelines and practicable mitigation measures employed to reduce the impact of the noise.
   x. All other works must comply with the Guideline Noise Levels in EPR NV5.

   For unavoidable work:
   a) Approval for planned unavoidable works can only be granted by the Independent Environmental Auditor
   b) Details of unavoidable works including the type of work, equipment to be used and duration of works must be made publicly available
   c) For emergency unavoidable work, the proponent must provide a rationale to the satisfaction of the Independent Environmental Auditor as soon as practicable.

   i. Reduce as far as is practicable the disruption to residences from direct acquisition or temporary occupation through measures such as:
   ii. Using a case management approach for all Project interactions with affected landowners
   iii. Applying a social worker, buyers’ advocate or equivalent to assist households with special needs to manage the transition
   iv. Taking into account relative vulnerability and special needs of occupants
   v. Purchasing properties early when supported by the landowner.

   Disruption to residences from direct acquisition or temporary occupation and measures to reduce disruption is managed by RPV.

   Community Stakeholder Engagement Management Framework (CSEMF)

   i. The CSEMF must cover all stages of work including early works and mains works for all contract works packages.
   ii. The CSEMF will inform the CSEMF prepared by each contract works package.
   iii. The CSEMF must document a complaints management process in accordance with EPR EMF4.

   The Community and Stakeholder Engagement Management Framework has been prepared by RPV and will be implemented where required, during construction works. The Community and Stakeholder Engagement Framework has informed the Communications and Stakeholder Engagement Management Plan and the Business Disruption Plan, Relocation Management Framework and Special Events sub-plan. These plans have been 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 aspect-specific control measures are identified in the Noise and Vibration Management Plan and Construction Noise and Vibration Communications Management Plan. Site specific controls are 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.

   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 aspect-specific control measures are identified in the Noise and Vibration Management Plan and Construction Noise and Vibration Communications Management Plan. Site specific controls are 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.
**Parkville Precinct Development Plan - Environmental Performance Requirement assessment**

<table>
<thead>
<tr>
<th>Discipline</th>
<th>EPR Ref</th>
<th>Environmental Protection Requirements</th>
<th>Development Plan Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Social and Community</td>
<td>SC4</td>
<td>1. Prior to commencement of relevant works, establish a Parkville Reference Group comprising an independent chair, relevant government agencies including MMRA, PTV/DEDJTR (Transport), and Victorian Comprehensive Cancer Centre.</td>
<td>This is not relevant to the Parkville precinct. Refer to the State Library Precinct Development Plan.</td>
</tr>
<tr>
<td>Social and Community</td>
<td>SC5</td>
<td>1. In consultation with relevant local councils to plan for and coordinate with key stakeholders during major public events. This should include, but not be limited to: a) Timely provision of construction schedules to allow for appropriate event planning. b) Timely notification of schedule changes that may impact upon major public events. c) Community use of alternative facilities and routes for events and parades. d) Re-establish sites impacted by construction works, to be generally in accordance with adopted open space master plans, and conservation management plans (where appropriate), including (but not limited to): i) Royal Parade and Grattan Street, Parkville ii) JJ Holland Park iii) Potentially affected residents iv) Re-establishment sites impacted by construction works, to be generally in accordance with adopted open space master plans, and conservation management plans (where appropriate), including (but not limited to): a) Victorian Comprehensive Cancer Centre, Peter Doherty Institute and other health and medical facilities b) The University of Melbourne c) RMIT University d) Multidisciplinary School e) Other public facilities in proximity.</td>
<td>This is not relevant to the Parkville precinct. Refer to the Town Hall Precinct Development Plan.</td>
</tr>
<tr>
<td>Social and Community</td>
<td>SC6</td>
<td>1. In consultation with relevant local councils, develop a relocation strategy for sports clubs and other formal users of directly impacted recreational facilities. This strategy should aim to identify available local alternative facilities for formal recreational users displaced from recreational facilities by the Project. This strategy should avoid displacing existing users at alternative facilities and provide adequate notification to clubs to minimise the impact of relocation.</td>
<td>Cross Yarra Partnership has prepared a Communications and Stakeholder Engagement Management Plan, which includes sub-plans, such as Special Events sub-plan. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Social and Community</td>
<td>SC7</td>
<td>1. Prior to commencement of work on the Parkville street, work with the City of Melbourne to identify any areas of potential interest to the community for open space usage, and to establish for community use during the construction phase to minimise the impacts of loss of the City Square.</td>
<td>This is not relevant to the Parkville precinct. Refer to the State Library Precinct Development Plan.</td>
</tr>
<tr>
<td>Social and Community</td>
<td>SC8</td>
<td>1. In consultation with relevant local councils and key stakeholders, and in accordance with the Melbourne Metro Urban Design Strategy, relevant statutory approvals and other relevant requirements: a) Improve community access to open or recreational space within the CBD by identifying potential opportunities to return as much land as possible used for construction to permanent public open space at City Square and Federation Square. b) Re-establish sites impacted by construction works, to be generally in accordance with adopted open space master plans, and conservation management plans (where appropriate), including (but not limited to): i) Federation Square ii) The south western entrance of the proposed Town Hall station iii) JJ Holland Park iv) Royal Parade and Grattan Street, Parkville v) City Square</td>
<td>Public open space at Parkville precinct is presented in Section 4.3.3 and 4.4.6 of the Development Plan.</td>
</tr>
<tr>
<td>Social and Community</td>
<td>SC9</td>
<td>1. Prior to commencement of relevant works, provide written notice to adjoining landholders of any works to be carried out in a precinct. Such notice must advise of the works to be undertaken, the duration of those works, what local impacts might occur and contact details for further information.</td>
<td>This is not relevant to the Parkville precinct. Refer to the State Library Precinct Development Plan.</td>
</tr>
<tr>
<td>Social and Community</td>
<td>SC10</td>
<td>1. Prior to commencement of relevant works, establish a Parkville Reference Group comprising an independent chair, relevant government agencies including MMRA, PTV/DEDJTR (Transport), VicHealth, the Victorian Department of Health and Human Services, Ambulance Victoria, Yarra Trams, and key institutions in the Parkville Precinct as detailed in MMRA Technical Note 044 Parkville Precinct Reference Group (19 August 2016) document number 21 and tabled 22 August 2016.</td>
<td>This is not relevant to the Parkville precinct. Refer to the State Library Precinct Development Plan.</td>
</tr>
<tr>
<td>Social and Community</td>
<td>SC11</td>
<td>1. Prior to commencement of relevant works, establish a Parkville Reference Group comprising an independent chair, relevant government agencies including MMRA, PTV/DEDJTR (Transport), VicHealth, the Victorian Department of Health and Human Services, Ambulance Victoria, Yarra Trams, and key institutions in the Parkville Precinct as detailed in MMRA Technical Note 044 Parkville Precinct Reference Group (19 August 2016) document number 21 and tabled 22 August 2016.</td>
<td>This is not relevant to the Parkville precinct. Refer to the State Library Precinct Development Plan.</td>
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Parkville Precinct Development Plan - Environmental Performance Requirement assessment

Social and Community

1. Prior to commencement of relevant works, for all precincts with the exception of the western bikeway design permanent and temporary works and, if necessary, develop and implement emergency flood management measures for the tunnels, tunnel portals, access shafts, station entrances and Arden electrical substation to provide appropriate protection against floods and overland stormwater flow.
2. 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 council.
3. The flood immunity risk assessment referred to above must address all portal areas (or other flood entry points) for the existing Melbourne Underground Rail Loop, or similar secondary infrastructure items that may allow for flood entry into the Project.

Surface Water

1. For all precincts, to the satisfaction of the responsible waterway management authority.
2. Maintain existing floodplain storage capacity potentially impacted by the Project.
3. Ensure that permanent and associated temporary construction works do not increase flood levels to result in additional flood risk.
4. Ensure permanent and associated temporary works do not increase flow velocities that would potentially affect the stability of property, structures or assets, and/or result in erosion during operation or construction.
5. Undertake stormwater modelling of the design of permanent and temporary works to demonstrate the resultant stormwater quantity and quality response to the Project.
6. The transport management plan(s) must be informed and supported by an appropriate level of transport modelling, as agreed by the TTWG, and must include, but not be limited to:
   a) Management of any temporary or permanent full or partial closure of traffic lanes including (but not limited to):
      i. Childers Street, Tennyson Street and Lloyd Street, Kensington.
      ii. Traffic, public transport, pedestrian and bicycle movements throughout the construction period.
      iii. Toorak Road West at Fawkner Park (and the surrounding road network) during construction of the route 8 tram diversion along Toorak Road West between St Kilda Road and Park Street, South Yarra.
      iv. Franklin Street, A’Beckett Street and Little La Trobe Street, at State Library.
      v. Footings Street, Fingers Lane and Swanston Street, at Town Hall.
      vi. Flinders Street, Flinders Lane and Swanston Street, at Town Hall.
      vii. Toorak Road West at Fawkner Park (and the surrounding road network) during construction of the route 8 tram diversion along Toorak Road West between St Kilda Road and Park Street, South Yarra.
      viii. Osborne Street and William Street, South Yarra.
   b) Provide feedback to the key affected stakeholders on how their comments or matters of interest or concern are addressed in transport management plans; and
   c) Advise those key affected stakeholders of potential impacts and proposed traffic and transport mitigations, and consider stakeholders’ responses on these matters in providing feedback on the transport management plans required under EPR T2 and T3.

Transport and Working Group

1. MMRA must establish and maintain a Traffic and Transport Working Group (TTWG), working under a terms of reference determined by MMRA, and comprising relevant representatives from MMRA, PTV / DEDJTR (Transport), road management authorities, relevant councils, relevant public transport providers and other relevant agencies as required.
2. The TTWG will be responsible for reviewing and providing feedback on:
   a) Transport management plans.
   b) Relevant designs and methodologies for monitoring implementation of transport management plans.
   c) Transport modelling and proposed transport network upgrades to mitigate the transport effects of constructing the Project.
3. The TTWG must also:
   a) Invite other key affected stakeholders to present or attend where matters specific to those stakeholders in the relevant precinct are being discussed or addressed, carried out consistent with the Community and Stakeholder Engagement Management Plan/s under EPR SC4;
   b) Provide feedback to the key affected stakeholders on how their comments or matters of interest or concern are addressed in transport management plans; and
   c) Advise those key affected stakeholders of potential impacts and proposed traffic and transport mitigations, and consider stakeholders’ responses on these matters in providing feedback on the transport management plans required under EPR T2 and T3.

Transport

1. Prior to commencement of relevant works, each Works Package contractor must develop a transport management plan(s) in consultation with the Traffic and Transport Working Group and implement the plan(s) to minimise disruption to affected local land uses, traffic, car parking, on public transport, pedestrian and bicycle movements and existing public facilities during all stages of construction.
2. The transport management plan(s) must be prepared for each precinct, and also be coordinated across the whole Project to provide an overall transport management plan for the Project.
3. The transport management plan(s) must be informed and supported by an appropriate level of transport modelling, as agreed by the TTWG, and must include, but not be limited to:
   a) Management of any temporary or permanent full or partial closure of traffic lanes including (but not limited to):
      i. Childers Street, Tennyson Street and Lloyd Street, Kensington.
      ii. Ardern Street, Langford Street and Laurence Street, North Melbourne.
      iii. Royal Parade, Graham Street, Berry Street and Leicester Street, Parkville.
      iv. Franklin Street, A’Beckett Street and Little La Trobe Street, at State Library.
      v. Flinders Street, Fingers Lane and Swanston Street, at Town Hall.
      vi. Lindhgha Avenue, St Kilda Road, Domain Road, Albert Road, Bowen Crescent and Bowen Lane, at Domain.
      vii. Toorak Road West at Fawkner Park (and the surrounding road network) during construction of the route 8 tram diversion along Toorak Road West between St Kilda Road and Park Street, South Yarra.
      viii. Osborne Street and William Street, South Yarra.
   b) A monitoring methodology and a program for monitoring results of the implementation of transport management plans to be reported to the TTWG. If unanticipated adverse effects are further identified, practicable mitigation measures must be developed and implemented.
   c) Monitoring of:
      i. Travel behaviour changes caused by construction works, including pre construction baseline data and periodic reporting on behaviour change. Use this data as an input to the design of transport networks following construction and for review of the transport management plan(s), which should occur at least annually.
      ii. Traffic, public transport, pedestrian and bicycle movements throughout the construction period.
   d) A Traffic and Transport Working Group (TTWG) has been established (by RPV) and includes the listed stakeholders. The TTWG is operating in accordance with the terms of reference determined by RPV and as per EPR T1.

Cross Yarra Partnership

1. For all precincts, to the satisfaction of the responsible waterway management authority.
2. Maintain existing floodplain storage capacity potentially impacted by the Project.
3. Ensure that permanent and associated temporary construction works do not increase flood levels to result in additional flood risk.
4. Ensure permanent and associated temporary works do not increase flow velocities that would potentially affect the stability of property, structures or assets, and/or result in erosion during operation or construction.
5. Undertake stormwater modelling of the design of permanent and temporary works to demonstrate the resultant stormwater quantity and quality response to the Project.
6. The transport management plan(s) must be informed and supported by an appropriate level of transport modelling, as agreed by the TTWG, and must include, but not be limited to:
   a) Management of any temporary or permanent full or partial closure of traffic lanes including (but not limited to):
      i. Childers Street, Tennyson Street and Lloyd Street, Kensington.
      ii. Traffic, public transport, pedestrian and bicycle movements throughout the construction period.
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      viii. Osborne Street and William Street, South Yarra.
   b) A monitoring methodology and a program for monitoring results of the implementation of transport management plans to be reported to the TTWG. If unanticipated adverse effects are further identified, practicable mitigation measures must be developed and implemented.
   c) Monitoring of:
      i. Travel behaviour changes caused by construction works, including pre construction baseline data and periodic reporting on behaviour change. Use this data as an input to the design of transport networks following construction and for review of the transport management plan(s), which should occur at least annually.
      ii. Traffic, public transport, pedestrian and bicycle movements throughout the construction period.
   d) The transport management plan(s) must be developed recognizing other Projects operating concurrently and transport services such as bus/walking/cycling tours and airport transfers, where relevant.

Note - Typically called a traffic management plan, for Melbourne Metro, it is referred to as a transport management plan to ensure all modes of active and passive transport are considered.
Parkville Precinct Development Plan - Environmental Performance Requirement assessment

Author: Elif Aygun
Chairman: Sabrina Chapman
Approver: Mat Peel
Date: 26/07/2022

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

**Discipline**

<table>
<thead>
<tr>
<th>EPR Ref</th>
<th>Transport Management Plan and Worksite Traffic Management Plans</th>
<th>Development Plan Response</th>
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<tbody>
<tr>
<td>Road Transport (Construction Phase)</td>
<td>- Road Network Management: As appropriate, transport management plan(s) must include/address the following issues:</td>
<td>- 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 minimizes the disruption to railway services during construction. The plan must be developed to the satisfaction of VicTrack, PTV, DECD (Transport) and MTM, as relevant.</td>
</tr>
<tr>
<td>- Provision of alternative parking where possible to replace public and commuter parking from the affected area (e.g., by relocation or replacing).</td>
<td>- In consultation with the TTWG, develop and implement Network Enhancement Projects (NEPs) in consultation with the TTWG for locations including, but not limited to:JJ Holland Park, South Kensington station, medical facilities in the Domain Precinct and the medical and educational facilities adjacent to the Parkville construction work site.</td>
<td></td>
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<tr>
<td>- Provision of alternative parking to support other relevant EPR requirements.</td>
<td>- A parking management plan prepared in consultation with and approved by the relevant road authority to manage parking in and around the construction zones. The plan must include parking controls to support other relevant EPR requirements.</td>
<td></td>
</tr>
<tr>
<td>- Provisions for construction vehicles traveling to and from all Melbourne Metro construction work sites, recognizing sensitive receptors and minimizing the use of local streets where practicable.</td>
<td>- Cross Yarra Partnership has prepared a Transport Management Plan (including relevant sub-plans, such as the Precinct Transport Management Plan and Worksite Traffic Management Plans), which have been reviewed by the project’s Independent Reviewer. These plans have also been audited by the Independent Environmental Auditor.</td>
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**Public Transport (Construction Phase)**

- 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 minimizes the disruption to railway services during construction. The plan must be developed to the satisfaction of VicTrack, PTV, DECD (Transport) and MTM, as relevant.
- In consultation with the TTWG, develop and implement Network Enhancement Projects (NEPs) in consultation with the TTWG for locations including, but not limited to:JJ Holland Park, South Kensington station, medical facilities in the Domain Precinct and the medical and educational facilities adjacent to the Parkville construction work site. |
- Cross Yarra Partnership has prepared a Transport Management Plan (including relevant sub-plans, such as the Precinct Transport Management Plan and Worksite Traffic Management Plans), which have been reviewed by the project’s Independent Reviewer. These plans have also been audited by the Independent Environmental Auditor.

**Active Transport (Construction Phase)**

- 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 minimizes the disruption to railway services during construction. The plan must be developed to the satisfaction of VicTrack, PTV, DECD (Transport) and MTM, as relevant.
- In consultation with the TTWG, develop and implement Network Enhancement Projects (NEPs) in consultation with the TTWG for locations including, but not limited to:JJ Holland Park, South Kensington station, medical facilities in the Domain Precinct and the medical and educational facilities adjacent to the Parkville construction work site. |
- Cross Yarra Partnership has prepared a Transport Management Plan (including relevant sub-plans, such as the Precinct Transport Management Plan and Worksite Traffic Management Plans), which have been reviewed by the project’s Independent Reviewer. These plans have also been audited by the Independent Environmental Auditor.

**Transport (Construction Phase)**

- 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 minimizes the disruption to railway services during construction. The plan must be developed to the satisfaction of VicTrack, PTV, DECD (Transport) and MTM, as relevant.
- In consultation with the TTWG, develop and implement Network Enhancement Projects (NEPs) in consultation with the TTWG for locations including, but not limited to:JJ Holland Park, South Kensington station, medical facilities in the Domain Precinct and the medical and educational facilities adjacent to the Parkville construction work site. |
- Cross Yarra Partnership has prepared a Transport Management Plan (including relevant sub-plans, such as the Precinct Transport Management Plan and Worksite Traffic Management Plans), which have been reviewed by the project’s Independent Reviewer. These plans have also been audited by the Independent Environmental Auditor.

**Avenue construction sites, or provide a suitable alternative pedestrian path during construction.**

- A green travel strategy to encourage construction workers to travel to/from work sites by means other than private vehicle and/or outside peak times. This should include provision for on-site tool storage where practicable and consideration given to the use of shuttle buses to ferry workers to and from on-site car parks.

**Avenue construction sites, or provide a suitable alternative pedestrian path during construction.**

- A green travel strategy to encourage construction workers to travel to/from work sites by means other than private vehicle and/or outside peak times. This should include provision for on-site tool storage where practicable and consideration given to the use of shuttle buses to ferry workers to and from on-site car parks.

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**Avenue construction sites, or provide a suitable alternative pedestrian path during construction.**

- A green travel strategy to encourage construction workers to travel to/from work sites by means other than private vehicle and/or outside peak times. This should include provision for on-site tool storage where practicable and consideration given to the use of shuttle buses to ferry workers to and from on-site car parks.

**Avenue construction sites, or provide a suitable alternative pedestrian path during construction.**

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**Avenue construction sites, or provide a suitable alternative pedestrian path during construction.**

- A green travel strategy to encourage construction workers to travel to/from work sites by means other than private vehicle and/or outside peak times. This should include provision for on-site tool storage where practicable and consideration given to the use of shuttle buses to ferry workers to and from on-site car parks.
### Parkville Precinct Development Plan - Environmental Performance Requirement assessment

**Author:** Elif Aygun  
**Checker:** Sabrina Chapman  
**Approver:** Mat Peel  
**Date:** 26/07/2022

#### Disciplines

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<td>Transport</td>
<td>T6</td>
<td>Road Transport (Operational Phase)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1. Design all roadworks and shared path works to relevant design standards to maintain safety of movement in consultation with the relevant road management authorities and TTWG, as required.</td>
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<td>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:</td>
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<td></td>
<td></td>
<td>a) Minimises the permanent loss of parking where possible.</td>
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<td>b) Ensures reinstated car parking does not encroach on JJ Holland Park.</td>
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<td>3. In cooperation with the relevant road management authorities, reinstate on-road bicycle lanes and bicycle parking provisions removed during construction.</td>
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<td>4. In cooperation 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.</td>
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<td>5. Review the reinstatement and provision of safe and effective bicycle lanes and pedestrian access in and around the Melbourne Metro station sites in cooperation with the relevant local councils and user groups, if required.</td>
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<td>6. Develop and implement a plan for the reinstatement of Grattan Street, Parkville in consultation with the relevant road management authorities that includes:</td>
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<td></td>
<td></td>
<td>a) Delineates the pedestrian and vehicle movements on Swanston Street between La Trobe and A’Beckett Streets and on Little La Trobe Street.</td>
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<td>b) Regard to the future function of Franklin Street envisaged in the Queen Victoria Market Precinct Renewal Master Plan.</td>
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<td>7. Develop and implement a plan for the design of A’Beckett Street, Little La Trobe Street and Swanston Street in consultation with relevant road management authorities that includes:</td>
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<td></td>
<td>a) Monitor the change in travel patterns around the area associated with the revised design of Franklin Street.</td>
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<td>b) Monitoring the change in travel patterns around the area associated with the revised design of Franklin Street.</td>
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<td></td>
<td>8. Prior to commencement of construction works, MMRA is to develop and implement a Travel Demand Management Strategy and appropriate tools to promote specific transport behaviour changes in response to road, bicycle and pedestrian path works.</td>
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<td>9. Review, with PTV / DE Butt (Transport, the bus services in the areas around A’Beckett, Parkville, State Library, Town Hall and Ararat Stations, including a review of the route 401 bus frequency that is expected to have reduced demand following implementation of Melbourne Metro.</td>
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<td>10. In consultation with PTV (DE Butt) (Transport), optimise the design of Melbourne Metro stations to ensure integration with existing and planned future uses and so that they will provide connections:</td>
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<td></td>
<td>a) Between the Parkville station and the new tram stop on Royal Parade.</td>
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<td></td>
<td>b) For interchange between the State Library station and the existing tram and bus services along La Trobe Street and Swanston Street.</td>
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<td>11. 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.</td>
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<td>12. Design and implement a plan to optimise the function of the State Library and Town Hall stations and to reduce the reliance on the Swanston Street tram corridor.</td>
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<td>T7</td>
<td>Public Transport (Operational Phase)</td>
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<td></td>
<td>1. Review, with PTV / DE Butt (Transport) (Transport), the bus services in the areas around A’Beckett, Parkville, State Library, Town Hall and Ararat Stations, including a review of the route 401 bus frequency that is expected to have reduced demand following implementation of Melbourne Metro.</td>
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<td>2. In consultation with PTV / DE Butt (Transport), optimise the design of Melbourne Metro stations to ensure integration with existing and planned future uses and so that they will provide connections:</td>
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<tr>
<td></td>
<td></td>
<td>a) Between the Parkville station and the new tram stop on Royal Parade.</td>
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<tr>
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<td></td>
<td>b) For interchange between the State Library station and the existing tram and bus services along La Trobe Street and Swanston Street.</td>
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<td>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.</td>
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<td>4. Review, with PTV / DE Butt (Transport) (Transport), the bus and tram services in the area to optimise the functionality of the State Library and Town Hall stations and to reduce the reliance on the Swanston Street tram corridor.</td>
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<td>T8</td>
<td>Active Transport (Operational phase)</td>
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<td>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.</td>
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<td>2. In cooperation with the relevant road management authority and local council, and where practicable to do so, re-install on-road bicycle lanes and bicycle parking provisions removed during construction.</td>
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<td>3. In consultation with PTV / DE Butt (Transport) and relevant local councils undertake a study of bicycle parking demands for the new stations.</td>
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<td>4. Provide adequate bicycle parking at each station adopting a flexible design that would allow for future expansion of capacity in consultation with relevant local councils and user groups, if required.</td>
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<td>5. Prior to commencement of construction works, MMRA is to develop and implement a Travel Demand Management Strategy and appropriate tools to promote specific transport behaviour changes in response to road, bicycle and pedestrian path works.</td>
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<td>6. Review the reinstatement and provision of safe and effective bicycle lanes and pedestrian access in and around the Melbourne Metro station sites in cooperation with the relevant road management authorities and the relevant local councils and user groups, if required.</td>
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<td>7. In cooperation with the relevant road management authority and local council, and where practicable to do so, re-install on-road bicycle lanes and bicycle parking provisions removed during construction.</td>
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<td>8. In consultation with relevant local councils and user groups, including (but not limited to) the following locations:</td>
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<td>a) Between Melbourne Central Station and State Library Station.</td>
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<td>b) The underground connection between Flinders Street Station and Town Hall Station.</td>
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<td>c) At signal intersections between new Melbourne Metro stations and other transport modes.</td>
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<td>d) Replaces loading zones to service the needs of the existing businesses in the precinct where disrupted during construction.</td>
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<td></td>
<td>e) Replaces loading zones to service the needs of the existing businesses in the precinct where disrupted during construction.</td>
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<td>f) Ensuring reinstated car parking does not encroach on JJ Holland Park.</td>
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<td>g) Consideration of pedestrian and vehicle movements on Swanston Street between La Trobe and A’Beckett Streets and on Little La Trobe Street.</td>
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<td>h) Regard to the future function of Franklin Street envisaged in the Queen Victoria Market Precinct Renewal Master Plan.</td>
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<td>i) Monitoring the change in travel patterns around the area associated with the revised design of Franklin Street.</td>
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<td></td>
<td>j) Monitoring the change in travel patterns around the area associated with the revised design of Franklin Street.</td>
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</table>
## 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 plans should include, but not be limited to:
   a) Providing for minimal change in waste collection times where the change might affect the capacity of residents to sleep.
   b) Providing access for existing waste collection services from existing properties considering the extent of the construction areas and road network changes.
   c) Providing access to alternative waste collection locations for properties during Project construction and operation where existing waste disposal locations are removed or obstructed.
   d) Design for reinstatement of appropriate access for existing waste services during Project operation.
   e) Consultation with affected businesses, land owners and residents to be undertaken jointly with local councils to encourage alternative waste management options to be adopted.

Waste collection for the Parkville precinct is presented in Section 4.4.8 of the Development Plan.