Cross Yarra Partnership has prepared an Environmental Management System and Construction Environmental Management Plan. The aspect-specific control measures are identified in the Surface Water Management Plan with site-specific controls in the Site Environmental Implementation Plan. This is reviewed by the project’s Independent Reviewer. This is subject to separate stakeholder consultation requirements and reviewed by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.

<table>
<thead>
<tr>
<th>Category</th>
<th>Discipline</th>
<th>Environmental Protection Requirements</th>
<th>Development Plan Reference</th>
</tr>
</thead>
<tbody>
<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 EPR 4 for performance objectives.</td>
<td>Site-specific Site Environmental Implementation Plan for Melbourne Metro (all precincts). This is reviewed by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.</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 Urban Stormwater - CSIRO. 2. Control measures may include: vehicle wheelwash and runoff bars at vehicle access points, appropriate placement of material stockpiles and chemical storage, covered loads, street sweeping and water quality monitoring, where required.</td>
<td>Cross Yarra Partnership has prepared an Environmental Management System and Construction Environmental Management Plan. The aspect-specific control measures are identified in the Surface Water Management Plan with site-specific controls in the Site Environmental Implementation Plan. This is reviewed by the project’s Independent Reviewer. This is subject to separate stakeholder consultation requirements and reviewed by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.</td>
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<tr>
<td>Aquatic ecology and river health</td>
<td>AE3</td>
<td>1. During construction, discharge all surface, siltation box and pot hole construction water to sewer. 2. Where groundwater interception during construction is predicted to occur, dewatering is to be managed so that groundwater in not released to stormwater or sensitive surface water bodies. See EPR GW4.</td>
<td>Cross Yarra Partnership has prepared an Environmental Management System and Construction Environmental Management Plan. The aspect-specific control measures are identified in the Surface Water Management Plan with site-specific controls in the Site Environmental Implementation Plan. This is reviewed by the project’s Independent Reviewer. This is subject to separate stakeholder consultation requirements and reviewed by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.</td>
</tr>
<tr>
<td>Aquatic ecology and river health</td>
<td>AE4</td>
<td>1. Where ground treatment works are required in waterways, design and implement methods that prevent discharge of sediments into the water column.</td>
<td>Cross Yarra Partnership has prepared an Environmental Management System and Construction Environmental Management Plan. The aspect-specific control measures are identified in the Surface Water Management Plan with site-specific controls in the Site Environmental Implementation Plan. This is reviewed by the project’s Independent Reviewer. This is subject to separate stakeholder consultation requirements and reviewed by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.</td>
</tr>
<tr>
<td>Aquatic ecology and river health</td>
<td>AE5</td>
<td>1. Design the Arden electrical substation so that it is appropriately protected against floodwaters during operation (see EPR SW1), to prevent the release of contaminants to Moonee Ponds Creek.</td>
<td>Cross Yarra Partnership has prepared an Environmental Management System, Construction Environmental Management Plan and Operational Environmental Management Plan. This is reviewed by the project’s Independent Reviewer. This is subject to separate stakeholder consultation requirements and reviewed by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.</td>
</tr>
<tr>
<td>Aquatic ecology and river health</td>
<td>AE6</td>
<td>1. During operation, discharge tunnel drainage water to sewer, unless otherwise agreed by EPA and Melbourne Water and in compliance with SEPP (Waters of Victoria). 2. Where groundwater interception during operation is predicted to occur, dewatering is to be managed so that groundwater in not released to stormwater or sensitive surface water bodies (see EPR GW4).</td>
<td>Cross Yarra Partnership has prepared an Environmental Management System and Construction Environmental Management Plan. The aspect-specific control measures are identified in the Surface Water Management Plan with site-specific controls in the Site Environmental Implementation Plan. This is reviewed by the project’s Independent Reviewer. This is subject to separate stakeholder consultation requirements and reviewed by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.</td>
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<td>Aboriginal Cultural Heritage</td>
<td>AH1</td>
<td>1. Comply with the Cultural Heritage Management Plan approved under the Aboriginal Heritage Act 2006 and prepared in accordance with the Aboriginal Heritage Regulations 2001.</td>
<td>The CBD South precinct response to stormwater treatment is presented in Section 4.4.1 of the Development Plan.</td>
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<tr>
<td>Section</td>
<td>Requirements</td>
<td>Development Plan Requirements</td>
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<tr>
<td><strong>Air Quality</strong></td>
<td></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 Air Quality, Dust &amp; 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.</td>
<td></td>
</tr>
<tr>
<td>AG1</td>
<td>Manage construction activities to minimise dust and other emissions in accordance with EPA Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996).</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 Air Quality, Dust &amp; 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.</td>
<td></td>
</tr>
<tr>
<td>AG2</td>
<td>Monitor the emission of smoke, dust, fumes and other pollution into the atmosphere during construction and operation in accordance with the SEPPs for Air Quality Management and Air Quality Management Plans.</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 Air Quality, Dust &amp; 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.</td>
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</tr>
<tr>
<td><strong>Arboriculture</strong></td>
<td></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 Ecology Management Plan which requires the development of a Tree Protection Plan. CYP has provided a Tree Protection Plan and Tree Protection and Removal Plan for the site. 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 Permitting Closing of Native Vegetation - Biodiversity Assessment Guidelines (2015)). The public notice response in regards to tree retention for the CBD South precinct is addressed in 4.4.2 of the Development Plan.</td>
<td></td>
</tr>
<tr>
<td>AR1</td>
<td>Discuss 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.</td>
<td>The public notice response in regards to tree and soil supply is addressed in Section 4.4.2 of the CBD South Precinct Development Plan.</td>
<td></td>
</tr>
<tr>
<td>AR2</td>
<td>Develop a tree replacement program that establishes new canopy cover and achieves canopy cover balance for (or greater) that is maintained at the start of the Project and includes the replacement of certain species such as palms and trees.</td>
<td>The public notice response in regards to tree replacement for CBD South (Town Hall) Station is addressed in Section 4.4.2 of the Development Plan.</td>
<td></td>
</tr>
<tr>
<td><strong>Articulation</strong></td>
<td></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 Ecology Management Plan which requires the development of a Tree Protection Plan. CYP has provided a Tree Protection Plan and Tree Protection and Removal Plan for the site. 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 Permitting Closing of Native Vegetation - Biodiversity Assessment Guidelines (2015)). The public notice response in regards to tree retention for the CBD South precinct is addressed in 4.4.2 of the Development Plan.</td>
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<tr>
<td>AR3</td>
<td>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.</td>
<td>The public notice response in regards to tree and soil supply is addressed in Section 4.4.2 of the CBD South Precinct Development Plan.</td>
<td></td>
</tr>
<tr>
<td>AR4</td>
<td>Prior to commencement of construction of any Project works that could affect trees, prepare and implement a Tree Protection Plan for each precinct in accordance with the SEPPs for Trees and 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 on site and off site.</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 Ecology Management Plan which requires the development of a Tree Protection Plan. Where the works fall within a Victorian Heritage Registered site, these Tree Protection Plans will be subject to Heritage Victoria approval.</td>
<td></td>
</tr>
<tr>
<td>AR5</td>
<td>For City of Melbourne trees that are to be retained and protected, a public guarantee or bond for the tree’s value will be held against the approved Tree Protection Plan for the duration of the tenancy in accordance with the City of Melbourne’s Tree Retention and Removal Policy.</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 Ecology Management Plan which requires the development of a Tree Protection Plan. Where the works fall within a Victorian Heritage Registered site, these Tree Protection Plans will be subject to Heritage Victoria approval.</td>
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## CBD South Precinct Development Plan - Environmental Performance Requirement assessment

<table>
<thead>
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<tbody>
<tr>
<td>B1</td>
<td>Ensure the disruption to businesses from direct acquisition or temporary occupation of land, and work with business and land owners to endeavour to reach agreement on the terms for relocation, as a result of the Project including the termination of leases of public or private land and where the displacement is a direct consequence of the Project.</td>
</tr>
<tr>
<td>B2</td>
<td>Prior to commencement of relevant works, prepare a business disruption plan consistent with the contracts and Community and Stakeholder Engagement Management Plan (SC4) to:</td>
</tr>
<tr>
<td>B3</td>
<td>Maintain vehicular and pedestrian access to hospital emergency departments at all times during construction and to other key health and medical facilities, where practicable.</td>
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<tr>
<td>B5</td>
<td>Prior to relocation works, develop a site work continuity plan for each site management area identified in this Emergency Management Plan in consultation with medical institutions in the relevant precincts to ensure that Melbourne Metro construction works are required to cease as a result of any such emergency.</td>
</tr>
<tr>
<td>B6</td>
<td>In consultation and agreement with the owners of the Westin Melbourne Apartments and the Westin Victoria Hotel, prepare a legacy design for this building and the surrounding streets and streetscape, to improve the streetscape of Flinders Lane and West Swanston Street.</td>
</tr>
</tbody>
</table>

Cross Yarra Partnership has prepared an Environmental Management System and Construction Environmental Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan, which will include a Business Engagement and Continuity Management Plan (Business Disruption Mitigation Plan). This is reviewed by the project's Independent Reviewer. This is subject to separate stakeholder consultation requirements and reviewed by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.

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

   a) Develop archaeological management plans to manage disturbance of archaeological sites and values affected by the Project.

   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.

   a) Burke and Wills Monument.

   appropriately qualified heritage practitioner.

   1. Prior to commencement of relevant works, undertake archival photographic recording in accordance with Heritage Victoria’s specification for the archival photographic recording of heritage places (see Heritage Victoria’s Charter 2013) with input from a qualified heritage practitioner and in consultation with the land owner and relevant local Council for places in a local Heritage Overlay, or with the written approval of Heritage Victoria or the relevant local council (as applicable).

   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 accordance with the Heritage Victoria HMP protocol and in consultation with Heritage Victoria or the relevant local council (as applicable).

   1. Design permanent and temporary works 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).

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

   b) The SMPs must include sub-plans as appropriate, including but not limited to an Acid Sulfate Soil and Rock (ASS/ASR) Management Sub-Plan as a sub-plan of the following SMP for each Works Package. The Sub-Plan must be developed in accordance with the Industry Waste Management Policy (Wastes Acid Sulfate Soils) 1999, EPA Publication 655.1 Acid Sulfate Soil and Rock-relevant EPA regulations, standards and best practice guidance and in consultation with the EPA.

   1. Prior to commencement of relevant works, undertake detailed multidisciplinary investigations of construction areas and of contaminated land and groundwater in accordance with relevant regulations, standards and best practice guidance and in consultation with the EPA.

   1. Frequently, on an on-going basis, prepare and implement a remedial action plan and integrate the remediation approach into the design of the Project in accordance with relevant regulations, standards and best practice guidance and to the satisfaction of EPA.

   1. Prior to commencement of shaft construction and prior to commencement of main works, prepare and implement an Acid Sulfate Soil and Rock (ASS/ASR) Management Sub-Plan as a subplan of the following SMP for each Works Package. The Sub-Plan must be developed in accordance with the Industry Waste Management Policy (Wastes Acid Sulfate Soils) 1999, EPA Publication 655.1 Acid Sulfate Soil and Rock-relevant EPA regulations, standards and best practice guidance and in consultation with the EPA.

   1. Prior to commencement of shaft construction and prior to commencement of main works, prepare a Remedial 

   Management Plan (RMP) for each Works Package for contaminated land and groundwater. The RMP must:

   a) assess the outcomes of further investigations including the appropriate groundwater investigations and modelling required in EPRs GW1, GW2, GW3 and GW5.

   b) present and take account of the outcomes of risk assessments.

   c) identify remediation options to be implemented for contaminated land and groundwater in accordance with relevant regulations, standards and best practice guidance and in consultation with the EPA.

   1. Prior to commencement of relevant works, undertake remedial works to avoid or minimise impacts on heritage places. The Remedial Works Management Plan (RMP) must:

   a) identify potential sites for re-use, management or disposal of any ASS/ASR.

   b) include an on-going monitoring strategy to monitor as per NV8, GM3, GM4 and GM5.

   c) present and take account of the outcomes of risk assessments.

   d) If required, identify remedial options to be implemented to control exposure to hazardous substances for employees, visitors and general public.

   1. To avoid or minimise impacts on the cultural heritage values of heritage places, prior to commencement of relevant works, prepare and implement a Habitat Impact Management Plan (HIMP) in accordance with the Project’s habitat management strategy and in consultation with the Department of Sustainability and Environment and/or the relevant local council (as applicable).

   1. Prior to commencement of construction of relevant works where located within the identified vibration and ground settlement zones of any other relevant infrastructure projects, perform a vibration assessment of relevant works. The assessment includes:

   a) the Project must meet the requirements of the Heritage Act 2017.

   1. Prior to commencement of relevant works, undertake archaeological photographic recording in accordance with Heritage Victoria’s specification for the archaeological photographic recording of heritage places where heritage places are to be demolished or modified or if their location is to be impacted by works. The archival recording is to be provided to Heritage Victoria for places in the VRH and the relevant local council for places included in a local Heritage Overlay, or with the written approval of Heritage Victoria or the relevant local council (as applicable).

   1. Prior to commencement of relevant works which may directly or indirectly affect heritage places, prepare and implement appropriate protection measures for heritage places and their settings and to be in consultation with the land owner, and Heritage Victoria or relevant council (as applicable).

   1. Prior to commencement of relevant works which may directly or indirectly affect heritage places, develop and implement appropriate monitoring and reporting requirements.

   a) The SMP will include the following:

   i) Roles and responsibilities.

   ii) Monitoring and reporting requirements.

   iii) Environmental management action plan.

   iv) Identification of monitoring areas.

   v) Sampling, data collection, and analysis.

   vi) Risk assessment.

   vii) Present and take account of the outcomes of risk assessments.

   viii) Identify remedial options to be implemented to prevent degradation of heritage places and/or any identified impacts from any other relevant infrastructure projects.

   ix) Identify the monitoring and reporting requirements.

   x) Identify any additional measures.

   1. To avoid or minimise impacts on the cultural heritage values of heritage places, prior to commencement of relevant works, undertake detailed multidisciplinary investigations of construction areas and of contaminated land and groundwater in accordance with relevant regulations, standards and best practice guidance and in consultation with the EPA.

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1. Ensure no direct impact on heritage buildings on the former Glueworks site in Kensington.

This is not relevant to CBD South precinct. Refer to the Arden (North Melbourne) Precinct Development Plan.

2. Prior to the commencement of main works:
   a) Conduct pre-construction condition surveys of heritage places identified as potentially vulnerable to damage to record structural condition and structural integrity.
   b) Implement the identified mitigation measures to prevent damage to heritage places in consultation with Heritage Victoria and the relevant local council.
   c) Conduct vibration monitoring at the heritage places that may be vulnerable to damage to assess the actual impacts from construction works.
   d) If the vibration monitoring demonstrates that a heritage place has been, or may be, damaged as a result of vibration, ground remediation must be undertaken and measures to reduce the risk of vibration-related damage are assessed as acceptable.

3. To ensure no direct impact on heritage buildings on the former Glueworks site in Kensington, the heritage interpretation strategy should consider the RPV Creative Strategy.

4. Construction techniques must also seek to limit, as far as practicable, ground movement to avoid causing damage to heritage places, (see also EPRs GM3, GM4, GM5, GM6, NV4, NV8 and NV2).

b) Implement the identified mitigation measures to prevent damage to heritage places in consultation with Heritage Victoria and the relevant local council (as applicable).

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# CBD South Precinct Development Plan - Environmental Performance Requirement assessment

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<tr>
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<tbody>
<tr>
<td><strong>Electro Magnetic Interference</strong></td>
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</tr>
<tr>
<td>EMF1</td>
<td>Prior to commencement of Project works, prepare and implement an Environmental Management System (EMS) that is certified to ISO 14001:2015 Environmental Management Systems and operation.</td>
</tr>
<tr>
<td>EMF2</td>
<td>a) Undertake a Project wide Electro Magnetic Interference (EMI) assessment for existing infrastructure, considering: i. During detailed design activities for main works:</td>
</tr>
<tr>
<td>EMF3</td>
<td>b) Undertake a Project wide Electro Magnetic Interference (EMI) assessment for existing infrastructure, considering: c) Determine operational EMI limits in consultation with sensitive equipment owners having regard to equipment manufacturer environmental specifications where available and background EMI levels.</td>
</tr>
<tr>
<td>EMF4</td>
<td>i. Prior to commencement of Project works, prepare and implement an Environmental Management System (EMS) that is certified to ISO 14001:2015, and prepared a Construction Environmental Management Plan. The aspect-specific Environmental Performance Requirements (EPRs) and as relevant to any stage of the Project. Cross Yarra Partnership has implemented an Environmental Management System and proposed a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operation phase of the Project. Site specific controls are detailed in the project's Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.</td>
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<td><strong>Electro Magnetic Interference</strong></td>
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</tr>
<tr>
<td>EMF1</td>
<td>Prior to commencement of Project works, prepare and implement an Environmental Management System (EMS) that is certified to ISO 14001:2015 Environmental Management Systems and operation.</td>
</tr>
<tr>
<td>EMF2</td>
<td>a) Undertake a Project wide Electro Magnetic Interference (EMI) assessment for existing infrastructure, considering: i. During detailed design activities for main works:</td>
</tr>
<tr>
<td>EMF3</td>
<td>b) Undertake a Project wide Electro Magnetic Interference (EMI) assessment for existing infrastructure, considering: c) Determine operational EMI limits in consultation with sensitive equipment owners having regard to equipment manufacturer environmental specifications where available and background EMI levels.</td>
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<td>i. Prior to commencement of Project works, prepare and implement an Environmental Management System (EMS) that is certified to ISO 14001:2015, and prepared a Construction Environmental Management Plan. The aspect-specific Environmental Performance Requirements (EPRs) and as relevant to any stage of the Project. Cross Yarra Partnership has implemented an Environmental Management System and proposed a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operation phase of the Project. Site specific controls are detailed in the project's Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.</td>
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</table>
CBD South Precinct Development Plan - Environmental Performance Requirement assessment

<table>
<thead>
<tr>
<th>Element</th>
<th>Ref</th>
<th>Environmental Protection Requirements</th>
<th>Management Plan Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terrestrial Erosion and Sedimentation</td>
<td>FF1</td>
<td>To ensure the removal of native vegetation is unavoidable (as defined under relevant policy) meet the requirements of the Permitted Clearing of Native Vegetation – Biodiversity Assessment Guidelines.</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 Ecology Management Plan with site-specific controls 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>Terrestrial Erosion and Sedimentation</td>
<td>FF2</td>
<td>To develop and implement measures to avoid the spread or introduction of weeds and pathogens during construction, including vehicle and equipment hygiene.</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 Ecology Management Plan with site-specific controls 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>Terrestrial Erosion and Sedimentation</td>
<td>FF3</td>
<td>To ensure that native vegetation is not removed, which may be used for breeding to native wildlife. Should be removed outside the spring breeding season (March/April/June) or when practicable. Immediately prior to site clearance for construction, large old trees with habitable hollows must be inspected by a suitably experienced and qualified arborist, to check for fauna occupancy, and native fauna removed and readded at a nearby location immediately outside the impact zone.</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 Ecology Management Plan with site-specific controls 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>Ground Movement and Land Stability</td>
<td>G1</td>
<td>Prior to commencement of works, develop and implement a Sustainability Management Plan to meet, at a minimum, the Melbourne Metro sustainability targets, including achieving the specified ratings under the Infrastructure Sustainability Council of Australia Infrastructure Sustainability Rating Tool and the Green Star Design and As Built Melbourne Metro Rail Tool.</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 Sustainability Management Plan. This plan is reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Ground Movement and Land Stability</td>
<td>G2</td>
<td>Monitor and report on how each of the best practice climate change adaptation measures and sustainability initiatives identified in the Concept Design is implemented in the detailed design of the Project and whether any additional measures not included in the Concept Design are feasible.</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 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.</td>
</tr>
<tr>
<td>Ground Movement and Land Stability</td>
<td>GM1</td>
<td>a) Develop and maintain a groundwater model for each Works Package to be used to inform the design and construction of the Project. b) Ensure that groundwater and surface water are managed to minimise the impact of ground movement on the environment.</td>
<td>Relevant only to construction phases of the project. Compliation with construction Environmental Performance Requirements will be in accordance with VPRS's approved Environmental Management Framework, which requires Cross Yarra Partnership to have an Environmental Management Plan, Site Environment Implementation Plans and Ground Movement Management Plan (as specified in Environmental Performance Requirements). This is subject to separate Essendon consultation consultation requirements and review by the Independent Environmental Auditor, including any necessary performance of the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Ground Movement and Land Stability</td>
<td>GM2</td>
<td>a) Design and construct the permanent structures and temporary works to limit ground movements to within appropriate acceptability criteria (to be determined in consultation with relevant authorities, local councils and land managers) and which shall apply to the construction of strata-specific bridges, viaducts, with appropriate waterway, topographical and landscape design. b) Inform tunnel design and the construction techniques to be applied for the various geological and groundwater conditions.</td>
<td>Relevant only to construction phases of the project. Compliation with construction Environmental Performance Requirements will be in accordance with VPRS's approved Environmental Management Framework, which requires Cross Yarra Partnership to have an Environmental Management Plan, Site Environment Implementation Plans and Ground Movement Management Plan (as specified in Environmental Performance Requirements). This is subject to separate Essendon consultation consultation requirements and review by the Independent Environmental Auditor, including any necessary performance of the Independent Environmental Auditor.</td>
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<tr>
<td>Ground Movement and Land Stability</td>
<td>GM3</td>
<td>a) Design and construct the permanent structures and temporary works to limit ground movements to within appropriate acceptability criteria (to be determined in consultation with relevant authorities, local councils and land managers) and which shall apply to the construction of strata-specific bridges, viaducts, with appropriate waterway, topographical and landscape design. b) Inform tunnel design and the construction techniques to be applied for the various geological and groundwater conditions. c) Identify any other structures/assets which may be susceptible to damage resulting from ground movement resulting from Melbourne Metro works. d) Identify techniques for limiting settlement of buildings and protecting buildings from damage. Where these may apply to heritage places, they should be developed in consultation with heritage Victoria and the relevant local council (as applicable). e) Establish ground movement monitoring requirements for the area surrounding proposed Melbourne Metro works and at the location of various structures/assets to measure consistency with the predicted levels.</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 Ground Movement Management Plan, which has been reviewed by the project's Independent Reviewer. These plans are also audited by the project's Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Ground Movement and Land Stability</td>
<td>GM4</td>
<td>a) Identify pre-construction condition surveys for the works, and follow-up works to be undertaken by ground movement, including where a property owner reasonably expects to be potentially affected and has requested a pre-construction condition survey. b) Develop and implement a post-construction condition information for each potentially affected structure in a manner consistent with the procedure outlined in the Building's Strategy and in consultation with heritage 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 Ground Movement Management Plan and Heritage Management Plan, which is reviewed by the project's Independent Reviewer. These plans are also audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Ground Movement and Land Stability</td>
<td>GM5</td>
<td>a) Identify pre-construction condition surveys for the works, and follow-up works to be undertaken by ground movement, including where a property owner reasonably expects to be potentially affected and has requested a pre-construction condition survey. b) Develop and implement a post-construction condition information for each potentially affected structure.</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 Ground Movement Management Plan and Heritage Management Plan, which is reviewed by the project's Independent Reviewer. These plans are also audited by the Independent Environmental Auditor.</td>
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<tr>
<td>Ground Movement and Land Stability</td>
<td>GM6</td>
<td>a) For properties and assets affected by ground movement undertake any required repair works or other actions as agreed with the landowner. For places on the VHR, consultation with Heritage Victoria and the relevant local council must occur (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 Ground Movement Management Plan and Heritage Management Plan, which is reviewed by the project's Independent Reviewer. These plans are also audited by the Independent Environmental Auditor.</td>
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Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Groundwater Management Plan with site specific controls detailed in the precinct specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

2. The design must include integrated water sensitive urban design (EPR SW2) and management of the extent of flooding across the site. Other relevant agencies such as Melbourne Water and the plan must be referred to the Urban Design and Architectural Advice Panel (UDAAP).

Groundwater

1. Prior to commencement of design 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 groundwater dependent values during construction and to ensure protection of groundwater dependent values. The GWMP must be based on the detailed design phase groundwater model, and should include the following:
   a) Approach to collection, treatment and disposal of groundwater collected during construction in accordance with the RPV Groundwater Disposal Strategy.
   b) Methods for minimising drawdown in areas of known PASS and establishing appropriate monitoring networks to confirm effectiveness of approach.
   c) Methods for minimising drawdown at any existing recharge bores, and establishing appropriate monitoring networks to measure the effectiveness of mitigation.
   d) Design, operation and management of groundwater injection bore fields.
   e) Contingency measures if impacts occur at existing active groundwater bores and surface water bodies.
   f) The GWMP must be developed in consultation with EPA and relevant water authorities.
   g) The GWMP should also address EPR's sustainability requirements where appropriate.

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 assessment.

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.

Groundwater

4. The GWMP should also address RPV’s sustainability requirements where appropriate.

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.

- Change in injection rates in any existing recharge bores that may be present in the area around the Project.

- Dewatering of PASS and groundwater aquifers.

- Contaminant migration on the benefits of groundwater at third party properties caused by dewatering or vapour intrusion to underground structures.

- Prevention of dewatering of PASS and groundwater aquifers.

- Reducing access to water for bore owners in the area around the Project.

- Prediction in access to groundwater for trench – particularly in the Toorak Precinct between CBD South and Domain stations, and the CBD South station and western portal precast.

- Change in injection rates in any existing recharge bores that may be present in the area around the Project.

- Use the Groundwater Disposal Strategy and GWMP to obtain a Trade Waste Agreement with the relevant Water Retailers for groundwater disposal.

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

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 assessment.

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.

Land Use and Planning

1. Prior to commencement of relevant works, develop and implement a plan for construction and operation of the Project that has an overall purpose minimising impacts on existing land uses during both early works and main works, including by:
   a) Limiting the extent of any permanent change of use within existing open space parks.
   b) Minimising the footprint of construction sites and any permanent infrastructure which is to be located on public land.
   c) Locating and designing all Project works to avoid, to the extent practicable, any temporary and permanent loss of open public space to maximise the reinstatement potential of that land.
   d) Mitigating the existing impact to shared use by locating new above ground infrastructure, such as electrical substation in appropriate location considering adjoining properties and ensuring the connection of all infrastructure facilities where practicable.
   e) Ensuring residents are not displaced in advance of works in accordance with EPR’s Resettlement Policy.
   f) Such measures must be developed in consultation with affected land managers for public land, local councils and key stakeholders, as applicable.

2. The approach to defining key stakeholders is as outlined in the Community and Stakeholder Engagement Framework (see EPR SW1).

3. The aspect-specific control measures are identified in the Groundwater Management Plan with site specific controls detailed in the precinct specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

1. Prior to commencement of early works, develop and implement a plan for construction and operation of the Project that has an overall purpose minimising impacts on existing land uses during both early works and main works, including by:
   a) Limiting the extent of any permanent change of use within existing open space parks.
   b) Minimising the footprint of construction sites and any permanent infrastructure which is to be located on public land.
   c) Locating and designing all Project works to avoid, to the extent practicable, any temporary and permanent loss of open public space to maximise the reinstatement potential of that land.
   d) Mitigating the existing impact to shared use by locating new above ground infrastructure, such as electrical substation in appropriate location considering adjoining properties and ensuring the connection of all infrastructure facilities where practicable.
   e) Ensuring residents are not displaced in advance of works in accordance with EPR’s Resettlement Policy.
   f) Such measures must be developed in consultation with affected land managers for public land, local councils and key stakeholders, as applicable.

2. The approach to defining key stakeholders is as outlined in the Community and Stakeholder Engagement Framework (see EPR SW1).

3. The aspect-specific control measures are identified in the Groundwater Management Plan with site specific controls detailed in the precinct specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.

1. Development of the Project must generally in accordance with the relevant Open Space Master Plans (including but not limited to the Domain Precinct, and University Square Master Plan, and any other such Queen Victoria Building and Chapel Farmhouse Structure Plans), and be consistent with the Melbourne Metropolitan Urban Design Strategy and EPR SCI 6 in designing and constructing above ground infrastructure for the Project.

2. Occupation must occur with land managers and/or agencies responsible for the implementation of the relevant Open Space Master Plans, including local councils and key stakeholders. The aspect is consistent with EPR SCI 6.

3. The design must include integrated water sensitive urban design (EPR SW2) and management of the extent of flooding across the site.

- The design of CBD South Yarra East St Station has been consistent in accordance with relevant Master Plans, including the City of Melbourne Walking Plan and City of Melbourne cycling strategy. This is addressed in Section 4.4.4 of the CBD South Precinct Development Plan: Construction with key stakeholders including the City of Melbourne, St Paul’s Cathedral and Federation Square is ongoing with regard to the public realm and open space activation.
<table>
<thead>
<tr>
<th>Land Use and Planning</th>
<th>Landscape and Visual</th>
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<tbody>
<tr>
<td><strong>LUV</strong></td>
<td><strong>LV1</strong></td>
</tr>
<tr>
<td>Prior to commencement of relevant works, develop and implement a plan to consider the use of temporary landscape and other temporary features or structures during construction. Temporary landscape treatments or features should be reused across the Project, where appropriate.</td>
<td>Prior to commencement of relevant works where temporary lighting is required, develop measures to minimise light spillage during construction to protect the amenity of adjacent areas.</td>
</tr>
<tr>
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<td>Landscape and visual impacts at the CBD South precinct are addressed in Section 4.4.5 of the Development Plan.</td>
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</table>

**Landscape and Visual**

1. Develop and implement a plan in consultation with the Office of Victorian Government Architect, local councils and other land managers 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:
   - Lanterns: Queen Victoria Gardens, Treasury’s Block.
   - Western Portal: JJ Holland Park.
   - Parkville Station: University of Melbourne, Victorian Comprehensive Cancer Centre, Royal Melbourne Hospital, University Square.
   - Domain Station: Shrine of Remembrance, Shrine of Remembrance Reserve, St Kilda Road, Albert Road Reserve, Domain Parklands.
   - Eastern Portal: South Yarra Sidings Reserve, Olivier Street, Lower Walk, Pedestrian Walks.
   - Existing habitat corridors within and proximate to Moonee Ponds Creek, if the alternate substation site adjacent to the Moonee Ponds Creek is selected.
   - Consult with University of Melbourne in relation to location and design of station entries on University land.

2. The plan must include, but not be limited to, a methodology and timeframe for storage, reinstatement or replacement of existing public art, monuments and public infrastructure such as poles (including banner poles), bins, and other street furniture such as wayfinding signage (including signage hubs).

3. Where temporary works on public open space, recreation reserves and other valued places disturb trees in these locations, the plan must be consistent with measures proposed under plans and actions required under EPR AR1, AR2 and AR3 regarding reinstatement of trees.

4. The re-establishment of public open space is addressed in Section 4.4.3 of the CBD South Precinct Development Plan.

5. Landscape and 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:
   - Lanterns: Queen Victoria Gardens, Treasury’s Block.
   - Western Portal: JJ Holland Park.
   - Parkville Station: University of Melbourne, Victorian Comprehensive Cancer Centre, Royal Melbourne Hospital, University Square.
   - Domain Station: Shrine of Remembrance, Shrine of Remembrance Reserve, St Kilda Road, Albert Road Reserve, Domain Parklands.
   - Eastern Portal: South Yarra Sidings Reserve, Olivier Street, Lower Walk, Pedestrian Walks.
   - Existing habitat corridors within and proximate to Moonee Ponds Creek, if the alternate substation site adjacent to the Moonee Ponds Creek is selected.
   - Consult with University of Melbourne in relation to location and design of station entries on University land.

6. Landscape and 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:
   - Lanterns: Queen Victoria Gardens, Treasury’s Block.
   - Western Portal: JJ Holland Park.
   - Parkville Station: University of Melbourne, Victorian Comprehensive Cancer Centre, Royal Melbourne Hospital, University Square.
   - Domain Station: Shrine of Remembrance, Shrine of Remembrance Reserve, St Kilda Road, Albert Road Reserve, Domain Parklands.
   - Eastern Portal: South Yarra Sidings Reserve, Olivier Street, Lower Walk, Pedestrian Walks.
   - Existing habitat corridors within and proximate to Moonee Ponds Creek, if the alternate substation site adjacent to the Moonee Ponds Creek is selected.
   - Consult with University of Melbourne in relation to location and design of station entries on University land.

7. The re-establishment of public open space is addressed in Section 4.4.3 of the CBD South Precinct Development Plan.

8. 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 & 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.

9. 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 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.

10. 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 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.

11. 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 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.
CBD South Precinct Development Plan - Environmental Performance Requirement assessment

Noise and Vibration

NV1
- Manage construction noise in accordance with EPA Publication 1254 Noise Control Guidelines and as specified in the Construction Noise and Vibration Management Plan (CNVMP) prepared under EPR NV1/2. The CNVMP must not prescribe standards or practices which are more rigorous than recommended by EPA Publication 1254.

NV2
- Airborne Construction Noise Guideline Targets (Internal)
  (1) During Normal Working Hours, the CNVMP must address noise levels that exceed the Management Levels specified in Table EPR NV21A.

NV3
- 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 at residential locations as specified in EPA Publication 1254.

NV4
- The acoustic 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 NV1/2.

NV5
- For construction works conducted between CBD South Station and Domain Station, comply with the requirements of the Notification of Referral Decision for the Melbourne Metro Rail Project (EPRNV 2019/579/MM, dated 22 September 2019) under the EPR Act for vibration monitoring and measurement, as follows:
  (a) Conduct pre-construction dilapidation surveys of the nearest Commonwealth Heritage listed structures to the construction activity, including the Former Guardhouse (Block B), to record structural condition and structural integrity prior to commencement of tunnelling.
  (b) Conduct continuous vibration monitoring at the commencement of tunnelling in physiologically conditioned areas that are similar to those at Victoria Barracks in order to quantify the actual tunnel boring machine vibration characteristics (level and frequency) for comparison to the values derived from the literature and the German DIN (DIN 4150) target.
  (c) Conduct continuous vibration monitoring at the nearest Victoria Barracks heritage structures to the construction activity, including the Former Guardhouse (Block B), to assess the actual tunnelling vibration for acceptability, taking into account both the vibration frequency and condition of structures, until monitoring of vibration at the Former Guardhouse (Block B) shows measurements equivalent to preconstruction vibration readings at the Former Guardhouse (Block B).

NV6
- The acoustic and vibration consultant must undertake noise and vibration monitoring to assess levels with respect to any Guideline Targets specified in the EPVs. Where monitoring indicates exceedances of Guideline Targets, appropriate management actions must be implemented as soon as possible.

Airborne Construction Noise Guideline Targets (External)
- 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.

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

Airborne Construction Noise Guideline Targets (Internal)
- 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 for the purposes of the noise and vibration management for the purposes of the noise and vibration management plan.

Airborne Construction Noise Guideline Targets (External)
- 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 for the purposes of the noise and vibration management plan.

Noise and Vibration - Manage: Pre-Construction Dilapidation
- Prior to commencement of delapidation and prior to commencement of main works, each Works Package contract must appoint a suitably qualified acoustic and vibration consultant to assess construction noise and vibration (through modelling) and update the modelling to reflect current construction methodology, site conditions and specific equipment noise and vibration levels (these will require noise and vibration measurements). The model is to be used to determine appropriate mitigation to achieve the EPVs.

Controlled Noise and Vibration Monitoring
- 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.

Illumination and Vibration - Manage: Post-Tunneling
- 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.
Vibration Guideline Targets for Structures
1. Implement management actions if, due to construction activity, the following DIN 4150 Guideline Targets for structural damage to buildings (for short-term vibration or long-term vibration) are exceeded.

See EPR for table NV-1. Short-term vibration on structures

Notes:
1. If it may be appropriate to modify the guideline targets for particular structures following the completion of pre-construction condition surveys.
2. At frequencies above 150 Hz, the values given in this column may be used as reference values.

Vibration levels marginally exceeding the DIN 4150 guideline targets in the table above would not necessarily result in damage to buildings and structures, but warrant further investigation to determine if higher vibration levels can be accommodated without risk of damage.

Vibration Guideline Targets for above-ground Utility Assets and Infrastructure
1. 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.

2. Implement management actions if agreed construction vibration targets (or if no specific targets have been established) are exceeded during the following DIN 4150 Guideline Targets for buried pipe/wall/structure from construction are not achieved.

See EPR table NV-5.

Notes:
1. The DIN 4150 Guideline Targets may be reduced by 50% when evaluating the effects of long-term vibration on burial pipes.
2. The DIN 4150 Guideline Targets are based on the assumption that pipes have been manufactured and tested using current technology (however it is noted that this is not the case for the majority of buried pipe/wall potentially affected by Melbourne Metro).
3. Compliance with asset owner’s Utility Standards to be achieved

Vibration Guideline Targets for above-ground Utility Assets and Infrastructure
1. For Construction: Implement management actions (which may include source mitigation) if equipment manufacturer specifications, measured background levels or other agreed levels (after consultation with the affected organisation) whichever are higher, are exceeded at sites or are exceeded for vibration sensitive equipment at the Parkville and CBD North precincts.
2. For Operation: If the manufacturer’s specification or measured background levels (whichever are higher) or other agreed levels (after consultation and agreement from the affected organisation) are predicted to be exceeded, assess practicable mitigation to reduce the vibration levels to the relevant target.

Notes:
1. Prior to commencement, relevant works, undertake condition assessments of above-ground utility assets and infrastructure, including (but not limited to) Swanston Street Brick Drain and Flinders Street Drain, to establish construction vibration targets with the asset owner.
2. Implement management actions if agreed construction vibration targets (or if no specific targets have been established) are exceeded during the following DIN 4150 Guideline Targets for buried pipe/wall/structure from construction are not achieved.

See EPR table NV-5.

Notes:
1. The DIN 4150 Guideline Targets may be reduced by 50% when evaluating the effects of long-term vibration on burial pipes.
2. The DIN 4150 Guideline Targets are based on the assumption that pipes have been manufactured and tested using current technology (however it is noted that this is not the case for the majority of buried pipe/wall potentially affected by Melbourne Metro).
3. Compliance with asset owner’s Utility Standards to be achieved.
4. The DIN 4150 Guideline Targets are non-mandatory; they are goals that should be sought to be achieved through the application of feasible and reasonable mitigation measures. If exceeded then management actions would be required.

Vibration Guideline Targets for above-ground Utility Assets and Infrastructure
1. For Construction: Implement management actions (which may include source mitigation) if equipment manufacturer specifications, measured background levels or other agreed levels (after consultation with the affected organisation) whichever are higher, are exceeded at sites or are exceeded for vibration sensitive equipment at the Parkville and CBD North precincts.
2. For Operation: If the manufacturer’s specification or measured background levels (whichever are higher) or other agreed levels (after consultation and agreement from the affected organisation) are predicted to be exceeded, assess practicable mitigation to reduce the vibration levels to the relevant target.

Notes:
1. Background vibration and noise must be measured in accordance with equipment manufacturer’s test procedures.
2. Monitoring must be undertaken in accordance with equipment manufacturer’s test procedures to demonstrate compliance, and monitoring locations determined in consultation with operators of sensitive equipment (See EPR NV-10).

Vibration Guideline Targets for Ground-based Noise
1. Where the background noise levels (for example at a site boundary) have been predicted to be above the relevant guideline targets, a pre-construction noise survey may be undertaken to assess the likely impact of the project.

Notes:
1. Background noise levels are affected by many factors; the background noise level at the site boundary may be higher than the background noise level at the site, due to other sources of noise (e.g. external traffic).

Vibration Guideline Targets for Ground-based Noise
1. Where the background noise levels (for example at a site boundary) have been predicted to be above the relevant guideline targets, a pre-construction noise survey may be undertaken to assess the likely impact of the project.

Notes:
1. Background noise levels are affected by many factors; the background noise level at the site boundary may be higher than the background noise level at the site, due to other sources of noise (e.g. external traffic).

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 have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.
CBD South Precinct Development Plan - Environmental Performance Requirement assessment

<table>
<thead>
<tr>
<th>Noise and Vibration</th>
<th>Guideline Targets and Environmental Protection Requirements</th>
<th>Development Plan Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EPR Ref</strong></td>
<td>Environmental Protection Requirements Development Plan Response</td>
<td>Cross Yarra Partnership has prepared an Environmental Management System and 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 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><strong>Noise and Vibration</strong></td>
<td>NV14 (6) During the construction phase, a continuous monitoring program must be implemented in accordance with EPR NV21.</td>
<td>Cross Yarra Partnership has prepared an Environmental Management System and 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 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><strong>Noise and Vibration</strong></td>
<td>NV15 (5) Consider the existing ambient noise levels when assessing predicted exceedences.</td>
<td>Cross Yarra Partnership has prepared an Environmental Management System and 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 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><strong>Noise and Vibration</strong></td>
<td>NV16 (1) The Guideline Targets are non-mandatory; they are goals that should be sought to be achieved through the application of feasible treatments.</td>
<td>Cross Yarra Partnership has prepared an Environmental Management System and 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 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><strong>Noise and Vibration</strong></td>
<td>NV17 (2) The barrier thresholds of the PRINP are to be used as the design targets for the barrier heights and configuration.</td>
<td>Cross Yarra Partnership has prepared an Environmental Management System and 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 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><strong>Noise and Vibration</strong></td>
<td>NV18 (1) Noise from Fixed Plant</td>
<td>Cross Yarra Partnership has prepared an Environmental Management System and 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 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><strong>Noise and Vibration</strong></td>
<td>NV19 (2) Groundborne Noise Guideline Targets for Operation</td>
<td>Cross Yarra Partnership has prepared an Environmental Management System and 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 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><strong>Noise and Vibration</strong></td>
<td>NV20 (3) Vibration Guideline Targets for Operation</td>
<td>Cross Yarra Partnership has prepared an Environmental Management System and 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 Site Environmental Implementation Plan. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
</tbody>
</table>
NV21

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.

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

i. 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).

ii. NSW ICNG (excluding Part 5, and Part 7.2.1 which relates to pre-approval documentation relevant to NSW) and TfNSW Construction Noise Strategy (but with Section 7 construction hours as EPA UNSW). See EPR for table NV21-A Airborne Noise Management Levels during Normal Working Hours.

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.

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:

i. Vibration dose values for human comfort specified in EPR NV11.

ii. Outside of Normal Working Hours, the Guideline Noise Levels in NV5 (which are adopted from EPA Publication 1254) apply.

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 predicted noise levels exceed the noise levels specified in the Residential Impact Mitigation Guidelines.

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.

ii. Bio-resource guideline targets specified in, or as otherwise determined in accordance with EPR NV15.

i. Vibration sensitive equipment guidelines specified in, or as otherwise determined in accordance with EPR NV12.

Vibration discipline

F. Blasting

EPR Ref Environmental Protection Requirements Development Plan Response

C4. Specific heritage measures where relevant in accordance with EPRs CH2 and CH24.

C3. Any management actions to be implemented if predicted vibration levels exceed the guideline targets specified in EPRs NV8, NV9, or NV10.

C2. Measures to be implemented in accordance with the RPV 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.

C1. Identification of any alternative vibration guideline targets to those specified in EPRs NV5, NV6 or NV10 deemed necessary and/or appropriate to protect the structural integrity of structures and/or buildings and/or facilities and/or heritage sites and/or places of historic significance and/or representative construction scenarios, including at ancillary facilities) that have the potential to generate noise and/or vibration impacts on surrounding sensitive receivers.
CBD South Precinct Development Plan - Environmental Performance Requirement assessment

<table>
<thead>
<tr>
<th>Section</th>
<th>Environmental Protection Requirements</th>
<th>Development Plan Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise and Vibration</td>
<td>NV21</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 Noise and Vibration Management Plan, which is audited by the Independent Environmental Auditor.</td>
</tr>
</tbody>
</table>

*J1. The following Unavoidable Works may need to be undertaken outside of Normal Working Hours:*  
*J2. Prior approval must be obtained for the above work to be undertaken outside of Normal Working Hours (except for item ii). In all cases, management actions would need to be applied as per the Cross Yarra Partnership's Independent Reviewer and audited by the Independent Environmental Auditor.*

**NV21 Monitoring:**

Baseline and construction noise and vibration monitoring locations  
Specific measures, including continuous monitoring during construction  
The results of monitoring would be recorded, reported, and interpreted  
Address the extent practicable noise from any truck wash required for vehicles leaving construction sites (particularly at night).  
Minimise the need for trucks to reverse and require the use of broadband reverse alarms  
Ensure trucks are fitted with mufflers that comply with the original equipment manufacturer specifications and relevant EPA in-service noise requirements  
Enforce speed restrictions on all construction vehicles  
Complete regular maintenance checks of road surfaces and trucks  
Implement temporary changes to traffic light sequences on designated routes to minimise truck stopping at junctions  
Ensure the results of monitoring would be recorded, reported, and interpreted  
Recruit the need for trucks to reverse and require the use of broadband reverse alarms  
Addresses to the extent practicable noise from any truck wash required for vehicles leaving construction sites (particularly at night).  

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

*Where practicable, select traffic routes to limit the amount of accelerating and braking, prioritise routes with existing heavy vehicle usage where possible, and avoid local roads (e.g. residential streets), particularly for 24-hour activities.*  
*Install no-engine braking signs on designated routes.*  
*Ensure trucks are fitted with mufflers that comply with the original equipment manufacturer specifications and relevant EPA in-service noise requirements.*  
*Enforce speed restrictions on all construction vehicles.*  
*Complete regular maintenance checks of road surfaces and trucks.*  
*Implement temporary changes to traffic light sequences on designated routes to minimise truck stopping at junctions.*  
*Recruit the need for trucks to reverse and require the use of broadband reverse alarms.*  
*Advises to the extent practicable noise from any truck wash required for vehicles leaving construction sites (particularly at night).*  

**G1. Details of all community consultation measures to be implemented in accordance with NV5 and SC3 including:**

*Any precinct-specific community consultation measures; and*  
*Details of unavoidable works including the type of work, equipment to be used and duration of works must be made publicly available.*  
*For emergency unavoidable work, the proponent must provide a rationale to the satisfaction of the Independent Environmental Auditor as soon as practicable.*  

**NV6.**

*Approval for planned unavoidable works can only be granted by the Independent Environmental Auditor.*
CBD South Precinct Development Plan - Environmental Performance Requirement assessment

**Development Plan Requirements**

**Environmental Performance Requirement Development Plan Response**

**Social and Community**

**SC1**
- Provide for clear communication of relocation works to ensure awareness among affected stakeholders.
- Develop relocation plans that ensure the minimum impact on the community, business and cultural activities.
- Ensure any disruptive works are scheduled to occur in a manner that is consistent with the construction phase of the main project.
- Ensure that all stakeholders are informed of any imminent works and that adequate notice is given.
- Ensure that appropriate alternative arrangements are developed to manage any impact on the environment or community.
- Ensure that all stakeholders are informed of any imminent works and that adequate notice is given.
- Ensure that appropriate alternative arrangements are developed to manage any impact on the environment or community.

**SC2**
- Prior to commencement of relocation works, develop a relocation management framework that responds to the Residential Impact Mitigation Guidelines to ensure a cohesive approach across the Project for the voluntary (temporary) relocation of households subject to:
  a) Loss of access.
  b) Consideration of appropriate alternative sites and routes for events and parades.
  c) Taking into account relative vulnerability and special needs of the affected vulnerable groups.

**SC3**
- Prior to commencement of relocation works, the Project must develop a relocation framework that responds to the Residential Impact Mitigation Guidelines to ensure a cohesive approach across the Project for the voluntary (temporary) relocation of households subject to:
  a) Loss of access.
  b) Consideration of appropriate alternative sites and routes for events and parades.
  c) Taking into account relative vulnerability and special needs of the affected vulnerable groups.

**SC4**
- Prior to the commencement of Project works, each works package contractor must develop and implement a Community and Stakeholder Engagement Management Plan (CSEMP) in accordance with the CSEMF, to engage potentially affected stakeholders individually or through their relevant organisations.
- The CSEMF must outline the principles and approach to advising key stakeholders and other potentially affected stakeholders of the Project, Project progress, mitigation measures, and intended reinstatement measures where applicable.
- The CSEMF must provide for any interested stakeholder to be able to register their contact details to the Project webpage to ensure they are included and automatically advised of planned construction activities, Project progress, mitigation measures and intended reinstatement measures where applicable.
- The CSEMF must ensure that effective complaints management processes are in place, consistent with Australian Standard AS/NZS 10002:2014 Guidelines for Complaint Management in Organisations.
- The CSEMF must outline the principles and approach to advising key stakeholders and other potentially affected stakeholders of the Project, Project progress, mitigation measures, and intended reinstatement measures where applicable.

**SC5**
- Prior to commencement of relevant works in areas affected, develop a relocation management framework that responds to the Residential Impact Mitigation Guidelines to ensure a cohesive approach across the Project for the voluntary (temporary) relocation of households subject to:
  a) Loss of access.
  b) Consideration of appropriate alternative sites and routes for events and parades.
  c) Taking into account relative vulnerability and special needs of the affected vulnerable groups.

**SC6**
- Work 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) Process for notifying key stakeholders and the public of the release of early works plans or development plans for public inspection and comment.
  c) Process for notifying key stakeholders and the public of the release of early works plans or development plans for public inspection and comment.

**SC7**
- Prior to commencement of relevant works in areas affected, develop a relocation management framework that responds to the Residential Impact Mitigation Guidelines to ensure a cohesive approach across the Project for the voluntary (temporary) relocation of households subject to:
  a) Loss of access.
  b) Consideration of appropriate alternative sites and routes for events and parades.
  c) Taking into account relative vulnerability and special needs of the affected vulnerable groups.

**Community and Stakeholder Engagement Framework (CSMF)**

- The Community and Stakeholder Engagement Framework (CSMF) has been prepared by the Project and will be implemented where required, during construction works. The CSMF and a Special Events sub-plan have also been reviewed and approved by the Independent Environmental Auditor.

- Cross Yarra Partnership has prepared an Environmental Management System and developed a construction Environmental Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan including 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 prepared an Environmental Management System and developed a construction Environmental Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan including 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 prepared a Communications and Stakeholder Engagement Management Plan, including 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.

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- Cross Yarra Partnership has prepared an Environmental Management System and construction Environmental Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan, which include sub-plans, such as Respite and Relocation Management Framework. These plans will be reviewed by the project’s Independent Reviewer. This is subject to separate stakeholder consultation requirements and reviewed by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.

- Cross Yarra Partnership has prepared an Environmental Management System and construction Environmental Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan, which include sub-plans, such as Respite and Relocation Management Framework. These plans will be reviewed by the project’s Independent Reviewer. This is subject to separate stakeholder consultation requirements and reviewed by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.

- Cross Yarra Partnership has prepared an Environmental Management System and construction Environmental Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan, which include sub-plans, such as Respite and Relocation Management Framework. These plans will be reviewed by the project’s Independent Reviewer. This is subject to separate stakeholder consultation requirements and reviewed by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.
# CBD South Precinct Development Plan - Environmental Performance Requirement assessment

**Social and Community**

<table>
<thead>
<tr>
<th>Requirement ID</th>
<th>Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td>SC8</td>
<td>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.</td>
<td>To consider the impact of relevant stakeholders and key relevant Councils on the design and implementation of the works.  See Section 1.3 of the CBD South precinct development plan for list of relevant and interested stakeholders</td>
</tr>
<tr>
<td>SC9</td>
<td>In consultation with the City of Melbourne, develop a plan to utilise part of the Franklin Street road reserve for public open space post-construction. Plans must be in accordance with the Melbourne Metro Urban Design Strategy.</td>
<td>This is not relevant to CBD South precinct. Addressed in the CBD North Precinct Development Plan</td>
</tr>
<tr>
<td>SC10</td>
<td>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 location of those works, and how impacts may occur and contact details for further information.</td>
<td>Cross Yarra Partnership has prepared a Communications and Stakeholder Engagement Management Plan. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor</td>
</tr>
<tr>
<td>SC11</td>
<td>Prior to commencement of relevant works, establish a Parkville Reference Group comprising an independent chair, relevant government agencies including RUP, FXV, DCS/Tri (Transport),potentially, the Victorian Department of Health and Human Services, Ambulance Victoria, Yarra Trams, and key institutions in the Parkville Precinct as detailed in RPV Technical Note 064 Parkville Precinct Reference Group (19 August 2016) document number 21 and tabled 20 August 2016.</td>
<td>This is not relevant to the CBD South precinct. Refer to the Parkville Precinct Development Plan</td>
</tr>
<tr>
<td>SC12</td>
<td>These groups should be configured in a way that broadly satisfies the recommendation in the Minister’s Assessment and which also allows each Group to function coherently and effectively. Each Reference Group should have an independent chair.</td>
<td></td>
</tr>
</tbody>
</table>

**Surface Water**

<table>
<thead>
<tr>
<th>Requirement ID</th>
<th>Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td>SW1</td>
<td>Prior to commencement of relevant works, for all Precincts (with the exception of the western turnback) design permanent and temporary works and, if necessary, develop and implement emergency flood management measures for the tunnels, tunnel portals, access shafts, water entrances and Arden electrical substation to provide appropriate protection against floodwaters and overland stormwater flows.</td>
<td>Flood design and water sensitive urban design for the CBD South precinct is addressed in Section 4.4.7 of the Development Plan</td>
</tr>
<tr>
<td>SW2</td>
<td>Undertake stormwater modelling of the design of permanent and temporary works to demonstrate the resultant stormwater quantity and quality response to the Project.</td>
<td>Flood design and water sensitive urban design for the CBD South precinct is addressed in Section 4.4.7 of the Development Plan</td>
</tr>
</tbody>
</table>

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**Environmental Property Requirements**

<table>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>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.</td>
<td>Public open space at CBD South precinct is addressed in Section 4.3.3 and 4.4.6 of the Development Plan that includes the public open space activation for City Square and Federation Square</td>
</tr>
<tr>
<td></td>
<td>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 location of those works, and how impacts may occur and contact details for further information.</td>
<td>Each Precinct Reference Group should have an independent chair.  See EPRs LV1, LV2 and LU2</td>
</tr>
</tbody>
</table>

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**Cross Yarra Partnership**

- City Square
- Federation Square
- St Kilda Road intersection
- Edmund Harriss Memorial Oval
- Cobden Street Reserve
- Royal Parade and Grattan Street, Parkville
- JJ Holland Park
- The south-western entrance of the proposed CBD South station
- The South African Soldiers Memorial.

**Cross Yarra Partnership**

- A’Beckett Street open space
- Lovers Walk
- The south western entrance of the proposed CBD South station
- The South African Soldiers Memorial.

**Cross Yarra Partnership**

- Federation Square
- City Square
- Eden Theatre

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**Flood design and water sensitive urban design for the CBD South precinct** is addressed in Section 4.4.7 of the Development Plan.

---

**Public open space at CBD South precinct** is addressed in Section 4.3.3 and 4.4.6 of the Development Plan that includes the public open space activation for City Square and Federation Square.

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**Independent Reviewer and audited by the Independent Environmental Auditor.**

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**Cross Yarra Partnership**

- JJ Holland Park
- The south-western entrance of the proposed CBD South station
- The South African Soldiers Memorial.

---

**Cross Yarra Partnership**

- Federation Square
- City Square
- Eden Theatre

---

**Cross Yarra Partnership**

- A’Beckett Street open space
- Lovers Walk
- The south western entrance of the proposed CBD South station
- The South African Soldiers Memorial.

---

**Cross Yarra Partnership**

- Federation Square
- City Square
- Eden Theatre
CBD South Precinct Development Plan - Environmental Performance Requirement assessment

**Transport**

T1

1. The transport management plan(s) must be developed recognising other Projects operating concurrently and transient businesses such as bus/walking/cycling tours and airport transfers, and setting out the transport networks following construction and for review of the transport management plan(s), which should occur at least annually.

2. The transport management plan(s) must be prepared for each project, 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 limited to:
   - Management of any temporary or permanent full or partial closure of traffic lanes (including but not limited to):
     - Collins Street, Tansey Street and Lloyd Street, Kensington.
     - Arden Street, Longstret Street and Laurens Street, North Melbourne.
     - Royal Parade, Gipps Street, Barry Street and Leicester Street, Parkville.
     - Franklin Street, A'Beckett Street and Little Lonsdale Street, at CBD North.
     - Flinders Street, Flinders Lane and Swanston Street, at CBD South.
   - Urban design and land use planning with the potential to influence the design of public transport and network upgrades.
   - Management of 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 network planning and safe movement of pedestrians and cyclists.
   - Effective traffic management, including the installation of Park and Ride facilities for both workers and visitors, and ensuring that these facilities are properly integrated into the transport network.
   - Effective travel management, including the implementation of network enhancement projects (NEPs) in consultation with the TTWG for locations including, but not limited to:
     - Grattan Street, Barry Street and Leicester Street, Parkville.
     - Arden Street, Langstret Street and Laurens Street, North Melbourne.
     - Royal Parade, Gipps Street, Barry Street and Leicester Street, Parkville.
   - Effective travel management, including the implementation of network enhancement projects (NEPs) in consultation with the TTWG for locations including, but not limited to:
     - Grattan Street, Barry Street and Leicester Street, Parkville.
     - Arden Street, Langstret Street and Laurens Street, North Melbourne.
     - Royal Parade, Gipps Street, Barry Street and Leicester Street, Parkville.

4. The transport management plan(s) must include:
   - The development of peak-hour or off-peak traffic management plans.
   - The development of traffic management plans for construction sites.
   - The development of traffic management plans for parking facilities.
   - The development of traffic management plans for public transport facilities.
   - The development of traffic management plans for pedestrian facilities.
   - The development of traffic management plans for cycling facilities.
   - The development of traffic management plans for emergency service access.
   - The development of traffic management plans for public transport facilities.
   - The development of traffic management plans for pedestrian facilities.
   - The development of traffic management plans for cycling facilities.
   - The development of traffic management plans for emergency service access.
   - The development of traffic management plans for public transport facilities.
   - The development of traffic management plans for pedestrian facilities.
   - The development of traffic management plans for cycling facilities.
   - The development of traffic management plans for emergency service access.

5. The transport management plan(s) must include:
   - The development of peak-hour or off-peak traffic management plans.
   - The development of traffic management plans for construction sites.
   - The development of traffic management plans for parking facilities.
   - The development of traffic management plans for public transport facilities.
   - The development of traffic management plans for pedestrian facilities.
   - The development of traffic management plans for cycling facilities.
   - The development of traffic management plans for emergency service access.
   - The development of traffic management plans for public transport facilities.
   - The development of traffic management plans for pedestrian facilities.
   - The development of traffic management plans for cycling facilities.
   - The development of traffic management plans for emergency service access.
4. Where vehicles and pedestrian access are altered during construction, ensure that vehicle and pedestrian access is reinstated appropriately, in accordance with relevant road management authorities, and to the satisfaction of PTV / DEJTR (Transport), including (but not limited to):
   a. Options to divert the 401, 402, 403, 505 and 546 bus services.
   b. Train routes on La Trobe Street and Swanston Street.
   c. Train routes on Flinders Street and Swanston Street.
   d. Train services on Toorak Road West and the diversion of the No. 8 rail line.
   e. Periodic closures of Royal Parade tram route.
   f. Train routes on St Kilda Road.
   g. Description to other tram routes through Domain tram stop.
   h. Replace bus services for discontinued passenger journeys.

5. Develop and implement a plan for the future use of Franklin Street in consultation with the relevant road management authorities that includes:
   a. Optimising the design of Franklin Street in the Project Area.
   b. Considers opportunities for replacement of any net loss of parking at nearby locations.
   c. Replaces loading zones to service the needs of the existing businesses in the precinct where disrupted during construction.
   d. Reduces the risk of overflow parking in local streets from South Kensington station and activities at JJ Holland Park.
   e. Considers appropriate pedestrian access to public car parks and adjoining properties adjacent to or within construction areas including the car park beneath University Square.

6. 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:
   a. Monitoring the change in travel patterns around the area associated with the revised design of Franklin Street.
   b. Regard to the future function of Franklin Street envisaged in the Queen Victoria Market Precinct Renewal Master Plan.
   c. Optimising the design of Franklin Street in the Project Area.

7. Engage with key stakeholders in the development, implementation and monitoring of the Travel Demand Management Strategy including, but not limited to, councils, road management authorities, PTV and relevant public transport providers, educational facilities, research institutions, businesses and impacted community groups. These plans have also been audited by the Independent Environmental Auditor.

8. 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 closures/modifications and to reduce traffic congestion around construction sites, particularly in the vicinity of the Pedestrian and Bicycle Precincts. The plans must be consistent with the RVP Community and Stakeholder Engagement Framework (Ver. RVP 3.0) and, where practicable, include a mechanism for collecting and disseminating real-time travel information to the public. Existing traffic and public transport information channels should be used wherever possible.

Transport

T4

Public Transport (Construction Phase)

1. Prior to the development of relevant construction works, RPV is to develop a Travel Demand Management Strategy and appropriate tools to promote specific transport behaviour changes in response to road, bicycle and pedestrian path closures/modifications and to reduce traffic congestion around construction sites, particularly in the vicinity of the Pedestrian and Bicycle Precincts. The plans must be consistent with the RVP Community and Stakeholder Engagement Framework (Ver. RVP 3.0) and, where practicable, include a mechanism for collecting and disseminating real-time travel information to the public. Existing traffic and public transport information channels should be used wherever possible.

2. Engage with key stakeholders in the development, implementation and monitoring of the Travel Demand Management Strategy including, but not limited to, councils, road management authorities, PTV and relevant public transport providers, educational facilities, research institutions, businesses and impacted community groups. These plans have also been audited by the Independent Environmental Auditor.

3. Cross Yarra Partnership has prepared a Transport Management Plan (including relevant sub-plans, such as the Public Transport Management Plan and Truck Traffic Management Plan), which have been reviewed and accepted by the Independent Reviewer. These plans have also been audited by the Independent Environmental Auditor.

T5

Active Transport (Construction Phase)

1. Develop and implement transport management measures in consultation with the TTCRG and relevant road management authorities for cyclists and pedestrians to maintain connectivity and reasonable pedestrian performance levels throughout construction for road and shared pathways users (including but not limited to):
   a. Options to divert the 401, 402, 403, 505 and 546 bus services.
   b. Train routes on La Trobe Street and Swanston Street.
   c. Train routes on Flinders Street and Swanston Street.
   d. Train services on Toorak Road West and the diversion of the No. 8 rail line.
   e. Periodic closures of Royal Parade tram route.
   f. Train routes on St Kilda Road.
   g. Description to other tram routes through Domain tram stop.
   h. Replace bus services for discontinued passenger journeys.

2. Engage with key stakeholders in the development, implementation and monitoring of the Travel Demand Management Strategy including, but not limited to, councils, road management authorities, PTV and relevant public transport providers, educational facilities, research institutions, businesses and impacted community groups. These plans have also been audited by the Independent Environmental Auditor.

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

Road Transport (Operational Phase)

1. Design all roundabout and shared pathway works to relevant transport standards to maintain safety of movement in consultation with the relevant road management authorities and TTWGR, as required. Designs should be undertaken by appropriate transport modelling and have an objective to facilitate public transport and minimise car parking to the extent practicable.

2. Develop and implement a plan to reallocate car parking on Chadwick Street, Kensington and La Trobe Street in consultation with the relevant road management authorities that:
   a. Minimises the permanent loss of parking spaces possible.
   b. Ensure re-established car parking does not encroach on JJ Holland Park.
   c. Considers opportunities for replacement of any relocations at nearby locations.
   d. Reduces the risk of overflow parking in local streets from South Kensington station and activities at JJ Holland Park.

3. Engage with key stakeholders in the development, implementation and monitoring of the Travel Demand Management Strategy including, but not limited to, councils, road management authorities, PTV and relevant public transport providers, educational facilities, research institutions, businesses and impacted community groups. These plans have also been audited by the Independent Environmental Auditor.

4. Develop and implement a plan for the future use of Franklin Street in consultation with the relevant road management authorities that includes:
   a. Optimising the design of Franklin Street in the Project Area.
   b. Regard to the future function of Franklin Street envisaged in the Queen Victoria Market Precinct Renewal Master Plan.
   c. Monitoring the change in travel patterns around the area associated with the revised design of Franklin Street.
   d. Develop and implement a plan for the design of Alfred Street, Little La Trobe Street and Swanston Street in consultation with relevant road management authorities that includes:
      i. Optimising the design of an Alfred Street and location of station infrastructure.
      ii. Consideration of pedestrian and vehicle movements on Swanston Street between La Trobe and Alfred Streets and on Little La Trobe Street.
   e. Optimize the design of the reinstated Alfred Street and apply the road user hierarchy in consultation with the relevant road management authorities that:
      i. Reduce delays and congestion.
      ii. Maintain safe operations through the precinct.
   f. Determine the optimal parking provision in the area and replace any lost parking where possible.
   g. Where vehicles and pedestrian access are affected during construction, ensure that vehicle and pedestrian access is reinstated appropriately, in accordance with relevant road design standards, so adjacent lands are not compromised.

Cross Yarra Partnership has prepared a Transport Management Plan (including relevant sub-plans, such as the Public Transport Management Plan and Truck Traffic Management Plan), which have been reviewed and accepted by the Independent Reviewer. These plans have also been audited by the Independent Environmental Auditor.

T7

Active Transport (Construction Phase)

1. Develop and implement transport management measures in consultation with the TTCRG and relevant road management authorities for cyclists and pedestrians to maintain connectivity and reasonable pedestrian performance levels throughout construction for road and shared pathways users (including but not limited to):
   a. Options to divert the 401, 402, 403, 505 and 546 bus services.
   b. Train routes on La Trobe Street and Swanston Street.
   c. Train routes on Flinders Street and Swanston Street.
   d. Train services on Toorak Road West and the diversion of the No. 8 rail line.
   e. Periodic closures of Royal Parade tram route.
   f. Train routes on St Kilda Road.
   g. Description to other tram routes through Domain tram stop.
   h. Replace bus services for discontinued passenger journeys.

2. Engage with key stakeholders in the development, implementation and monitoring of the Travel Demand Management Strategy including, but not limited to, councils, road management authorities, PTV and relevant public transport providers, educational facilities, research institutions, businesses and impacted community groups. These plans have also been audited by the Independent Environmental Auditor.

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

4. 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:
   a. Monitoring the change in travel patterns around the area associated with the revised design of Franklin Street.
   b. Regard to the future function of Franklin Street envisaged in the Queen Victoria Market Precinct Renewal Master Plan.
   c. Monitoring the change in travel patterns around the area associated with the revised design of Franklin Street.
   d. Develop and implement a plan for the design of Alfred Street, Little La Trobe Street and Swanston Street in consultation with relevant road management authorities that includes:
      i. Optimising the design of an Alfred Street and location of station infrastructure.
      ii. Consideration of pedestrian and vehicle movements on Swanston Street between La Trobe and Alfred Streets and on Little La Trobe Street.
   e. Optimize the design of the reinstated Alfred Street and apply the road user hierarchy in consultation with the relevant road management authorities that:
      i. Reduce delays and congestion.
      ii. Maintain safe operations through the precinct.
   f. Determine the optimal parking provision in the area and replace any lost parking where possible.
   g. Where vehicles and pedestrian access are affected during construction, ensure that vehicle and pedestrian access is reinstated appropriately, in accordance with relevant road design standards, so adjacent lands are not compromised.

Cross Yarra Partnership has prepared a Transport Management Plan (including relevant sub-plans, such as the Public Transport Management Plan and Truck Traffic Management Plan), which have been reviewed and accepted by the Independent Reviewer. These plans have also been audited by the Independent Environmental Auditor.
**CBD South Precinct Development Plan - Environmental Performance Requirement assessment**

**Author:** Elif Aygun  
**Checker:** Sabrina Chapman  
**Approver:** Mat Peel  
**Date:** 3/08/2022

### Transport

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<tr>
<th>Code</th>
<th>Requirement</th>
<th>Development Plan Notes</th>
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| T8   | Public Transport (Operational Phase)  
1. Review, with PTV / DEEWR (Transport), the bus services in the areas around Arden, Parkville, CBD North, CBD South and Domain stations, including a review of the route 401 bus frequency  
2. In consultation with PTV / DEEWR (Transport), optimise the design of Melbourne Metro stations to ensure integration with existing and planned future uses and so that they will provide connections:  
   a) Between the Parkville station and the new tram stop on Royal Parade.  
   b) For interchange between the CBD North station and the existing tram services along La Trobe Street and Swanston Street.  
   c) Between the Domain station and the new tram station on St Kilda Road and connections to the tram network.  
3. In consultation with the relevant road management authorities, implement measures to address pedestrian congestion at and around station entrances where they interface with the Precincts, to the extent practicable.  
4. Provide adequate wayfinding to facilitate passenger transfers (see EPR LU4).  
5. Review, with PTV / DEEWR (Transport) and Yarra Trams, the bus and tram services in the area to optimise the functionality of the CBD North and CBD South stations and to reduce the reliance on the Swanston Street tram corridor. | Operational public transport for the CBD South precinct is addressed in Section 4.4.8 of the Development Plan. |
| T9   | Active Transport (Operational Phase)  
1. Develop and implement a permanent pedestrian footpath and on road bicycle design for Childers Street, Kensington with the relevant road management authority, relevant local council, and the land manager prior to the removal of the shared use path on the southern side of the street.  
2. In cooperation with the relevant road management authority and local council, and where practicable to do so, re-allocate on-road bicycle lanes and bicycle parking provisions removed during construction.  
3. In consultation with PTV / DEEWR (Transport) and relevant local councils undertake a study of bicycle parking demands for the new stations.  
4. Provide appropriate 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.  
5. Review the reinstatement and provision of safe and effective bicycle lanes and pedestrian areas in and around the Melbourne Metro station sites in cooperation with the relevant road management authorities and the relevant local council.  
6. Provide wayfinding information to enhance connectivity for pedestrians and public transport users, in consultation with relevant local councils and user groups, including but not limited to the following locations:  
   a) Between Melbourne Central Station and CBD North Station.  
   b) The underground connection between Flinders Street Station and CBD South Station.  
   c) All future interchanges between new Melbourne Metro stations and other transport modes.  
   d) At modal interchanges between new Melbourne Metro stations and other transport modes.  
7. In consultation with the Parkville Reference Group, established under EPR SC11, review future pedestrian movement and conditions at the Parkville Precinct in order to optimise the number and location of station entries and the surrounding footpath environment. | Operational active transport for the CBD South precinct is addressed in Section 4.4.8 of the Development Plan. |
| T10  | 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 when the change may affect the capacity of residents to sleep.  
   b) Providing for minimal change in waste collection times when the change may affect the capacity of residents to sleep.  
   c) Providing for minimal change in waste collection times when the change may affect the capacity of residents to sleep.  
   d) Providing for minimal change in waste collection times when the change may affect the capacity of residents to sleep.  
   e) Design for re-instatement of appropriate access for existing waste services during Project operation.  
2. 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 CBD South precinct is addressed in Section 4.4.8 of the Development Plan. |