

Associated Works Area



#### APPENDIX A: EASTERN PORTAL SITE LAYOUT PLAN

TAS-CYP-EPZ-ZWD-DRG-XLP-NAP-X0001

LegendTAS-CYP-EP-00-DRG-AUD-MMN-000002-DPKey PlanTAS-CYP-EP-00-DRG-AUD-MMN-000003-DPSite Layout PlanTAS-CYP-EP-00-DRG-AUD-MMN-002201-DP

Eastern Portal Development Plan | Friday, 22 October 2021

### LEGEND

G.5 | 11/06/21 | ISSUED FOR DEVELOPMENT PLAN

G.4 14/05/18 ISSUED FOR DEVELOPMENT PLAN

G.3 03/04/18 ISSUED FOR DEVELOPMENT PLAN

G.2 19/03/18 ISSUED FOR DEVELOPMENT PLAN

G.1 08/03/18 ISSUED FOR DEVELOPMENT PLAN

Revised By In Serv Rev. Date Description

CYP CYP



ES CG

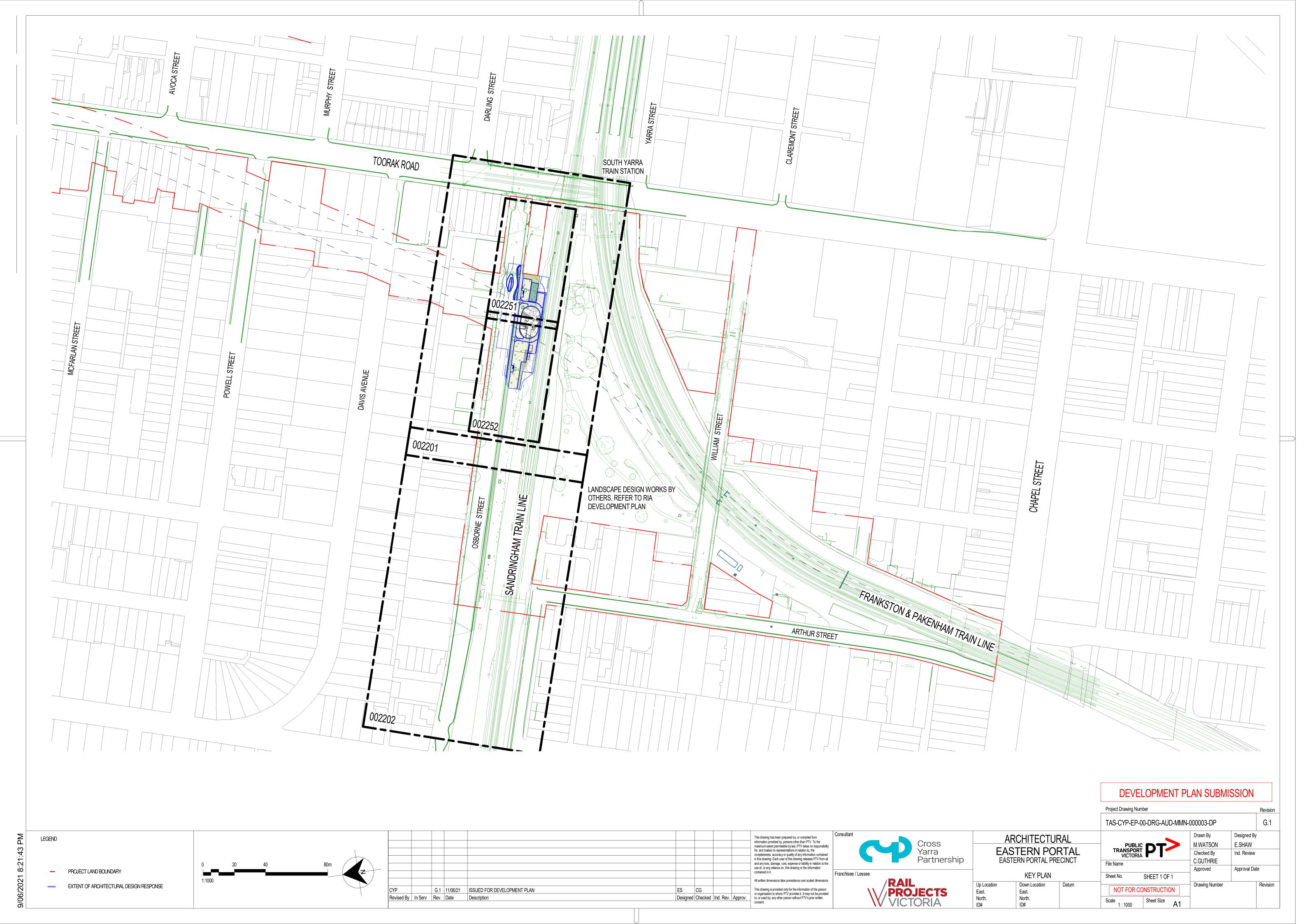
HWW hrlv/GB

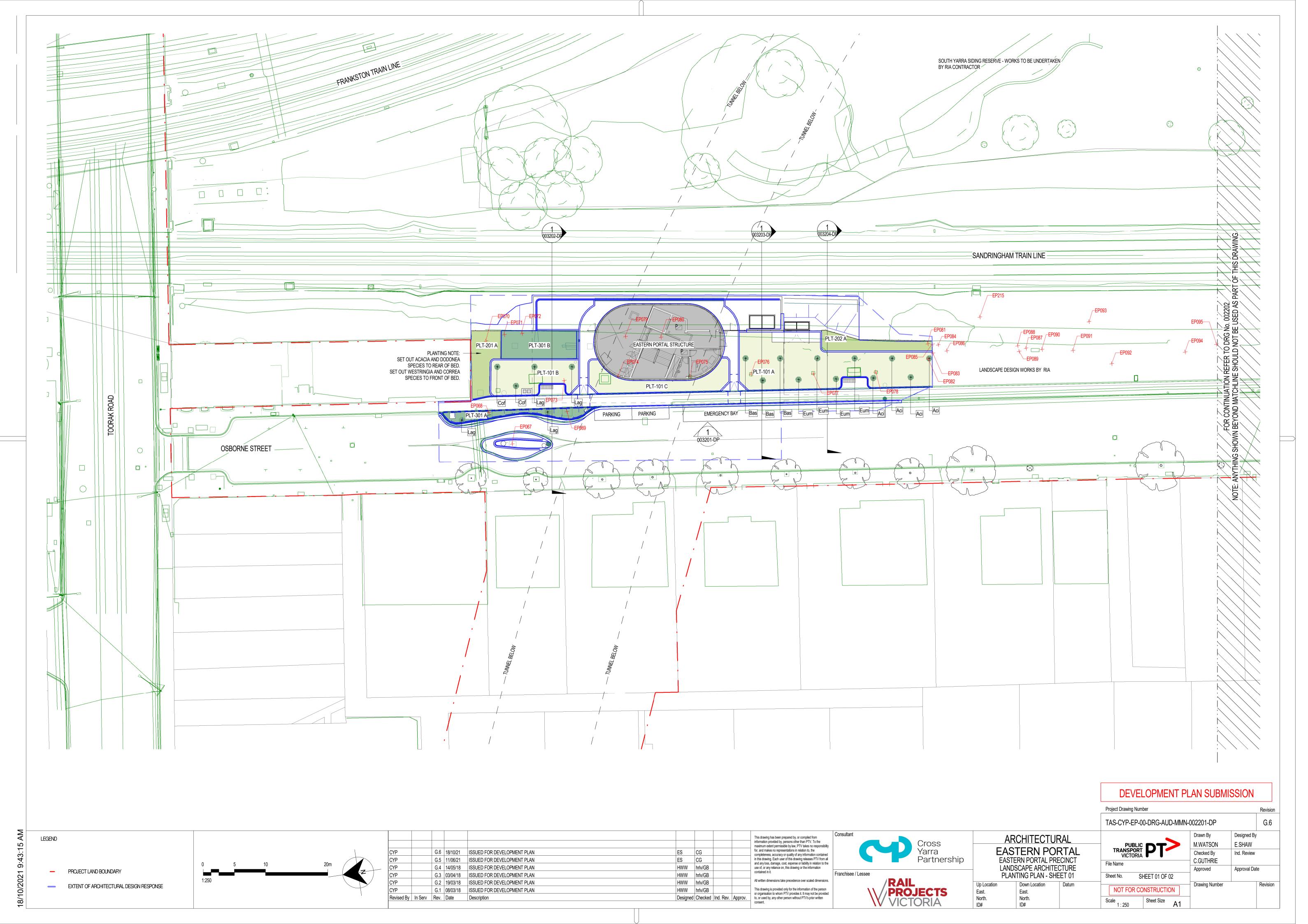
HWW hrlv/GB

HWW hrlv/GB

HWW hrlv/GB









Legend

Eastern Portal Associated Works Area

Project Land

Vicmap Property Parcel

57.33 114.7 Meters (A3) 1:2,257

l								
CYP		D4	05.07.2	I ISSUED FOR SUBMISSION	S.E	S.C.		
CYP		D3	04.06.18	ISSUED FOR SUBMISSION	E.Y.	M. A.		
CYP		D2	03.04.18	ISSUED FOR SUBMISSION	E.Y.	M. A.		
CYP		D1	19.03.18	ISSUED FOR SUBMISSION	E.Y.	M. A.		
Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Rev.	Approx.

This drawing has been prepared by, or compiled from information provided by, persons other than PTV. To the maximum extent permissible by law. PTV takes no Yarra

Partnership

This drawing law persons other than PTV. To the maximum extent permissible by law. PTV takes no the seponsibility for, and makes no epresentations in relation to the compileteness, accuracy or quality of any information contained in this drawing. Each user of this drawing release PTV from all and any loss, damage, cost, expense or isability in relation to the use of, or any reliance on, this drawing or the information contained in it. Franchisee / Lessee

MELBOURNE METRO RAIL AUTHORITY

This drawing is provided only for the information of the person or organisation to whom PTV provides it. It may not be provided to, or used by, any other person without PTV's prior written consent.

OTHER	
METRO TUNNEL	
EASTERN PORTAL	
CONSTRUCTION PLAN	

Up Location Down Location Datum East. North. ID# MGA Z55

Project Drawing No. TAS-CYP-EPZ-ZWD-DRG-XLP-NAP-X0001 D					
PUBLIC TRANSPORT	Drawn By N CAVALLO	Design E S CH	,	AN	
TRANSPORT VICTORIA	Checked By S. CHAPMAN	Ind. Review			
File Name	Approved	Approval Date		<del></del>	
Sheet No. 02 of 02			_		
NOT FOR CONSTRUCTION	Drawing Number	lumber R		ision	

1:1,000

		Drawn By N CAVALLO	Design E S CH	By APMAN
		Checked By S. CHAPMAN	Ind. Revi	iew
		Approved	Approval	Date
		Drawing Number		Revision





## APPENDIX B: EASTERN PORTAL ARCHITECTURAL PLANS AND ELEVATIONS

Precinct Plan TAS-CYP-EP-00-DRG-ARC-MMN-001000-DP

Site Plan TAS-CYP-EP-00-DRG-ARC-MMN-002201-DP

Ground Floor Plan TAS-CYP-EP-00-DRG-ARC-MMN-003001-DP

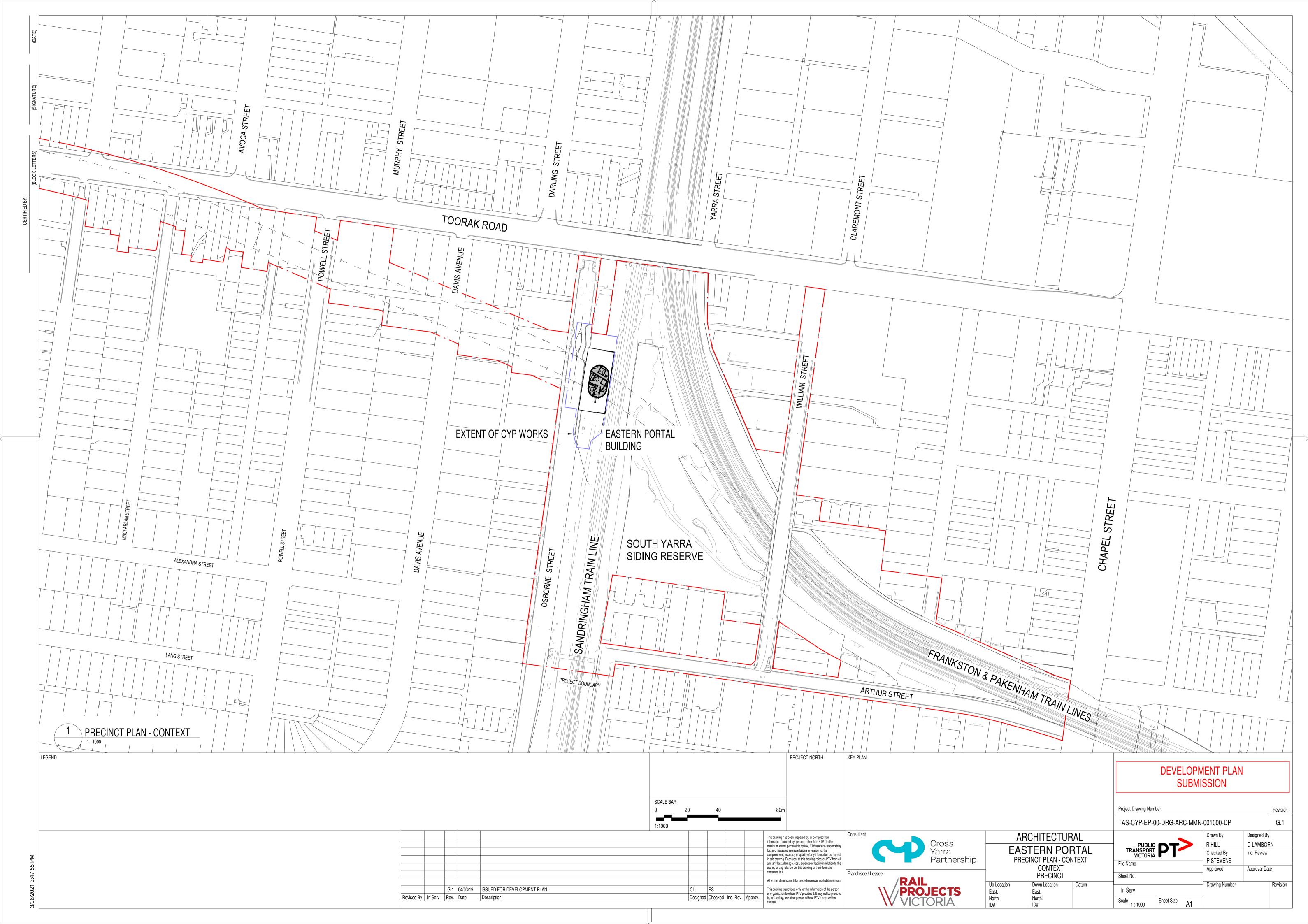
Section North-South TAS-CYP-EP-00-DRG-ARC-MMN-003201-DP

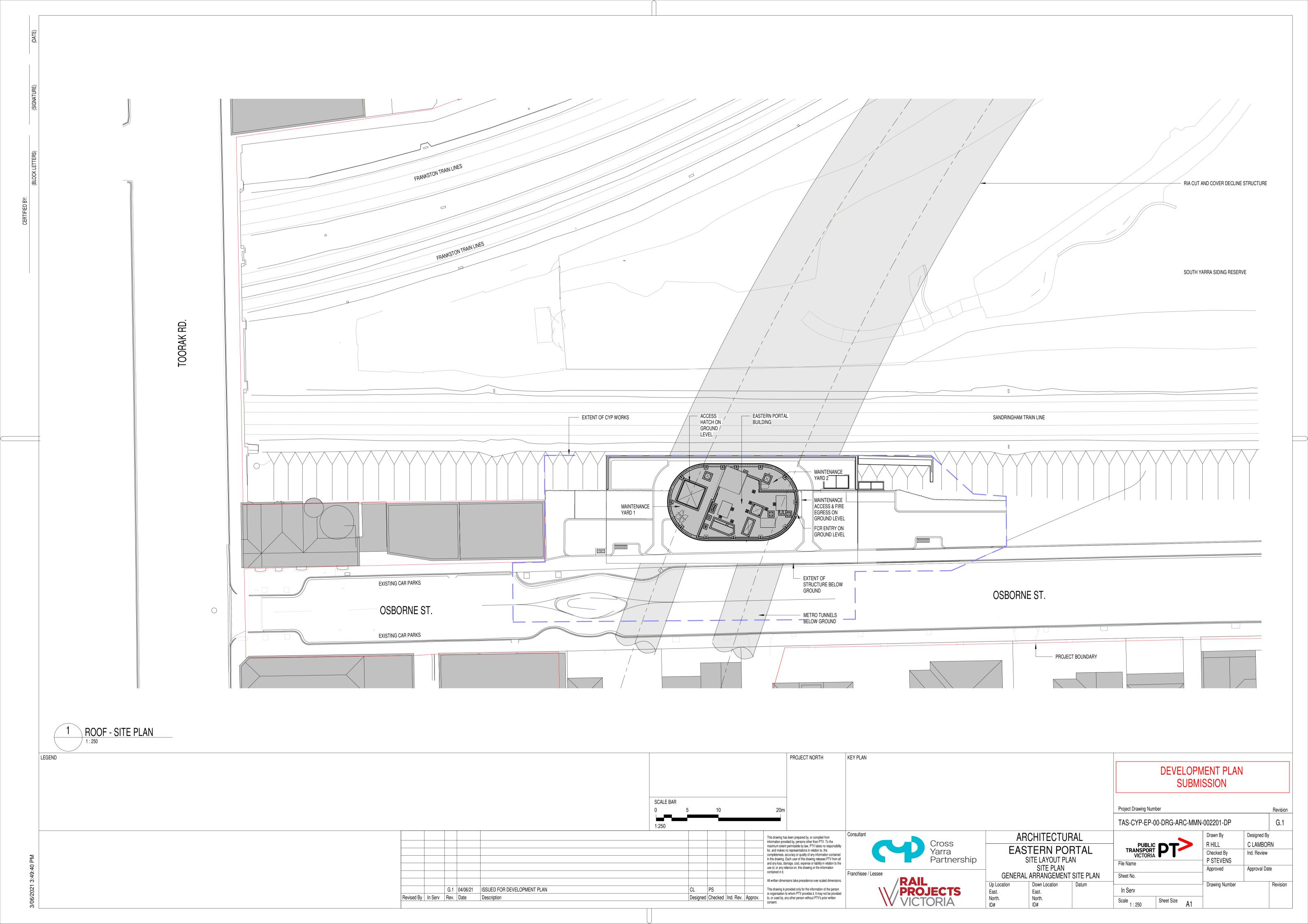
Section East-West TAS-CYP-EP-00-DRG-ARC-MMN-003201-DP

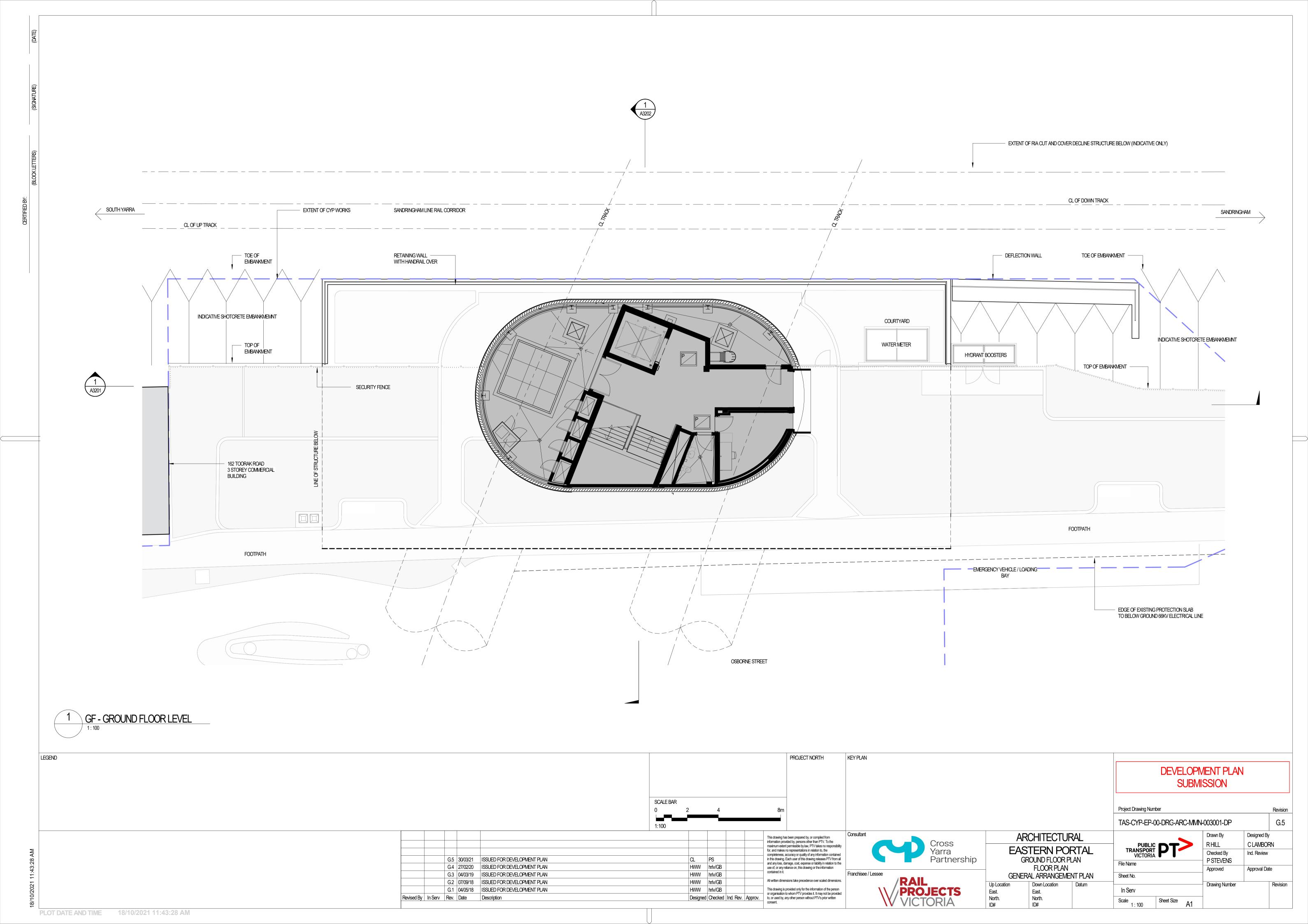
External Elevations – East & West TAS-CYP-EP-00-DRG-ARC-MMN-003203-DP

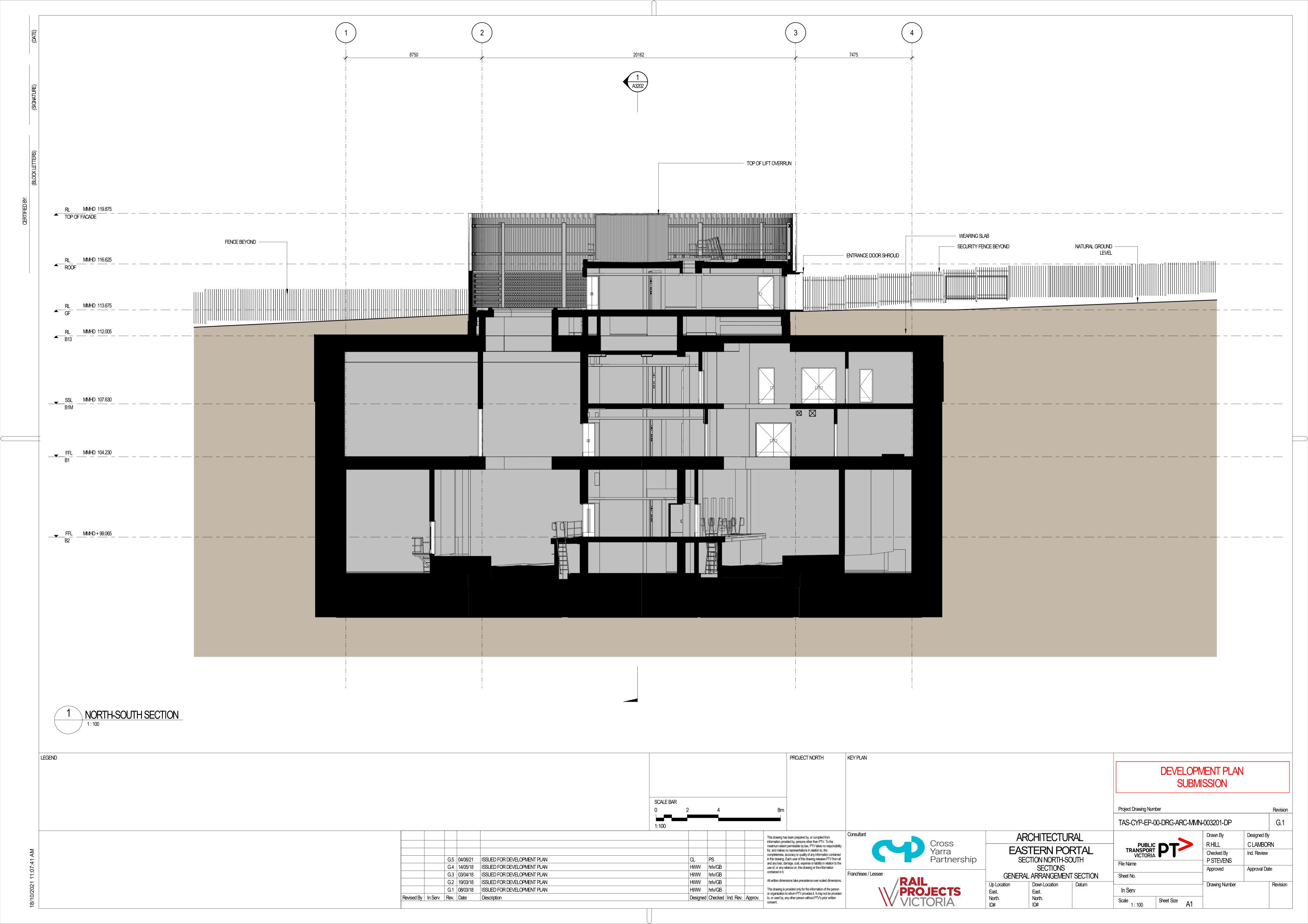
External Elevations – North & South TAS-CYP-EP-00-DRG-ARC-MMN-003204-DP

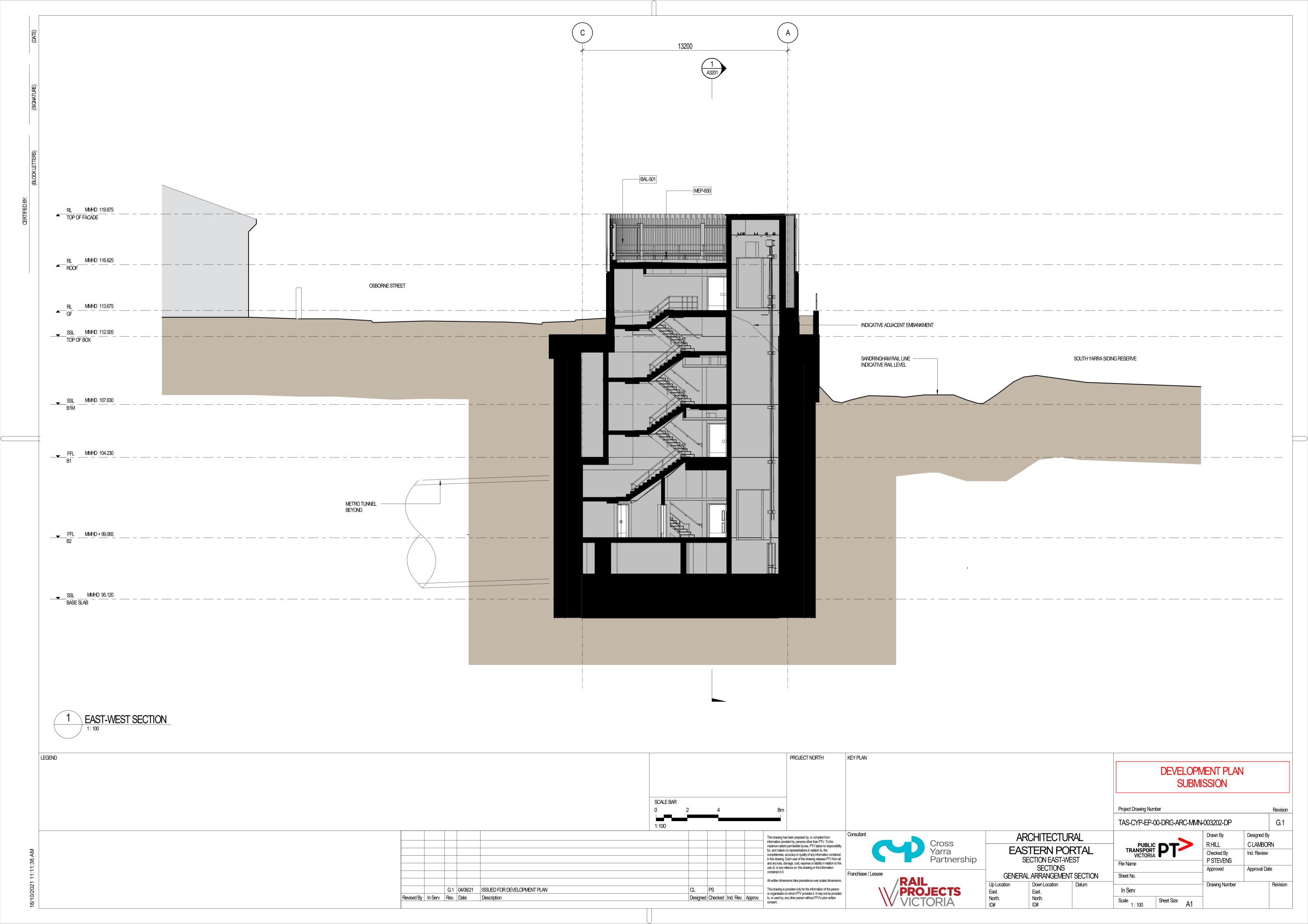
Indicative Materials TAS-CYP-EP-00-DRG-ARC-MMN-000006-DP

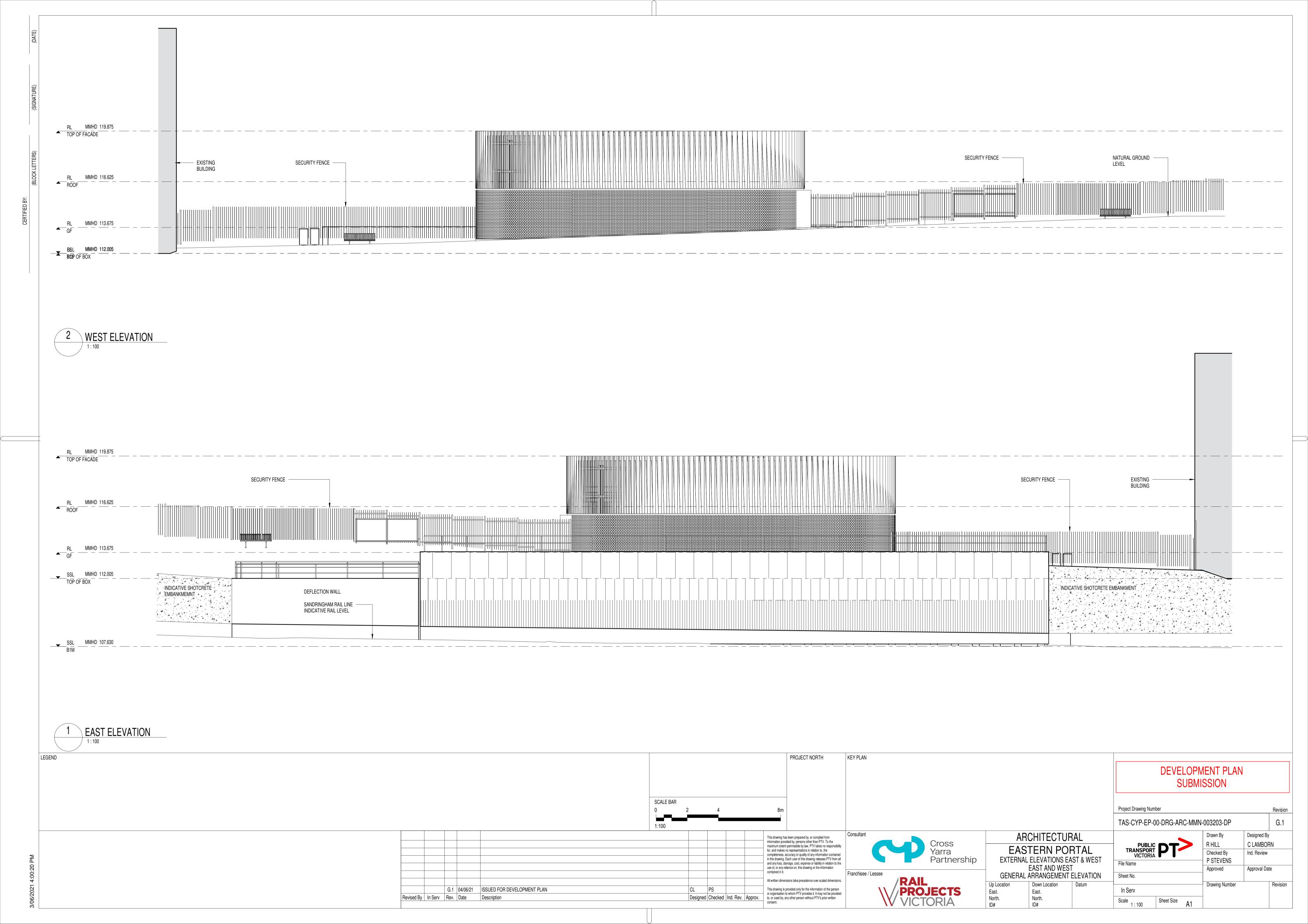


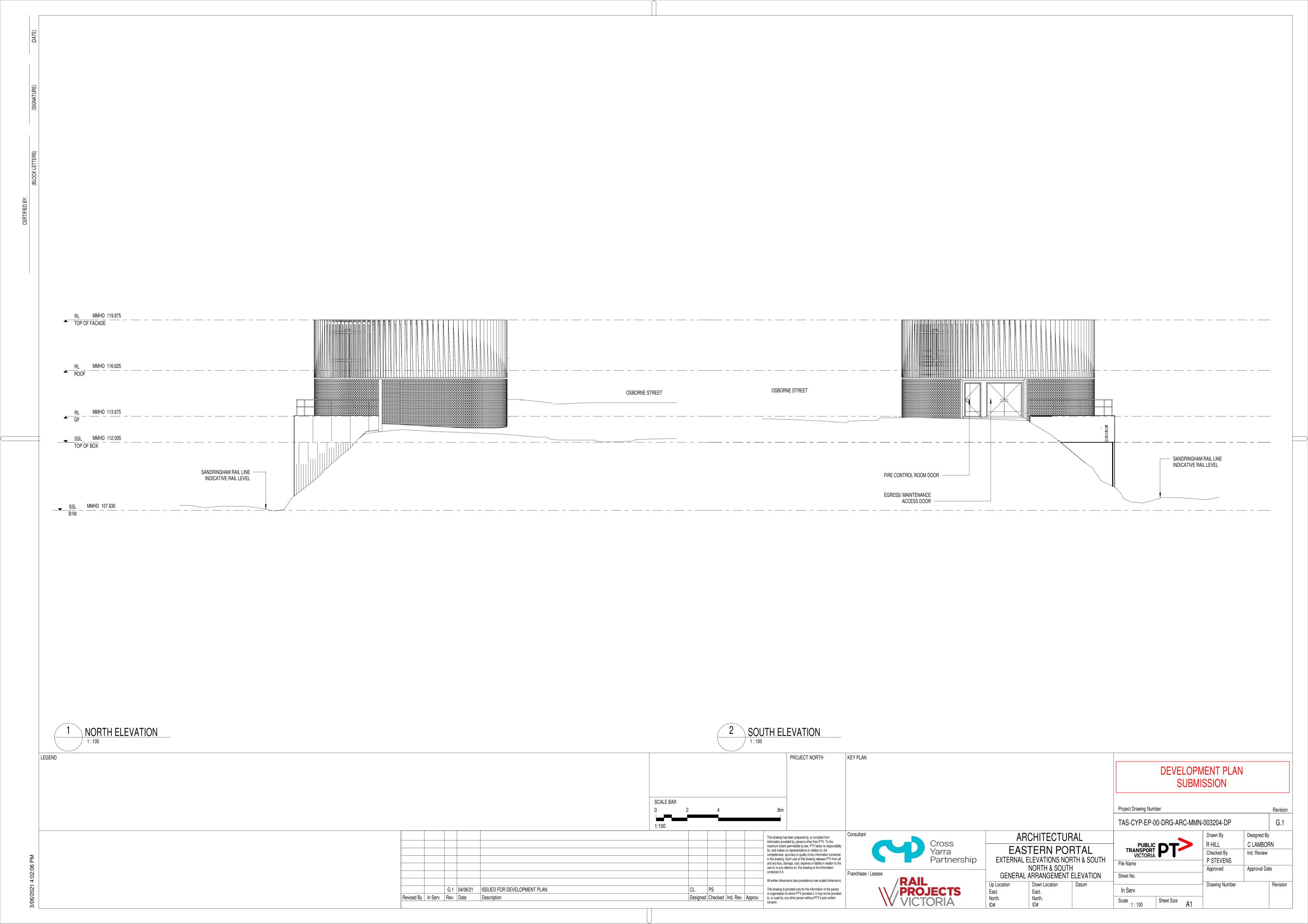














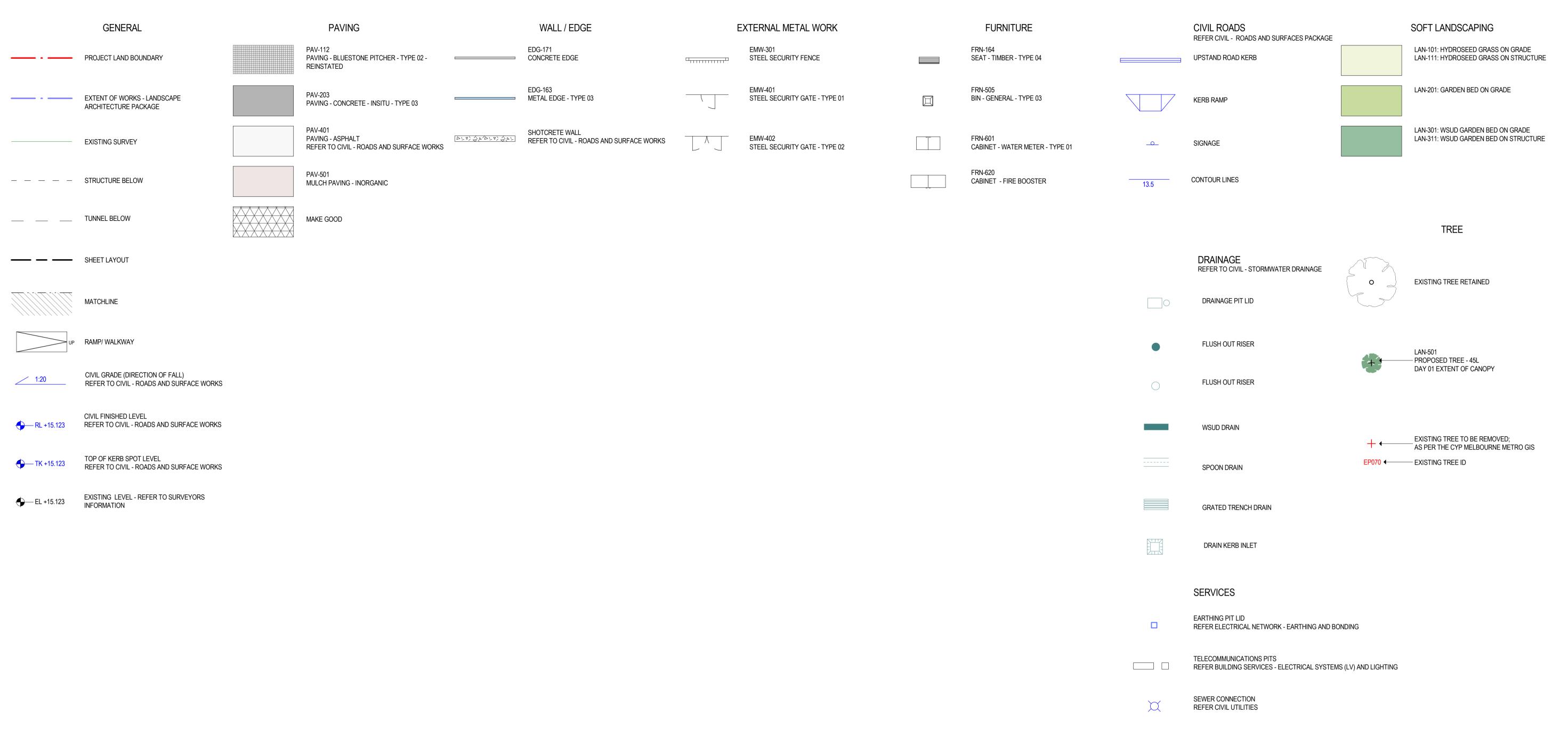


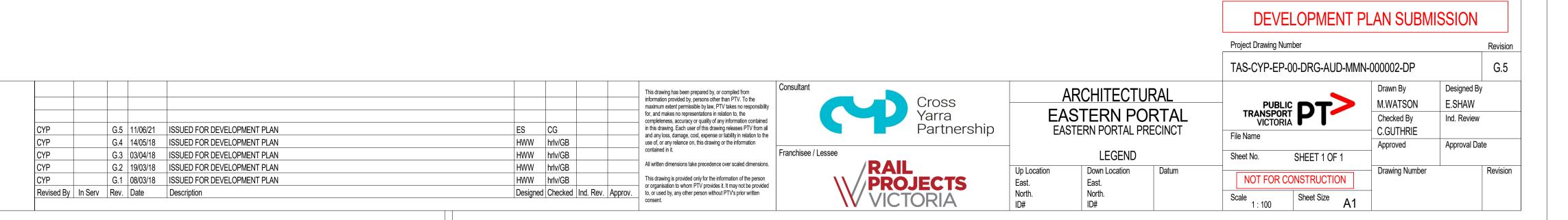


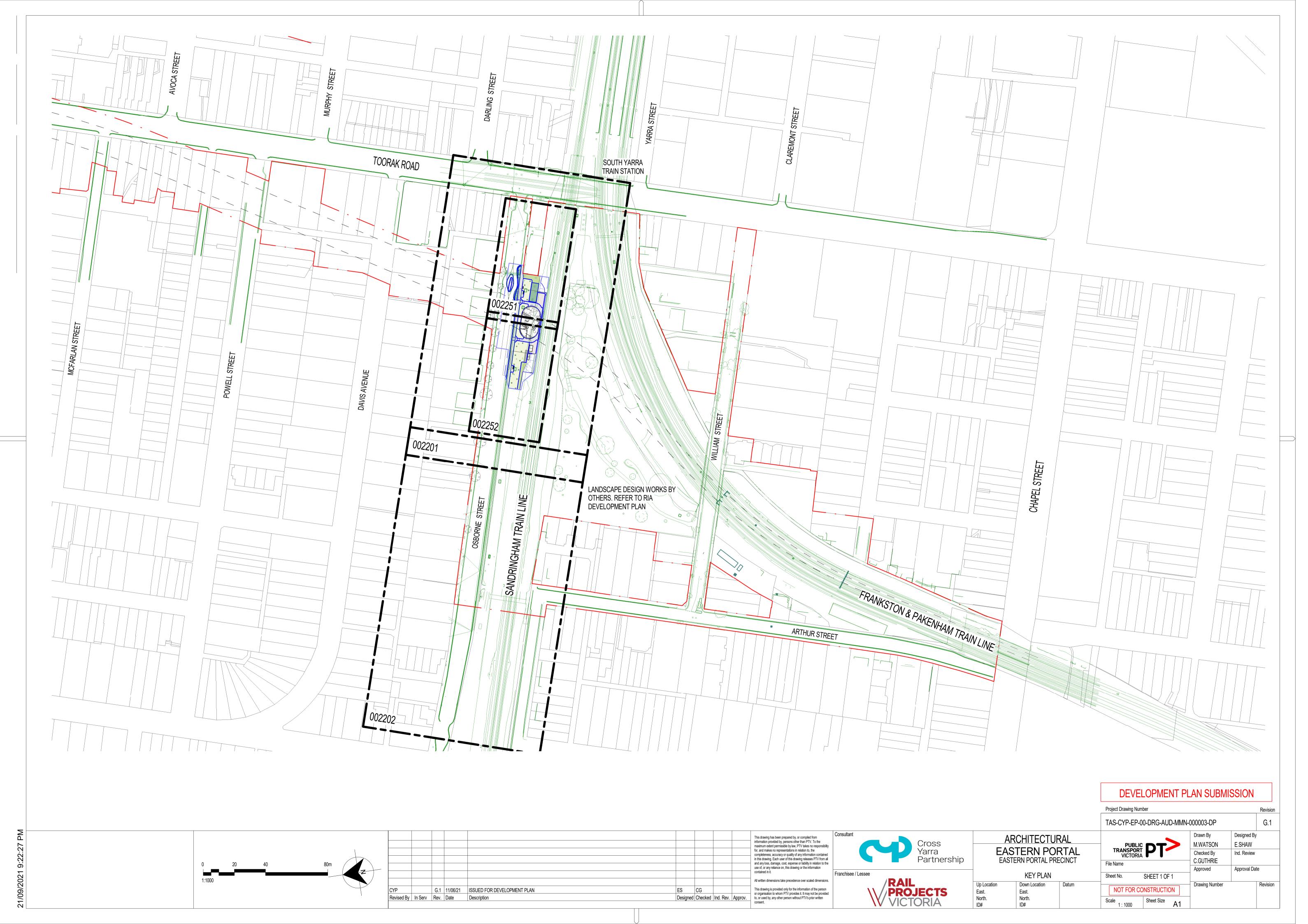
## APPENDIX C: EASTERN PORTAL LANDSCAPE AND PUBLIC REALM PLANS AND ELEVATIONS

Legend TAS-CYP-EP-00-DRG-AUD-MMN-000002-DP Key Plan TAS-CYP-EP-00-DRG-AUD-MMN-000003-DP Planting Schedule TAS-CYP-EP-00-DRG-AUD-MMN-000011-DP Planting Plan - Sheet 01 TAS-CYP-EP-00-DRG-AUD-MMN-002201-DP Planting Plan - Sheet 02 TAS-CYP-EP-00-DRG-AUD-MMN-002202-DP Elevation TAS-CYP-EP-00-DRG-AUD-MMN-003201-DP Sections - Sheet 01 TAS-CYP-EP-00-DRG-AUD-MMN-003202-DP Sections - Sheet 02 TAS-CYP-EP-00-DRG-AUD-MMN-003203-DP Sections - Sheet 03 TAS-CYP-EP-00-DRG-AUD-MMN-003204-DP Materials & Finishes Plan - Sheet 01 TAS-CYP-EP-00-DRG-AUD-MMN-002251-DP Materials & Finishes Plan - Sheet 02 TAS-CYP-EP-00-DRG-AUD-MMN-002252-DP

### LEGEND







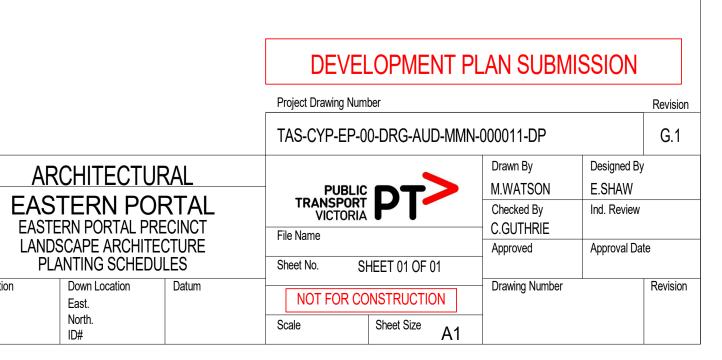
TREE CANOPY SCHEDULE							
Туре	15 years Canopy Size	Quantity	Count Integer	Total Canopy Area			
In planting	33 m <sup>2</sup>	17	10	561 m <sup>2</sup>			
Grand total		17	10	561 m <sup>2</sup>			

\_Tree type categories and canopy calculations as per RPV methodology (TAS-MMR-LET-000331)

21/09/2021 9:22:30 PM

PLT-101	BOTANIC NAME	COMMON NAME	ABBREVIATION	PLANTS / m2	POT SIZE	PERCENTAGE	NATIVE/EXOTIC
Hydroseed Mix 01	Pennisetum clandestinum 'Village Green'	Kikuyu 'Village Green'	Pec	30g / m2	N/A	100%	Exotic
	POTANIO MANIE	00111101111111	ADDDEWATION	DI ANITO / O	DOT 0175	DEDOENTAGE	NATIVE (EVOTIO
PLT-201	BOTANIC NAME	COMMON NAME	ABBREVIATION	PLANTS / m2	POT SIZE	PERCENTAGE	NATIVE/EXOTIC
Garden Bed Mix 01	Westringia fruiticosa 'Zena'	Coastal Rosemary	Wef	4	200mm	25%	Native
Garden Bed Mix UT	Dodonaea viscosa	Sticky Hop Bush	Dov	4	200mm	25%	Native
	Correa glabra 'Ivory Lantern'	Rock Correa	Cor	4	200mm	25%	Native
	Acacia acinacea	Gold Dust Wattle	Aca	4	200mm	25%	Native
PLT-202	BOTANIC NAME	COMMON NAME	ABBREVIATION	PLANTS / m2	POT SIZE	PERCENTAGE	NATIVE/EXOTIC
	Dodonaea viscosa	Sticky Hop Bush	Dov	4	200mm	50%	Native
Garden Bed Mix 02	Acacia acinacea	Gold Dust Wattle	Aca	4	200mm	50%	Native
PLT-301	BOTANIC NAME	COMMON NAME	ABBREVIATION	PLANTS / m2	POT SIZE	PERCENTAGE	NATIVE/EXOTIC
	Goodenia ovata	Hop Goodenia	Goo	5	150mm	30%	Native
WSUD Bed Mix 01	Ficinia nodosa	Knobby Club Rush	Fin	5	150mm	30%	Native
	Carex appressa 'Cyperacaae'	Tall Sedge	Caa	5	150mm	20%	Native
		<del>-</del>					

				PL	ANTING SCH	HEDULE				
Planting	Location	Area	Species 1	Quantities	Species 2	Quantities	Species 3	Quantities	Species 4	Quantities
PLT-101	Α	200 m <sup>2</sup>	Pec							
PLT-101	В	69 m²	Pec							
PLT-101	С	59 m²	Pec							
PLT-201	Α	41 m²	Wef	41	Dov	41	Cor	41	Aca	41
PLT-202	Α	37 m²	Aca	74	Dov	74		0		0
PLT-301	Α	30 m²	Goo	45	Fin	45	Caa	30	Dic	30
PLT-301	В	57 m²	Goo	85	Fin	85	Caa	57	Dic	57
Grand tota	 al	493 m²	<u>'</u>				1			



This drawing has been prepared by, or compiled from information provided by, persons other than PTV. To the maximum extent permissible by law, PTV takes no responsibility for, and makes no representations in relation to, the completeness, accuracy or quality of any information contained in this drawing. Each user of this drawing releases PTV from all and any loss, damage, cost, expense or liability in relation to the use of, or any reliance on, this drawing or the information contained in it All written dimensions take precedence over scaled dimensions. ES CG

Designed Checked Ind. Rev. Approv.

This drawing is provided only for the information of the person or organisation to whom PTV provides it. It may not be provided to, or used by, any other person without PTV's prior written consent. G.1 11/06/21 ISSUED FOR DEVELOPMENT PLAN Revised By In Serv Rev. Date Description

Partnership Franchisee / Lessee RAIL PROJECTS VICTORIA

Down Location

East.

North.

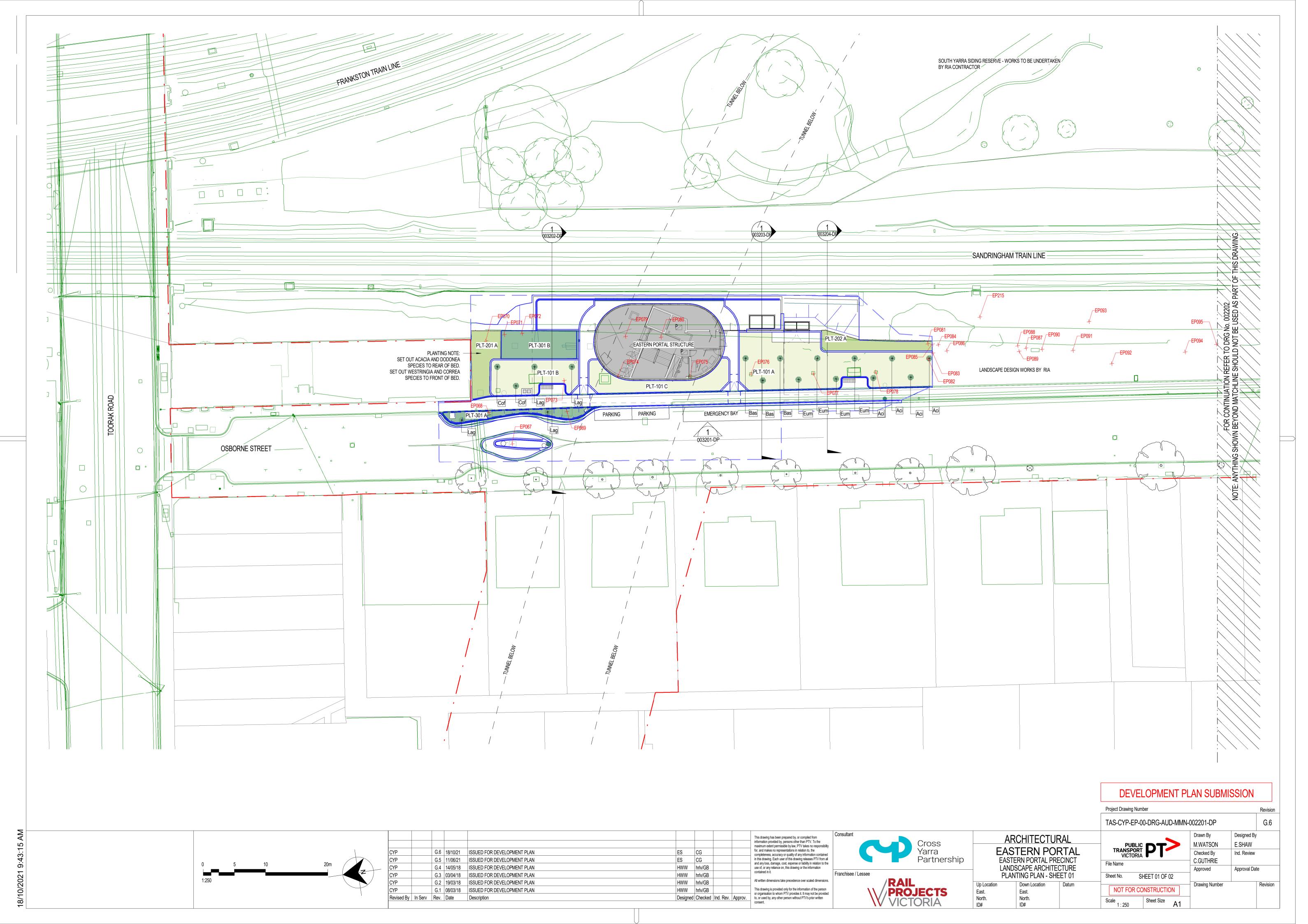
ID#

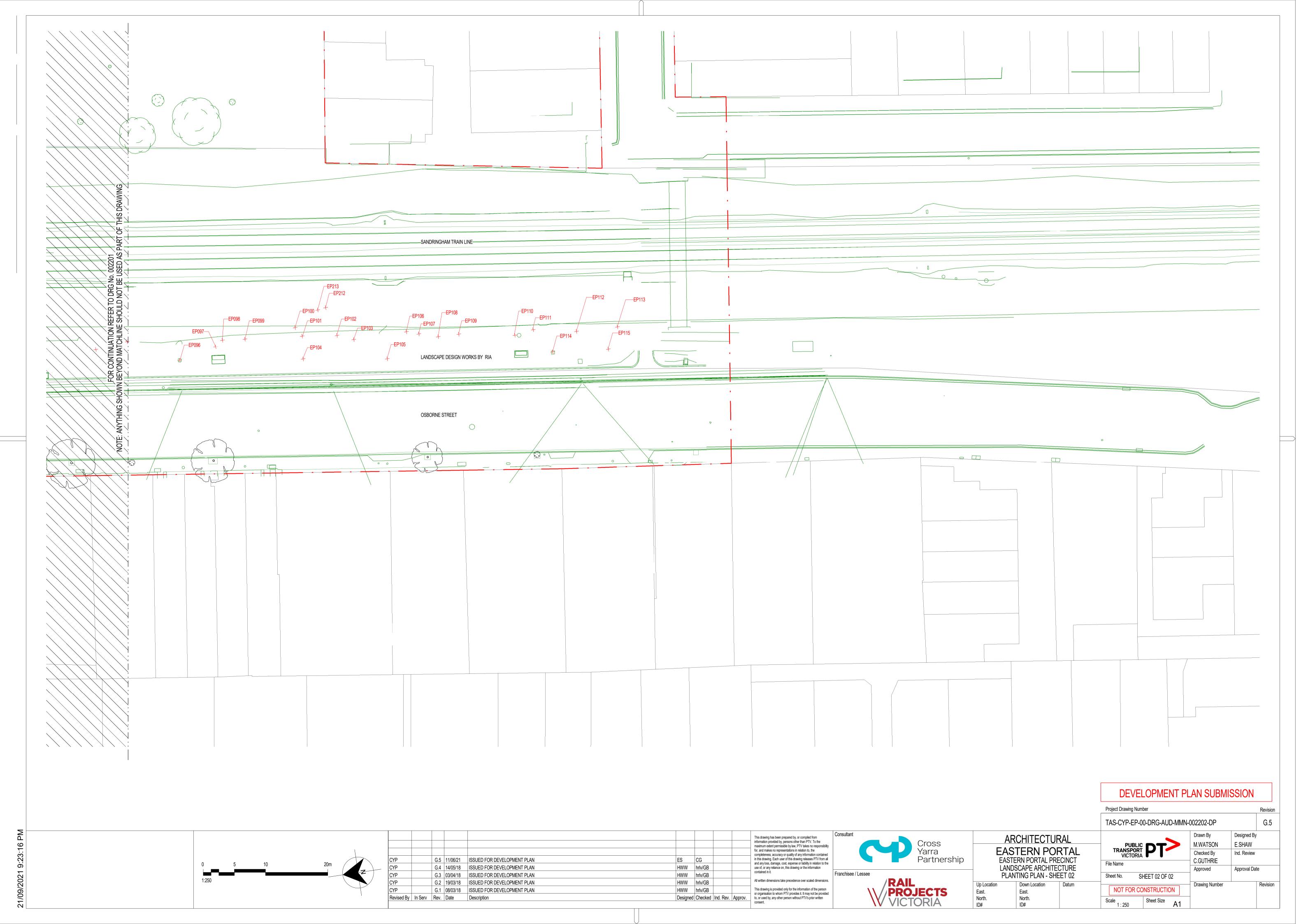
Up Location

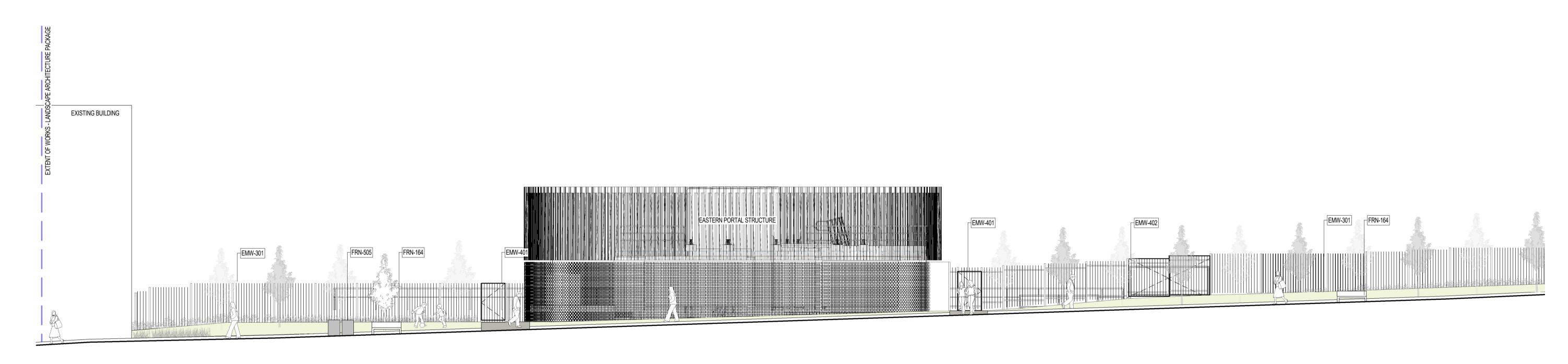
East.

North.

ID#









21/09/2021 9:24:46 PM



TAS-CYP-EP-00-DRG-AUD-MMN-003201-DP Designed By Drawn By PUBLIC TRANSPORT VICTORIA M.WATSON E.SHAW Checked By Ind. Review

File Name Sheet No. SHEET 01 OF 01 NOT FOR CONSTRUCTION

EASTERN PORTAL PRECINCT LANDSCAPE ARCHITECTURE ELEVATION Down Location Up Location East. East. North. North. ID# ID#

Franchisee / Lessee RAIL PROJECTS VICTORIA

Partnership

ARCHITECTURAL

EASTERN PORTAL

Scale 1 : 100

Revision Drawing Number Sheet Size A1

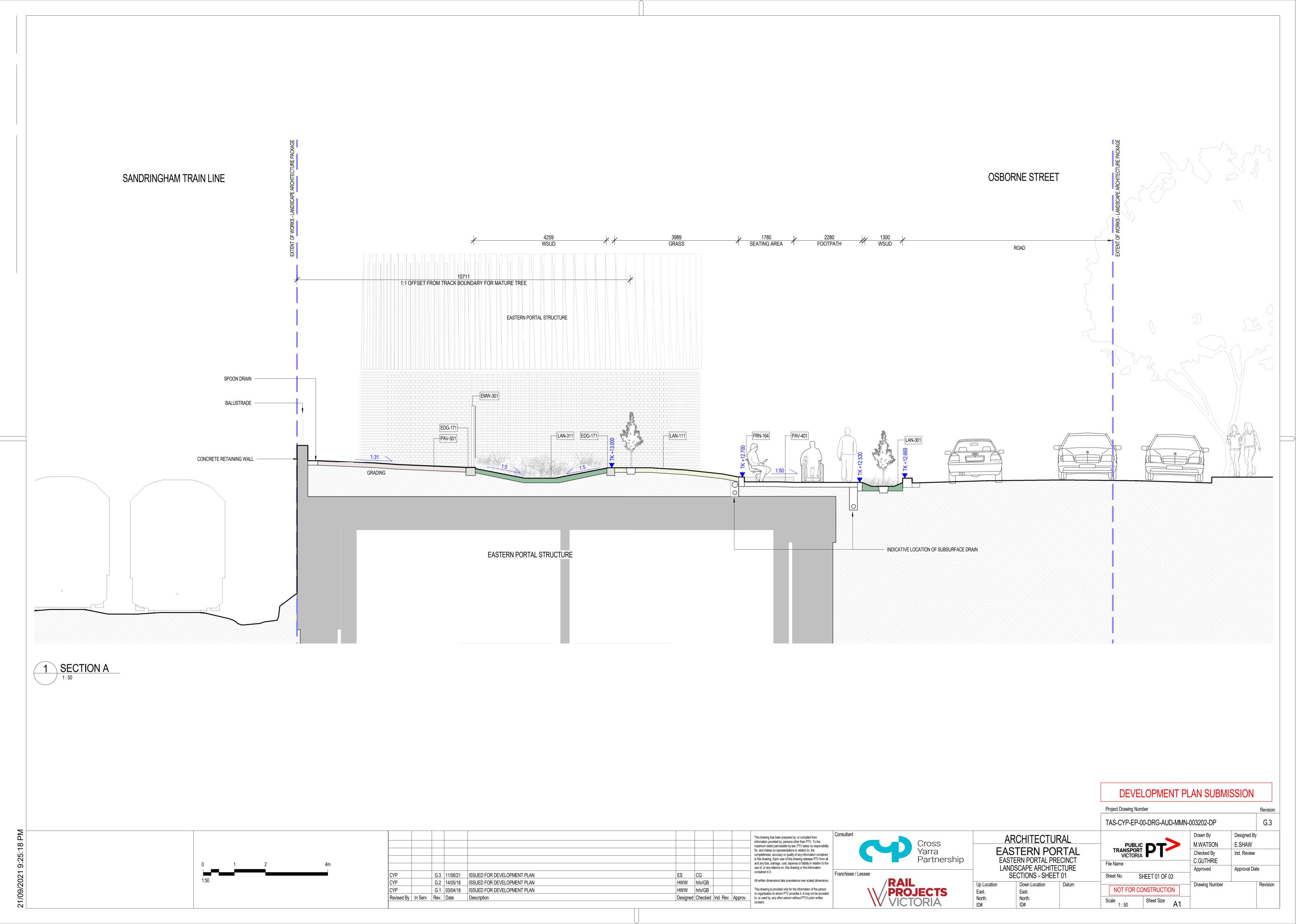
C.GUTHRIE

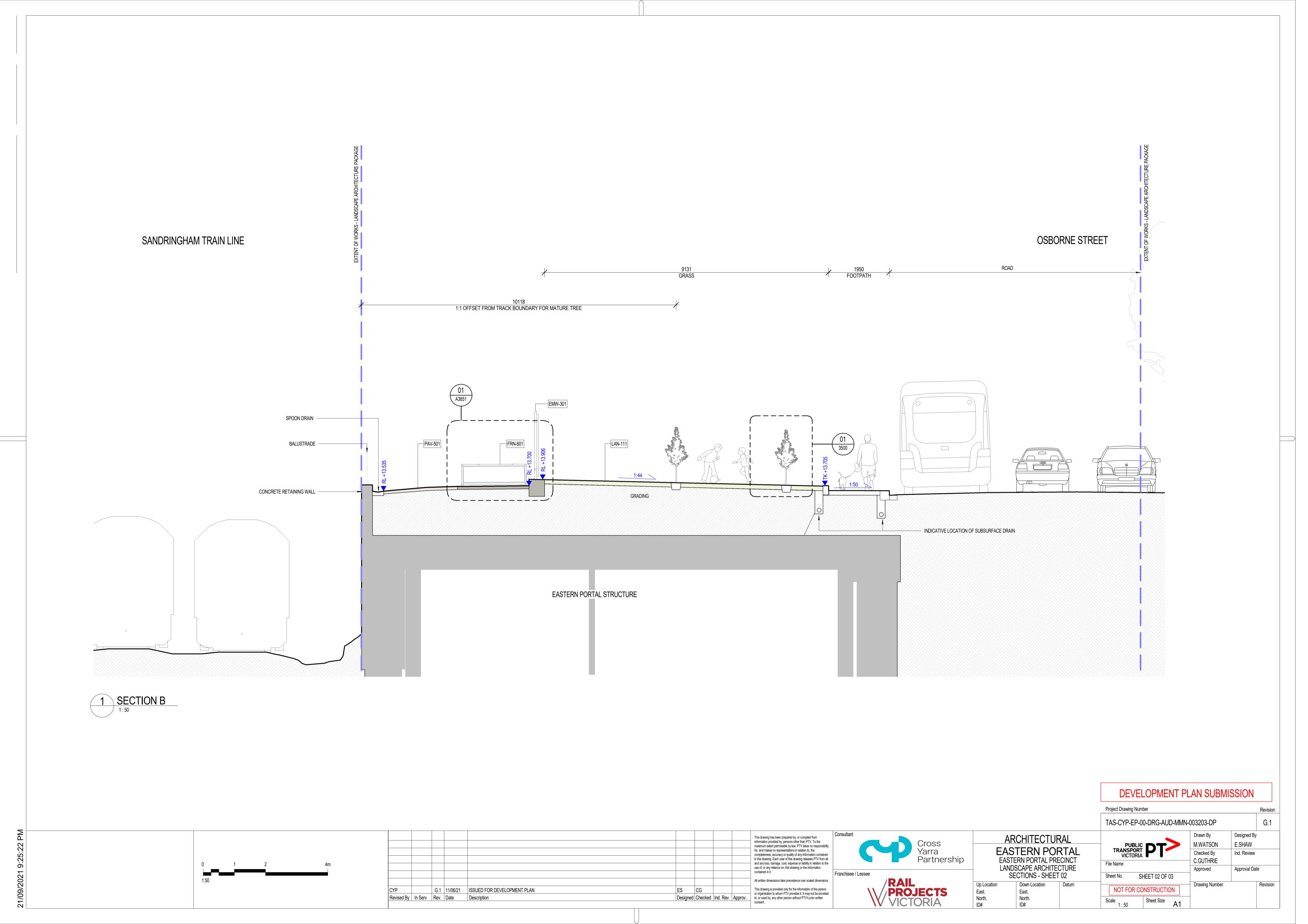
Approved

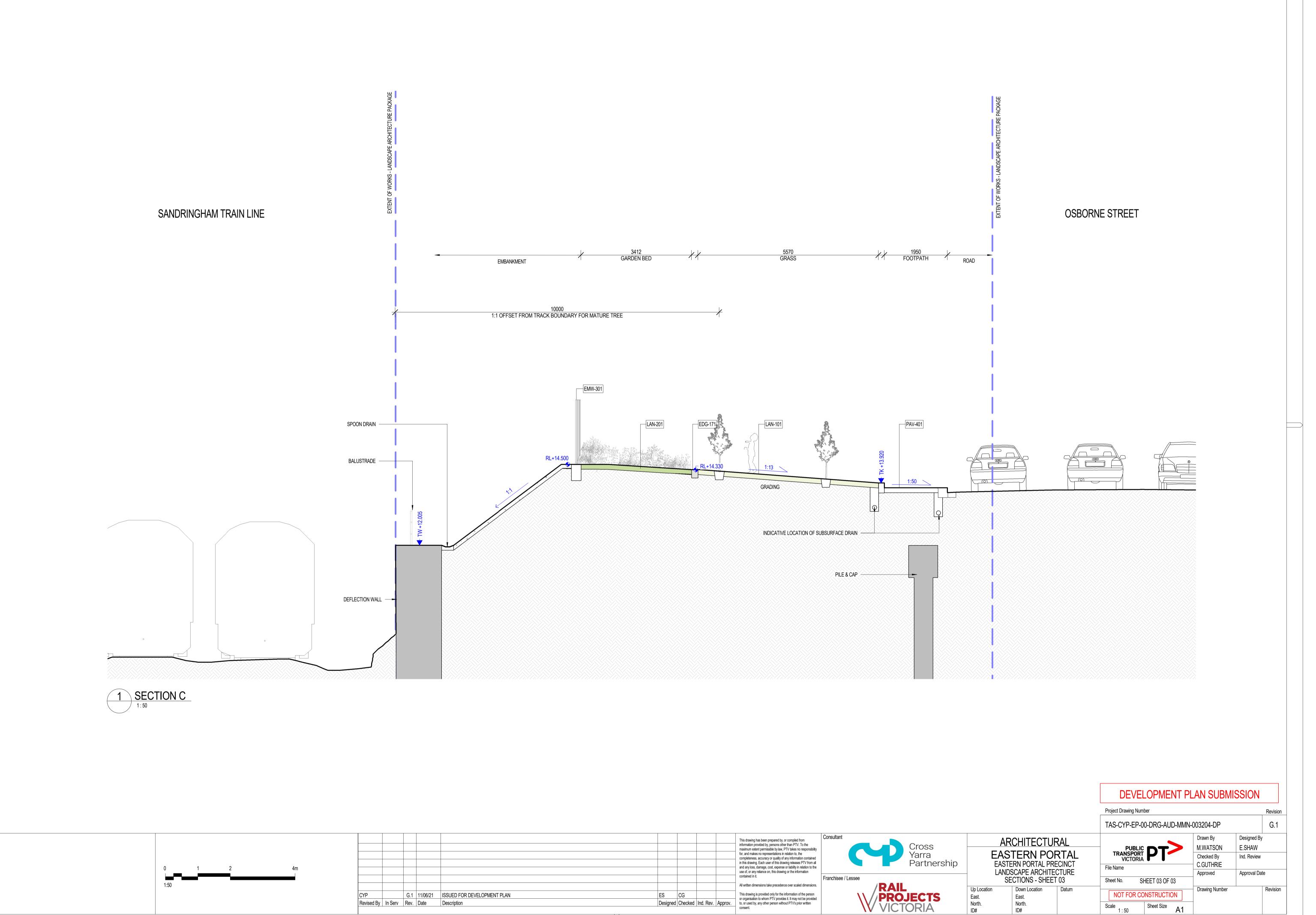
Approval Date

This drawing has been prepared by, or compiled from information provided by, persons other than PTV. To the maximum extent permissible by law, PTV takes no responsibility for, and makes no representations in relation to, the completeness, accuracy or quality of any information contained in this drawing. Each user of this drawing releases PTV from all and any loss, damage, cost, expense or liability in relation to the use of, or any reliance on, this drawing or the information contained in it CYP CYP CYP CYP ES CG G.5 11/06/21 ISSUED FOR DEVELOPMENT PLAN HWW hrlv/GB G.4 14/05/18 ISSUED FOR DEVELOPMENT PLAN HWW hrlv/GB G.3 03/04/18 ISSUED FOR DEVELOPMENT PLAN HWW hrlv/GB HWW hrlv/GB G.2 19/03/18 ISSUED FOR DEVELOPMENT PLAN G.1 08/03/18 ISSUED FOR DEVELOPMENT PLAN Revised By In Serv Rev. Date Description

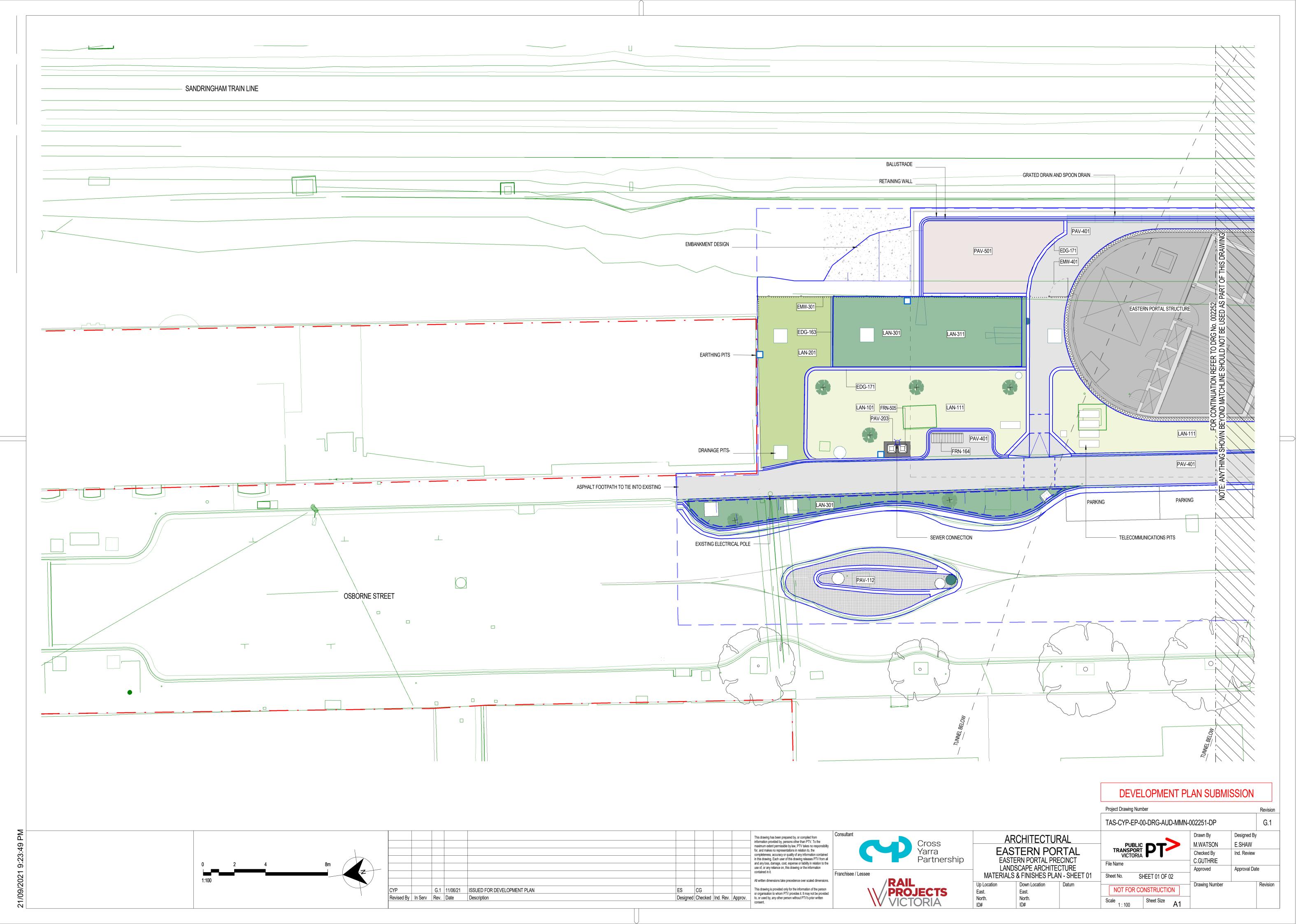
All written dimensions take precedence over scaled dimensions. HWW hrlv/GB This drawing is provided only for the information of the person or organisation to whom PTV provides it. It may not be provided to, or used by, any other person without PTV's prior written consent.

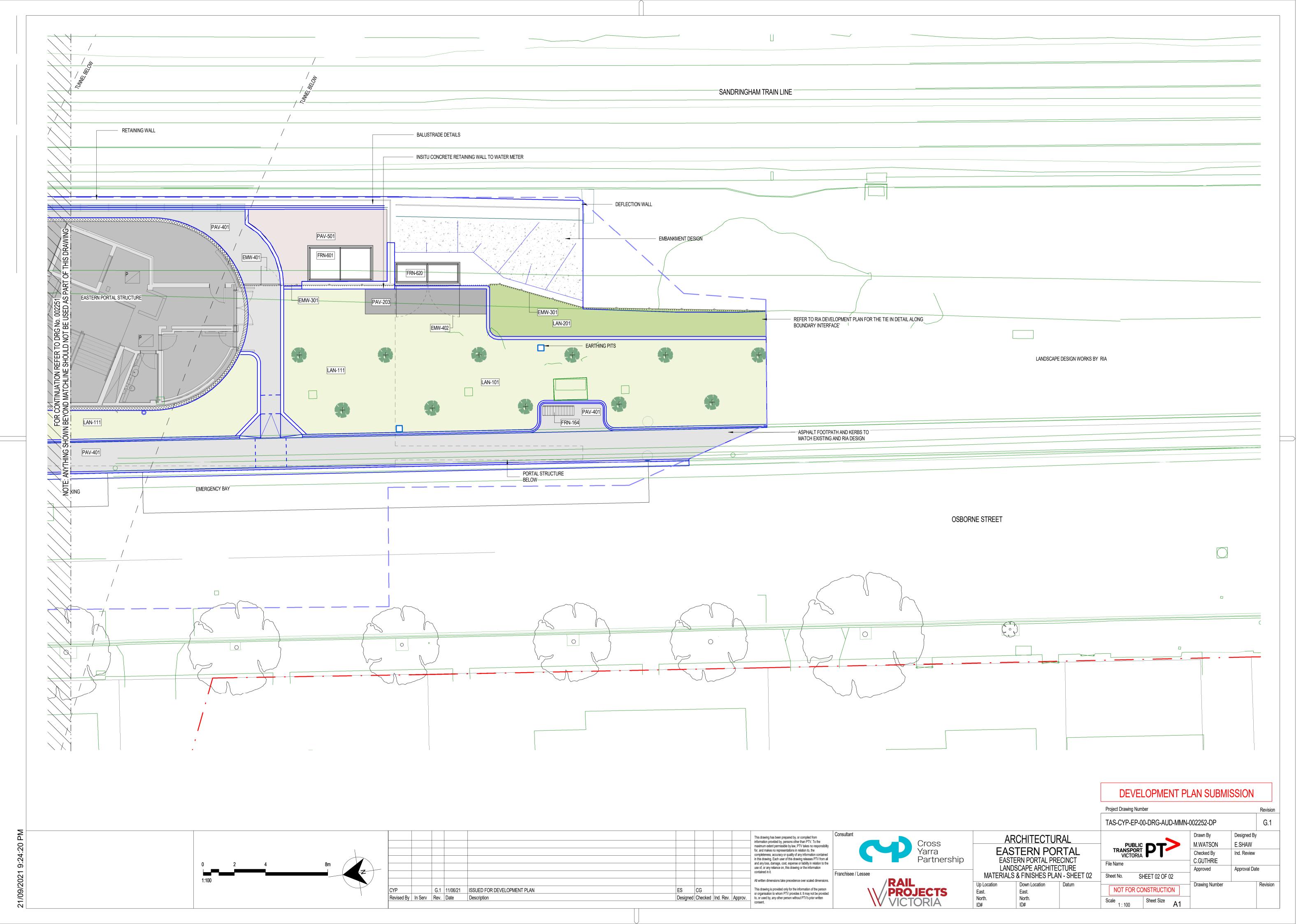






01/09/2021 9·25·26 PM









# APPENDIX D: EASTERN PORTAL URBAN DESIGN STRATEGY GUIDELINES ASSESSMENT



Clause	Design Guideline	Design Response
Make nev	v and improved connections	
3.1.c.1.	Station precinct environments must support safe and predictable movements that are prioritised along the following transport hierarchy:  - active transport - pedestrian and cycling, including people entering the station as well as passing the station entrances  - sustainable transport - train, tram, bus and coach  - emergency and short term vehicles - emergency vehicles, service vehicles, commercial / private transport, taxi ranks, kiss-and-ride  - private transport - disabled-access car parking, staff and maintenance car parking, park and ride car parking.	This Eastern Portal Development Plan addresses the tunnel portal and does not address the station precincts. Consistency with this guideline is addressed in the Arden, Parkville, State Library, Town Hall and Domain Precinct Development Plans
3.1.c.2.	Provide for integration of all transport modes in line with the modal hierarchy above: - locate, orient and design station entries to connect via public routes into the wider pedestrian network ensure clear visual and physical connections to nearby bus, tram and taxi stops and kiss-and-ride facilities maximise bicycle parking facilities associated with stations where it will expand access to Metro services by connecting to major cycling routes and key catchments, in particular at Arden, Parkville and Anzac Stations.	The Eastern Portal does not have defined transport modal hierarchy compared with the station precincts and therefore assessment against this UDS clause is not included as part of the Eastern Portal Development Plan. Consistency with this guideline is addressed in the Arden, Parkville, State Library, Town Hall and Domain Precinct Development Plans.
3.1.c.3.	Minimise conflicts between transport modes and intersecting routes of travel:  - design station entries with adequate space for people to transition from stairs, escalators and lifts to travel routes along the ground surface so that congestion in surrounding thoroughfares is minimised and appropriately managed.  - define pathways and promote awareness of crossing transport modes, e.g. using changes in surface treatments and other visual cues.  - ensure that aboveground station infrastructure does not create unnecessary barriers or obstructions to pedestrian or cycle flows in the streets.  - integrate balustrades and other required barriers and safety devices into the overall precinct design.	Pedestrian access surrounding the Eastern Portal is addressed in Section 4.3.4 of this Development Plan.
3.1.c.4.	Support ease of wayfinding  - create well-structured paths and clear sightlines so that wayfinding is intuitive and reliance on directional signage is minimised.  - orient stations entries onto public streets where possible. Ensure that paths of travel to and from station entries that are not directly connected to main streets are easy to find and follow, and are clearly identifiable as being accessible to the general public.  - design stations to capitalise on view lines to existing local landmarks and spaces that will assist with orientation.  - create new visual markers and treatments that will assist with orientation and recognition of specific locations.  - provide clear, consistent and easy-to-follow directional signage, responding to the particular local requirements and nearby destinations.  - establish appropriate links between directional signage provided as part of Melbourne Metro and directional signage used in surrounding precincts.	Wayfinding signage is not required for the Eastern Portal as it is not a station precinct. Consistency with this guideline is addressed in the Arden, Parkville, State Library, Town Hall and Domain Precinct Development Plans.



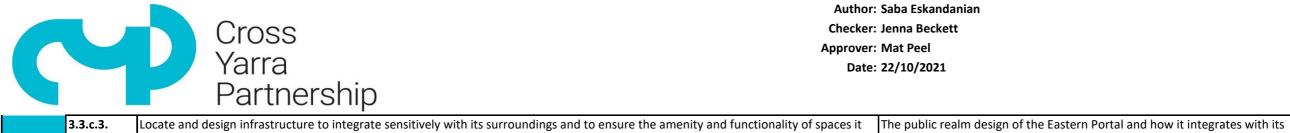
3.1.c.5.	Create and improve strategic walking and cycling routes that connect the stations into surrounding areas.  - create opportunities for public pedestrian links through non-ticketed areas of station buildings to provide safe crossings of major streets.  - create convenient and safe alignments of footpaths and walking routes that facilitate access to the stations and to the other destinations in the precinct.  - consider the needs of future growth, long-term development patterns, and changes to demand.  - provide generous path widths, safe and accessible slopes and cross-falls, and the placement of features to maintain clear circulation space, with priority generally given to circulation areas along the building line.  - design of crossings and Shared Zones (where pedestrians, cyclists and motorised traffic share the same road space) to ensure safety and prioritisation according to the modal hierarchy.  - provide bike paths, shared paths and on-street bike lanes, with widths and treatments that maximise safety and allow for future	This Eastern Portal Development Plan addresses the tunnel portal and does not address the station precincts. Consistency with this guideline is addressed in th Arden, Parkville, State Library, Town Hall and Domain Precinct Development Plant
3.1.c.6.	Provide universal access throughout public spaces and stations, with intuitive paths of travel for people with visual impairments, accessible grades along paths, and appropriate use of ramps, kerb ramps, and tactile paving.	Universal access to the Eastern Portal, including DDA compliance, is presented in Section 4.3.4 of the Development Plan.
3.1.c.7.	Provide for vehicular traffic lanes as appropriate, with consideration of lane widths, kerb radials at corners and intersections to suit swept paths, and appropriate levels, slopes and cross-falls.	Vehicular traffic lanes at the Eastern Portal are presented in Section 4.3.3 of the Development Plan.
3.1.c.8.	Provide for vehicle parking, as appropriate, with consideration of locations and arrangements, management systems (ticket machines etc.) and motorcycle parking.	Vehicle parking for the Eastern Portal is presented in Section 4.3.3 of the Development Plan.
Make grea	t public places	
3.2.c.1.	Ensure that all aspects of the design are of a high quality in concept, resolution and execution. Designs must be: - fit for purpose - responsive to all users' needs - responsive to the site and associated cultural values - sustainable.	The public realm design philosophy for the Eastern Portal is presented in Sectio 4.3.3 of the Development Plan.
3.2.c.2.	Design spaces to be activated by public use:  - provide seating and other infrastructure to encourage people to inhabit the space.  - support the programming of spaces for a range of event scales and type.  - accommodate opportunities for street trading activities as consistent with local authority policies and guidelines.  - locate, design and manage activities in underground stations, including business opportunities, to contribute to activation of the wider precinct.  - support appropriate uses of public streets and spaces to support social and recreational needs of the precinct.	The public realm for the Eastern Portal is presented in Section 4.3.3 of the Development Plan.
3.2.c.3.	Provide safe environments that promote safe behaviour and the feeling of safety: - design spaces with consideration of Crime Prevention Through Environmental Design principles support complementary mixes of activities, activation and passive surveillance that contribute to other users' interest and safety maximise visual connectivity between spaces to enable passive surveillance, and arrange uses to maximise passive surveillance design and manage entries to underground stations and pedestrian subways to ensure safe conditions in surrounding spaces and approach routes, including when the stations are closed.	Crime prevention through environmental design is presented in Section 4.3.9 o the Development Plan for the Eastern Portal.



	Fai ti ici si iip	
3.2.c.4.	Respect heritage and respond to local cultural and indigenous heritage issues:  - retain and protect significant heritage elements including spaces, views, vegetation, natural and designed landforms and built fabric.  - design new works to complement heritage elements.  - integrative interpretive elements into designs to reflect local cultural and indigenous heritage where appropriate.	The Eastern Portal response to the local culture and heritage is presented in Section 4.4.3 of the Development Plan.
3.2.c.5.	Make provision for stormwater drainage and management:  - incorporate pollution control measures to protect water quality.  - integrate the provision of pits, covers and grates and discharges into drains with other aspects of the design.  - incorporate stormwater capture and reuse as appropriate.  - incorporate drainage swales, bio-filtration beds and soil drainage as appropriate.  - respond to existing and future local flood levels and overland flow paths.	Stormwater drainage and management for the Eastern Portal is presented in Section 4.4.7 of the Development Plan.
3.2.c.6.	Select and design paving and surface finishes to be fit for purpose, durable and sustainable and easy to maintain, and to enhance the character and use of the space.	Materials and finishes for the Eastern Portal are presented in Section 4.3.8 of the Development Plan.
3.2.c.7.	Integrate street and park furniture into the overall design of public spaces as appropriate to support their use and to provide for the comfort, convenience and safety of patrons and users.	Street and park furniture are outside the scope of CYP's works for the Eastern Portal. Consistency with this guideline is addressed in the Arden, Parkville, State Library, Town Hall and Domain Precinct Development Plans.
3.2.c.8.	Provide lighting for amenity, wayfinding, visual comfort, road safety and personal security:  - provide a high quality of illumination with respect to supporting people's perception at night, including minimisation of flare and the use of white light to improve colour rendition and people's ability to recognise detail.  - contribute positively to and integrate with the character of the area.  - incorporate feature lighting as appropriate to express the hierarchy and functionality of spaces.  - minimise light spill to adjacent sensitive land uses.  - use responsible management systems, efficient technology and other forms of best practice energy conservation.  - reinstate existing CCTV infrastructure where affected by the project.	A lighting strategy for the Eastern Portal is presented in Section 4.3.5 of the Development Plan. Additionally, street furniture and public seating are presente in Section 4.3.3.
3.2.c.9.	Provide access to public amenities including public toilets	Public toilets are not proposed as part of the scope and extent of CYP's works for the Eastern Portal as it is not a station precinct. Consistency with this guideline is addressed in the Arden, Parkville, State Library, Town Hall and Domain Precinct Development Plans.
3.2.c.10.	Provide access to public transport facilities including passenger shelters, other forms of weather protection, ticket sales and validation machines etc.	Public transport facilities are not proposed as part of the scope and extent of CY works for the Eastern Portal. The surrounding South Yarra Station features static amenities, however the Eastern Portal is not a station precinct. Consistency with this guideline is addressed in the Arden, Parkville, State Library, Town Hall and Domain Precinct Development Plans.
3.2.c.11.	Incorporate public art in appropriate places - integrate site responsive art into the project design where appropriate design the settings of existing artworks, memorials and monuments to be retained to respect the works' cultural values and formal design qualities integrate site responsive art into the project design (e.g. facilitating playful interaction and seating opportunities) and located to optimise the legibility of the surrounding area.	Public art is not proposed as part of the scope and extent of CYP's works for the Eastern Portal as it is not a station precinct. Consistency with this guideline is addressed in the Arden, Parkville, State Library, Town Hall and Domain Precinct Development Plans.



	Partifership	Tar.
3.2.c.12.	Provide signage in accordance with PTV, VicRoads, land manager and authority standards and guidelines, including: - traffic and parking management signs - street signs, place / building name signage, and address numbers pedestrian direction signs and tourist information interpretive signage and commemorative plaques temporary or events signage.	Signage, where required, will be in accordance with Department of Transport (previously known as PTV, VicRoads and Transport for Victoria), land manager a authority standards and guidelines. CYP's works within the Eastern Portal do no propose signage installation, as it is not a station precinct. Consistency with this guideline is addressed in the Arden, Parkville, State Library, Town Hall and Doma Precinct Development Plans.
3.2.c.13.	Integrate any advertising with public infrastructure and energy that they complement the character, functionality and amenity of the precinct:  - advertising must not detract from directional or wayfinding signs.  - advertising must not dominate the public realm or detract from the architectural design intent of the stations.  - advertising must be minimised within heritage areas.  - advertising should be minimised at locations that are prominent in views from significant heritage sites and public parks.  - advertising must be in accordance with local government, VicRoads and PTV guidelines.  - advertising must not conflict with existing contractual relationships relating to the sites or elements on them e.g. for the supply and maintenance of tram passenger shelters with advertising panels.	Advertising is not considered relevant for the submission of this Development Pl Within the Incorporated Document, under Clause 4.6.3, a Development Plan mu include references to signage, however advertising is not specified. Signage is outlined in UDS guideline response 3.2.c.12.
3.2.c.14.	Incorporate planting as an integral part of site designs:  - provide shade and shelter, screening, ornament and define of a sense of a place that relates to each site and its landscape context.  - create good soil conditions for new planting, including consideration of the use of permeable paving materials within trees' drip zones, extensive soil preparation, and high quality structural soils beneath pavements.  - avoid containerised planting conditions and provide contiguous root zones where possible.  - contribute to increased biodiversity and resilience of plant communities in accordance with urban forest strategies.  - offset any vegetation loss.  - ensure that plantings are designed to complement and protect the functionality of other infrastructure including public lighting, CCTV surveillance systems and underground utilities.	Planting is included within the landscape plans and presented in Section 4.3.2 of the Eastern Portal Development Plan. Soil conditions and new planting are presented in Section 4.4.2.
3.2.c.15.	Address irrigation including passive irrigation and opportunities for rain water infiltration into the soil, options for non-potable water supplies, irrigation zones and system types, control systems and equipment.	Irrigation for the Eastern Portal is presented in Section 4.4.7 of the Development Plan.
Balance line	e-wide consistency with site responsiveness	
3.3.c.1.	Operational elements of the public transport system, involving the public and staff, must be consistent with the transport system as a whole in terms of their functionality and style of presentation. This includes the adoption of detailed design standards and use of those details in a manner consistent with their intent and function throughout the wider system, including but not limited to:  - ticket systems and barriers  - timetable displays, directional signs and other information used to access platforms and services  - ticket sales and other assistance  - safety systems.	This Eastern Portal Development Plan addresses the tunnel portal and does not address the station precincts. Consistency with this guideline is addressed in the Arden, Parkville, State Library, Town Hall and Domain Precinct Development Plan
3.3.c.2.	The character of individual stations may vary between sites, and should be responsive to their physical, social and functional context:  - the architecture of the stations should be of a contemporary high quality that clearly expresses function and important civic role.  - station entries should be of an appropriate scale, form and design to support wayfinding and accessibility while responding to the local urban environment.	This Eastern Portal Development Plan addresses the tunnel portal and does not address the station precincts. Consistency with this guideline is addressed in the Arden, Parkville, State Library, Town Hall and Domain Precinct Development Pla



3.3.0.3.	accurates	surrounds is presented in Section 4.3.3 of the Development Plan.
	occupies:	Is alrounds is presented in Section 4.5.5 or the Development Plan.
	- permanent infrastructure should be located outside public spaces, utilising or expanding future over site development to	
	accommodate above ground services such as vents and emergency accesses where possible.	
	- respond to the setting and complement the design of adjoining buildings and open space.	
	- give each element of Melbourne Metro infrastructure in the public realm a design character appropriate to its public function, ranging	
	from striking visual qualities for entries and other elements that people use and interact with, or that function as landmarks for	
	wayfinding, through to recessive treatments for service facilities.	
	- minimise detrimental impacts on uses, e.g. as may result from fragmentation of spaces by physical structures, cluttering footpaths,	
	conflicting traffic patterns (including pedestrian traffic), and noise.	
	- where fragmentation is unavoidable, design structures and spaces to support the activation and use of surrounding spaces.	
	- avoid obstructing views to building frontages or important pedestrian pathways.	
	- minimise visual conflicts with significant buildings, monuments, specimen trees, open spaces and landscape vistas, especially those	
	with a formal character that is highly sensitive to intrusions.	
	- where possible, locate aboveground utilitarian structures near to larger nearby structures and plantings (other than sensitive ones	
	noted above) to make the new structures seem relatively insignificant by comparison.	
	- Design all structures to complement and coordinate with existing nearby structures and service infrastructure, with consideration of	
	their cumulative impact on the visual character with the site.	
	- where appropriate, minimise the visual impact of structures with screen plantings that are consistent in character with the site.	
	- provide high quality architectural and landscape solutions including the use of forms, sustainable materials, finishes and detailing that	
	are appropriate to their uses, responsive to the context, that present well to nearby viewers.	
	- minimise inactive and blank walls visible from the public realm, especially between ground and first floor levels.	
	- maximise levels of solar access, passive surveillance and views into, through and between pedestrian routes and open spaces.	
	- integrate acoustic treatments, where required, into the form and design of structures and equipment to minimise requirements for	
	additional noise abatement screens.	
	- minimise opportunities for, and likely damage from, graffiti and vandalism.	
	- millinise opportunities for, and likely damage from, gramti and varidalism.	
3.3.c.4.	Design streetscapes and open spaces to integrate with their context:	The public realm design of the Eastern Portal is presented in Section 4.3.3 of the
	- use furniture and material palettes that are consistent with standards and guidelines of the Cities of Melbourne, Stonnington and Port	Development Plan. Material palettes are presented in Section 4.3.8 of the
	Phillip, and the University of Melbourne.	Development Plan.
	- use furniture and material palettes that respond to the changed context created by Melbourne Metro, including increases in	
	pedestrian activity and heightened prominence in certain locations.	
	- designs for streetscape works should be consistent with the remainder of the affected street, including the street layout, tree planting,	
	paving materials and detailing (unless otherwise specified for particular sites).	
	- tree species, tree densities and their locations in the road reserve (e.g. in footpaths or medians) should be consistent with relevant	
	local plans and strategies.	
	Integrated site redevelopment  Avaid limiting future redevelopment notantial of residual proporties against for the project at the Western Portal and Fastern Portal	The design of the Fostory Doyle Luilly act and study for the second state of the secon
3.4.c.1.	Avoid limiting future redevelopment potential of residual properties acquired for the project at the Western Portal and Eastern Portal.	The design of the Eastern Portal will not preclude future redevelopment of residu
		properties acquired for the project. This is presented in Section 4.3.3 of the Easter
		Portal Development Plan.
3.4.c.2.	Consider future precinct-wide redevelopment at Arden, as well as over-site development of the station.	This Eastern Portal Development Plan addresses the tunnel portal and does not
		address the station precincts. Refer to the Arden Precinct Development Plan.



3.4.c.3.	Permit adjoining and potential over-site development at station entries within the University of Melbourne, either in parallel with the project or at a future date.	This is not located in the Eastern Portal Precinct. Refer to the Parkville Precinct Development Plan.		
3.4.c.4.	Permanent infrastructure should be located outside public spaces, utilising or expanding future over-site development to accommodate above ground services such as vents and emergency accesses wherever possible.	The public realm at the Eastern Portal is presented in Section 4.3.3 of the Development Plan.		
3.4.c.5.	Development plans for station infrastructure should consider, and integrate with, over-site development to provide for coordinated design outcomes.	This Eastern Portal Development Plan addresses the tunnel portal and does not address the station precincts. Consistency with this guideline is addressed in the Arden, Parkville, State Library, Town Hall and Domain Precinct Development Plan		
3.4.c.6.	Consolidate infrastructure within over-site developments so as to minimise impacts on the public realm, including: - minimise above ground infrastructure on the public realm minimise constraints on surface features and uses in the public realm due to underground infrastructure.	The public realm at the Eastern Portal is presented in Sections 4.3.3 of the Development Plan.		
3.4.c.7.	Integrate redevelopment for complementary uses with the station entries in the CBD, including:  - over-site development of properties acquired at the La Trobe - Little La Trobe Sub-Precinct and Cocker Alley Sub-Precinct  - redevelopment of the City Square underground car park  - reconstruction of the eastern and western shards in Federation Square.	This is not located in the Eastern Portal Precinct. Refer to State Library and Town Hall Precinct Development Plans.		
3.4.c.8.	Not preclude possible future across, decking over or development above rail cuttings at South Yarra.	Rail cuttings at South Yarra are outside the scope and extent of CYP's works for Eastern Portal and will be addressed in a separate Eastern Portal Development Plan.		
Design to	gn to help manage construction impacts			
3.5.c.1.	Maintain circulation and transport operations during the construction process:  - Redirect pedestrian and cyclist movements as necessary to ensure safe access around construction work sites, businesses and properties immediately adjacent to construction work sites.  - Provide for universal access, amenity and safety.  - Provide for emergency and maintenance access, deliveries, access for construction projects on nearby sites, and public events.  - Provide temporary bus and tram stops, including shelters, where appropriate.  - Provide awnings for weather protection, where appropriate.  - Provide directional signage and temporary signs for businesses and properties obscured by construction activities.	Cross Yarra Partnership has implemented an Environmental Management Syste and prepared a Construction Environmental Management Plan. The aspect-spe control measures are identified in the Transport Management Plan (including relevant sub-plans, such as the Precinct Transport Management Plan and Transport Management Implementation Plan). These plans have been reviewed the project's Independent Reviewer and audited by the Independent Environmental Auditor.		
3.5.c.2.	Protect the viability of, and amenity for, activities at and near construction work sites:  - Apply principles of Crime Prevention Through Environmental Design to arrangements of access routes, hoardings and other features during the construction period.  - Ensure that the location of temporary works sites and temporary infrastructure requirements align with future land use renewal, public realm activation and uplift opportunities.	Cross Yarra Partnership has implemented an Environmental Management Syste and prepared a Construction Environmental Management Plan. The aspect-spe control measures are identified in the Health and Safety Management Plan and Land Use Management Plan. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor		



		te. 22/10/2021
	Partnership	
3.5.c.3.	Protect features from damage:  - where existing trees are to be retained, avoid damage to their canopies and minimise soil compaction and excavation within root zones. Where damage to existing canopies is likely, undertake advance pruning. Where damage to existing roots is likely, provide appropriate arboriculture care in preparation for and during construction including advanced root pruning and irrigation.  - protect, relocate, reinstate or upgrade underground and overhead services as appropriate.  - protect and /or temporarily remove, restore and reinstall monuments and artworks.  - conserve, salvage and reuse materials where possible and appropriate including bluestone kerbs and cobblestones, street furniture etc.	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 precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
3.5.c.4.	Maintain an attractive presentation to surrounding areas:  - provide enclosures, hoardings and screens that are designed to respond to the predominant viewing distance and types of activity they are exposed to (e.g. addressed to nearby pedestrians or to motorists at a distance).  - design all enclosures, hoardings, screens and other temporary features to create a positive visual presentation to prominent sites, bu pedestrian areas and key tourism precincts.  - design enclosure, hoardings, screens and other temporary features with increasing quality in proportion to the time they will present - design all temporary elements to respect the character of their setting, to ensure a neat appearance throughout the construction process, to assist in minimisation of graffiti, bill-posting and other unauthorised advertising, and to include consistent project branding - provide opportunities to convey information about the Melbourne Metro to the community including explanation of the project objectives, scope of works, construction impacts, innovations and progress,  - design to allow for temporary uses, programs of events, and pop-up public spaces to offset the impact of construction activities, including temporary parks, outdoor dining areas, pop-up markets and community arts / music festivals.  - recognise the potential of acoustic sheds, in particular those at Town Hall, State Library and Domain to be designed to contribute to the image and identity of the city.	audited by the Independent Environmental Auditor.
Design for	the future	
3.6.c.1.	Anticipate growth of Melbourne's population and future changes in activity patterns and development in response to the new Metro Tunnel services:  - reinstate or redesign open spaces and infrastructure to a high standard that responds to heavier pedestrian traffic, heightened public profile and other changes that will be generated by Melbourne Metro, e.g. through the use of higher standards of materials and finishes, more robust surfaces, widened footpaths etc.  - design to maximise long term flexibility in the management of, and options for improvement, of nearby spaces and infrastructure.	The future growth of Melbourne's population and response to the new Metro system is presented in Section 4.3.1 of the Eastern Portal Development Plan.
3.6.c.2.	Although RPV will take possession of various areas to enable construction of Melbourne Metro, many of these will revert to other owners or managers after construction is completed. Management requirements after this handover must be supported by the design - streets, spaces and assets that will be managed and maintained by a particular agency must be designed to the satisfaction of that agency.  - boundaries between areas and assets included in the project area and scope of works, but which are ultimately to be managed by other agencies, must be delineated and the implications of that long-term management responsibility must be reflected in the design.  - facilities that are managed through separate contractual processes (e.g. the City of Melbourne's self-cleaning public toilets) should, where possible, be maintained as discrete elements enabling clear demarcation of responsibilities.	Victoria) and Councils, to take possession of areas that are beyond the current project scope. These areas are not included within the Development Plan, but are clearly marked as 'development by others'. Where considered relevant it is noted



3.6.c.3.	Allow for long-term flexibility in the uses of public spaces and in the provision of facilities and services:  - notwithstanding the requirement for an integrated design approach, take a cautious approach in the creation of any multifunction structures - e.g. co-locating public toilets and emergency access shafts, or recreational structures and vents - in situations where	Public space is presented in Sections 4.3.2 and 4.3.3 of the Eastern Portal Development Plan.
	demands in relation to one function are likely to vary over time but adaptive redesign may be constrained by requirements of the other function.	
	- design underground structures at any location in road reserves, parkland and other public spaces to withstand vehicular loadings as appropriate to a trafficable roadway, regardless of current carriageway layouts.	
3.6.c.4.	Support the healthy growth of canopy trees throughout parks, streets and other open spaces and allow for the potential to plant and replant over the long-term with minimal constraints:  - locate underground structures at sufficient depth below the finished ground level to support healthy root systems of large canopy	The provision of a suitable environment for the growth of plants and trees, ensuring underground structures are positioned at sufficient depth, is presen Section 4.3.2 of the Eastern Portal Development Plan.
	trees over the long-term, including provision of reserves of soil moisture to sustain trees in periods of drought and extreme heat - where underground structures must be at relatively shallow depths below the existing surface, give consideration to wholesale elevation of the finished surface to help achieve satisfactory depth of cover (within constraints relating to issues such as provision for accessibility and drainage, and protection of landscape character and heritage fabric)	Soil depth and underground structures are presented in Section 4.4.2 of the Eastern Portal Development Plan.
	- areas over structures where soil volumes are unavoidably too shallow to ensure long-term tree health should be designed to be successful without trees, making other provisions for shade, shelter and greening  - any new or relocated underground services should, if possible, be clustered into compact corridors and away from likely areas of	
	planting - overhead power or telecommunication lines should be placed underground where possible to avoid interference with tree canopies.	
3.6.c.5.	Create robust and durable landscapes: - select plants with consideration of climate, microclimate and likely climate change - design to ensure resistance to wear due to intensive use of urban spaces and potential vandalism - minimise requirements for irrigation while ensuring appropriate landscape qualities and amenity of public spaces - design to suit relatively low-level maintenance regimes without reliance on a high level of horticultural skill.	Landscape plans for the Eastern Portal are presented in Section 4.3.2, and rematerials and finishes are presented in Section 4.3.8 of the Development Plan
3.6.c.6.	Respond to changing climate and microclimate conditions to improve thermal comfort and create enjoyable places for use throughout the year:  - incorporate climate change adaptation measures  - use trees and awnings to provide shade and shelter and to mitigate the urban heat island effect  - minimise tree loss as a result of construction  - replace trees removed as a result of the project to improve existing landscape character and biodiversity and contribute to increased tree canopy coverage and species diversity.	Landscape plans for the Eastern Portal are presented in Section 4.3.2, and re materials and finishes are presented in Section 4.3.8 of the Development Plan
3.6.c.7.	Integrate water-sensitive urban design initiatives: - incorporate rainwater collection, treatment, storage and re-use systems - maximise the proportion of stormwater from within the project area that is treated, evaporated or retained within the project footprint - use permeable surfaces where possible to allow rainwater infiltration and passive irrigation.	Water-sensitive urban design initiatives are presented in Section 4.3.2 of the Eastern Portal Development Plan.
3.6.c.8.	Practice sustainable use of materials and resources	Materials and finishes for the Eastern Portal are presented in Section 4.3.8 or Development Plan.
		1
Precinct 1:	Tunnels	



4.1.1.e.4	If the emergency access shaft is located near the King Edward VII Memorial: After construction, reconstruct Linlithgow Avenue to allow for City of Melbourne plans for access improvements (generally as illustrated in 'Proposed Road Closure, Linlithgow Avenue, Domain	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.1.1.e.5	Parklands,' City of Melbourne City Design Division, project no. 901894, drawing no. L01, September 2011.)  If the emergency access shaft is located in Tom's Block: Respect the character of, cultural significance of, and views to existing	This is not relevant to the Eastern Portal. Refer to the Domain Precinct
7.1.1.6.3	memorials.	Development Plan.
4.1.1.e.6	If the emergency access shaft is located in Tom's Block: Create a form that presents well when viewed in the round.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.1.1.e.7	If the emergency access shaft is located in Tom's Block: Use recessive finishes and colours to avoid distracting from nearby monuments.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.1.1.e.8	If any surface works for tunnel construction occur in Tom's Block: Reinstate the existing character of gently sloping lawns with specimen trees.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.1.1.e.9	If any surface works for tunnel construction occur in Tom's Block: Avoid preventing the future installation of a new path extending the King George V avenue to St Kilda Road, as proposed in the 2007 Domain Parklands Master Plan (generally as illustrated in 'King George V Avenue Extension, Kings Domain,' City of Melbourne City Projects Division, Project No. 903197, Drawing no. SD01, 2012.)	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
Precinct 2:	Western Portal	
4.2.1	Hobsons Road Mixed Use Precinct	
4.2.1.e.1	Leave the site in a condition with no added constraints to its future redevelopment, beyond those existing at present.	This is not relevant to the Eastern Portal. Refer to the Western Portal Develo Plan.
4.2.2	JJ Holland Park Interface	
4.2.2.e.1	Generally maintain the northern kerb of Childers Street at its existing alignment.	This is not relevant to the Eastern Portal. Refer to the Western Portal Develo Plan.
4.2.2.e.2	Minimise physical encroachment of new rail infrastructure into Childers Street:	This is not relevant to the Eastern Portal. Refer to the Western Portal Develo
4.2.2.e.2	Minimise physical encroachment of new rail infrastructure into Childers Street:  - Use vertical retaining walls to support Metro Tunnel tracks, both where on a raised embankment and in a cutting.  - Design walls and screens to prioritise preservation of space for greening and travel along Childers Street over decorative effects that	This is not relevant to the Eastern Portal. Refer to the Western Portal Develop Plan.



4.2.2.e.3	Design walls, fencing and acoustic screens facing JJ Holland Park to be visually recessive, to present a high quality finish, and to deter graffiti.	This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.
4.2.2.e.4	Provide planted screening of railway infrastructure south of Childers Street	This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.
4.2.2.e.5	Minimise excavation within the root zone of existing trees along the north side of Childers Street and protect the trees from damage during construction.	This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.
4.2.2.e.6	Provide a continuous and east-west bicycle route connecting Kensington Road and Ormond Street, designed to minimise conflicts with park uses, to minimise conflicts between cyclists and vehicles, and to minimise potential safety issues resulting from limited sightlines and cross traffic near the Bill Vanina sports pavilion.	This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.
4.2.2.e.7	Design the overpass of Kensington Road to present a high quality finish, to present well in both distant and nearby views, to ensure a high standard of visibility and lighting to paths below it, and to deter graffiti.	This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.
4.2.3	South Kensington Station Entry (Ormond Street to Tennyson Street)	
4.2.3.e.1	Architecturally integrate Metro Tunnel structures in the area with the entry to South Kensington station.	This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.
4.2.3.e.2	Contribute to visibility of the station entry, without dominating views from JJ Holland Park or visually overwhelming the scale of nearby houses.	This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.
4.2.3.e.3	Provide a forecourt to the station entry incorporating seating, lighting, bicycle parking, and car parking for JJ Holland Park users.	This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.
4.2.3.e.4	Provide canopy tree planting along the frontage to the rail corridor east of the station entry, to provide shade and visual screening.	This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.
4.2.3.e.5	Any re-alignment or widening of Childers Street at the station forecourt must resolve relationships between the new street and forecourt levels and sloping levels of intersecting streets, lanes, footpaths, and adjoining properties, to ensure accessibility and safety.	This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.
4.2.3.e.6	Maintain safe bicycle access through the area, arranged to minimise conflicts with pedestrians and car parking manoeuvres.	This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.
4.2.3.e.7	Investigate opportunities to provide additional green space at the southern end of Ormond Street, while allowing vehicular access to all adjacent properties.	This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.
4.2.3.e.8	Avoid creating encumbrances upon future medium density residential infill development of remnants of the acquired properties at the northwest of the Childers Street / Tennyson Street intersection.	This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.



Precinct 3:	inct 3: Arden Station				
4.3.e.1.	The design of Metro Tunnel must create inviting, safe and comfortable conditions that support use of the station before and during any wider redevelopment of the site.  - create a station building and associated open space of high design quality that integrates with and serves as a benchmark for surrounding development.  - provide temporary hoardings, fencings, screens and plantings of fast-growing trees to provide amenity and shelter for public spaces near the station entry.  - protect the station and other Metro Tunnel infrastructure from flooding and ingress of water, while providing for access from existing nearby street levels and allowing for adaptation in response to future new development.	This is not relevant to the Eastern Portal. Refer to the Arden Precinct Develop Plan.			
4.3.e.2.	The new station and future redevelopment of the publicly owned (VicTrack) land must be integrated with surrounding areas, ensuring high levels of accessibility between the station and nearby land uses.  - ensure that the station and infrastructure align with the directions of the Arden Framework Plan  - minimise the land area occupied by Metro Tunnel infrastructure in order to maximise the potential for future redevelopment on surrounding sites  - enable future vertical loading for a mixed-use building above the station  - allow for future extension of nearby streets into the site and make provision for future new station entrance(s) connecting to these  - upgrade Laurens Street between Queensberry Street and Arden Street to provide a pedestrian friendly environment with improved bike lanes, taxi rank, and limited parking  - upgrade Barwise Street to provide a pedestrian friendly environment, and improved access to the new station  - ensure a high degree of visual prominence for the station and its public realm to assist with wayfinding.	This is not relevant to the Eastern Portal. Refer to the Arden Precinct Develop Plan.			
4.3.e.3.	Works near Moonee Ponds Creek should:  - Create an attractive interface with the shared path.  - Minimise disruption or damage to habitat that supports endangered or threatened species.  - Protect the corridor's environmental and recreational values.	This is not relevant to the Eastern Portal. Refer to the Arden Precinct Develop Plan.			
Precinct 4:	Parkville Station				
4.4.1	Royal Parade				
4.4.1.e.1.	Retain and protect existing trees along Royal Parade.	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.			
4.4.1.e.2.	Where tree removal is unavoidable, plant new trees in the same locations, creating favourable growing conditions with soil preparation throughout the anticipated root zone.	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.			
4.4.1.e.3.	Design any aboveground Metro Tunnel structures located within Royal Parade to minimise their visual bulk or solidity, especially for elements at or above eye level.	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.			
	Integrate with the proposed tram super stop in Royal Parade	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct			
4.4.1.e.4.		Development Plan.			
4.4.1.e.4. 4.4.2	Grattan Street	Development Plan.			



	1 di ti ici oi iip	
4.4.2.e.2	Minimise the carriageway width while providing for local vehicular traffic and appropriate kerbside space for bus stops, loading, taxis, and emergency vehicles including ambulances (especially but not only in the block west of Royal Parade).	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
4.4.2.e.3	Provide dedicated bike lanes in each direction, either on street or with separation from motor vehicles and pedestrians.	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
4.4.2.e.4	Relate footpath width to station entries and pedestrian flows.	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
4.4.2.e.5	Provide clear pedestrian circulation space along the building frontages on both sides of the street, preferably wider than is currently provided.	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
4.4.2.e.6	Provide passenger waiting areas and shelters at bus stops.	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
4.4.2.e.7	Include new plantings of large canopy trees.	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
4.4.2.e.8	Widen signalised pedestrian crossings, potentially with carriageway pavement levels flush with footpath levels to improve accessibility near University Square.	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
4.4.2.e.9	Maintain access and sightlines to all building entries.	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
4.4.3	University of Melbourne Interface with Grattan Street	
4.4.3 4.4.3.e.1	University of Melbourne Interface with Grattan Street  Design station entries that orientate towards the wider precinct and its pedestrian movements, including but not limited to the University of Melbourne, and provide a high quality arrival experience and meeting places, adequate footpath areas, and direct legible connections to the north south spine that extends across Grattan Street and which links east and west to other uses and tram connections.	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
	Design station entries that orientate towards the wider precinct and its pedestrian movements, including but not limited to the University of Melbourne, and provide a high quality arrival experience and meeting places, adequate footpath areas, and direct legible connections to the north south spine that extends across Grattan Street and which links east and west to other uses and tram	
4.4.3.e.1	Design station entries that orientate towards the wider precinct and its pedestrian movements, including but not limited to the University of Melbourne, and provide a high quality arrival experience and meeting places, adequate footpath areas, and direct legible connections to the north south spine that extends across Grattan Street and which links east and west to other uses and tram connections.  Provide a design response that is respectful of the historic Gatekeeper's Cottage and Vice Chancellor's House, including their landscape	Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct
4.4.3.e.1 4.4.3.e.2	Design station entries that orientate towards the wider precinct and its pedestrian movements, including but not limited to the University of Melbourne, and provide a high quality arrival experience and meeting places, adequate footpath areas, and direct legible connections to the north south spine that extends across Grattan Street and which links east and west to other uses and tram connections.  Provide a design response that is respectful of the historic Gatekeeper's Cottage and Vice Chancellor's House, including their landscape settings	Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct
4.4.3.e.2 4.4.3.e.3	Design station entries that orientate towards the wider precinct and its pedestrian movements, including but not limited to the University of Melbourne, and provide a high quality arrival experience and meeting places, adequate footpath areas, and direct legible connections to the north south spine that extends across Grattan Street and which links east and west to other uses and tram connections.  Provide a design response that is respectful of the historic Gatekeeper's Cottage and Vice Chancellor's House, including their landscape settings  Retain the remnant of the university's historic perimeter fence near Royal Parade.  Allow for future redevelopment of the university's Royal Parade Biosciences Zone to the northeast of the Royal Parade / Grattan Street	Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
4.4.3.e.2 4.4.3.e.3 4.4.3.e.4	Design station entries that orientate towards the wider precinct and its pedestrian movements, including but not limited to the University of Melbourne, and provide a high quality arrival experience and meeting places, adequate footpath areas, and direct legible connections to the north south spine that extends across Grattan Street and which links east and west to other uses and tram connections.  Provide a design response that is respectful of the historic Gatekeeper's Cottage and Vice Chancellor's House, including their landscape settings  Retain the remnant of the university's historic perimeter fence near Royal Parade.  Allow for future redevelopment of the university's Royal Parade Biosciences Zone to the northeast of the Royal Parade / Grattan Street intersection and between the two proposed station entries.  Ensure that paving and street furniture within the university campus adhere to the university's design standards while those within the Grattan Street road reserve adhere to City of Melbourne standards, and resolve an appropriate interface between these two sets of	Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
4.4.3.e.2 4.4.3.e.3 4.4.3.e.4 4.4.3.e.5	Design station entries that orientate towards the wider precinct and its pedestrian movements, including but not limited to the University of Melbourne, and provide a high quality arrival experience and meeting places, adequate footpath areas, and direct legible connections to the north south spine that extends across Grattan Street and which links east and west to other uses and tram connections.  Provide a design response that is respectful of the historic Gatekeeper's Cottage and Vice Chancellor's House, including their landscape settings  Retain the remnant of the university's historic perimeter fence near Royal Parade.  Allow for future redevelopment of the university's Royal Parade Biosciences Zone to the northeast of the Royal Parade / Grattan Street intersection and between the two proposed station entries.  Ensure that paving and street furniture within the university campus adhere to the university's design standards while those within the Grattan Street road reserve adhere to City of Melbourne standards, and resolve an appropriate interface between these two sets of standards without compromising either one.	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct



4.4.4.e.1	Integrate aboveground Metro Tunnel infrastructure with the proposed design for University Square, Barry Street and Leicester Street,	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct
	including:	Development Plan.
	- coordinate the location of ventilation shafts with existing ventilation and access structures for the underground car park and with the	
	layout of proposed features in Barry, Leicester and Grattan Streets	
	- integrate aboveground elements of the chiller plant with the proposed design for the area.	
4.4.4.e.2	Implement the proposed design for University Square, Barry Street and Leicester Street within the project area, and allow for its future	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct
	complete implementation by others beyond the project area.	Development Plan.
	Town Hall Station	
4.5.1	La Trobe-Little La Trobe Street Sub Precinct	
4.5.1.e.1	Contribute to an integrated network of safe, high quality pedestrian routes:	This is not relevant to the Eastern Portal. Refer to the State Library Station
	- Locate and design station access stairs, escalators and lifts to distribute pedestrian traffic safely in relation to the capacity of	Development Plan.
	surrounding routes.	
	- Locate and design entry points for over site development to respect pedestrian desire lines and to avoid major congestion points.	
	- Create frontage activation along streets and laneways.	
	- Provide appropriate weather protection to Swanston Street and La Trobe Street footpaths.	
4.5.1.e.2	Allow for servicing, deliveries, and waste removal from the station and over site development, so as not to compromise frontage	This is not relevant to the Eastern Portal. Refer to the State Library Station
4.5.1.0.2	activation objectives.	Development Plan.
	activation objectives.	Development Han.
4.5.1.e.3	Address issues of servicing neighbouring properties.	This is not relevant to the Eastern Portal. Refer to the State Library Station
		Development Plan.
4.5.1.e.4	Ensure that over-site development is fully integrated into station design to ensure an overall cohesive, safe and functional station	This is not relevant to the Eastern Portal. Refer to the State Library Station
	precinct.	Development Plan.
4.5.1.e.5	Create clear delineation between private-sector building and station infrastructure for ease of maintenance and operation.	This is not relevant to the Eastern Portal. Refer to the State Library Station
	diedie diedi deliniedilon between private dedon banding und station initiadi detare for ease of maintenance und operation.	Development Plan.
		Development Fun.
4.5.2	Franklin Street	
4.5.2.e.1	Consider stakeholder requirements for the length of Franklin Street between Victoria and Queen Streets, and ensure the potential for	This is not relevant to the Eastern Portal. Refer to the State Library Station
	integration of works in the project area with future improvements beyond the project area.	Development Plan.
4.5.2.e.2	Maintain clear pedestrian circulation space along the building frontages on both sides of the street, no less than and preferably wider	This is not relevant to the Eastern Portal. Refer to the State Library Station
	than at present.	Development Plan.
4.5.2.e.3	Provide expanded pedestrian space for seating and other uses with enhanced amenity including plantings of new canopy trees,	This is not relevant to the Eastern Portal. Refer to the State Library Station
4.5.2.0.3	upgraded street lighting, etc.	Development Plan.
	upgraded street lighting, etc.	Development Fian.
4.5.2.e.4	Minimise carriageway widths while accommodating appropriate vehicular access including services access to the City Baths and RMIT.	This is not relevant to the Eastern Portal. Refer to the State Library Station
	5 ,	Development Plan.
	Create a safe bicycle route along Franklin Street.	This is not relevant to the Eastern Portal. Refer to the State Library Station
4.5.2.e.5	ference a safe bioyele route along trankin street.	This is not relevant to the Eastern's ortain here to the state Eistary Station



4.5.2.e.6	Minimise conflicts between turning vehicular traffic and Swanston Street trams.	This is not relevant to the Eastern Portal. Refer to the State Library Station Precinc Development Plan.		
4.5.3	Local Access Network			
4.5.3.e.1	Manage local traffic to maintain access to properties, to minimise conflicts with pedestrians, bicyclists and trams, and to safely return traffic to the wider road network.	This is not relevant to the Eastern Portal. Refer to the State Library Station Precin Development Plan.		
4.5.3.e.2	Manage and design Swanston Street between Latrobe and Little Latrobe Streets consistently with areas of Swanston Street south of Latrobe Street, with widened footpaths, improved tree planting, footpath paving, street furniture and lighting.	This is not relevant to the Eastern Portal. Refer to the State Library Station Precin Development Plan.		
4.5.3.e.3	Provide clear pedestrian circulation space along building frontages in all streets and laneways, maintaining existing capacity and increasing capacity where possible.	This is not relevant to the Eastern Portal. Refer to the State Library Station Precin Development Plan.		
4.5.3.e.4	Maintain on-street kerbside loading and delivery facilities to provide for servicing of adjacent properties.	This is not relevant to the Eastern Portal. Refer to the State Library Station Precin Development Plan.		
4.5.3.e.5	Above ground elements of the maintenance access and vent structure should be located and designed to ensure optimal flexibility in use of the public open space and to minimise visual impacts:  - Minimise aboveground structures' width, breadth and visual bulk, especially with respect to any element higher than 1m above surrounding paving levels.  - Use sustainable cladding materials and a high standard of architectural detailing to ensure the structures present well to nearby pedestrians, and are durable and easy to maintain in good condition.  - Consider potential integration with other streetscape elements, such as lighting and signage, in order to minimise clutter in the street space.	This is not relevant to the Eastern Portal. Refer to the State Library Station Precin Development Plan.		
Precinct 6:	: State Library Station			
4.6.1	Cocker Alley Sub Precinct			
4.6.1.e.1	Contribute to an integrated network of safe, high quality pedestrian routes:  - Locate and design station access stairs, escalators and lifts to distribute pedestrian traffic safely in relation to the capacity of surrounding routes.  - Improve pedestrian accessibility, safety and amenity in laneways connecting to the station entry.  - Ensure safe conditions in nearby laneways when the station entry is closed.  - Create active frontages along streets and laneways connecting to the station entry.  - Provide appropriate weather protection along Swanston Street and Flinders Street footpaths.  - Provide for safe crossings of Flinders Lane.	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinct Development Plan.		
4.6.1.e.2	Allow for servicing, deliveries, and waste removal from the station and over site development, so as not to compromise frontage activation objectives.	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinct Development Plan.		
4.6.1.e.3	Address issues of servicing neighbouring properties.	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinct Development Plan.		



4.6.1.e.5	Create clear delineation between private-sector building and station infrastructure for ease of maintenance and operation.	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinct Development Plan.
4.6.2	Federation Square: St Paul's Court	
4.6.2.e.1	Maintain Federation Square's inter-relationships with Flinders Street, Swanston Street and St Paul's Cathedral:  - Protect the framed vista from Federation Square to St Paul's Cathedral from intrusive or disruptive structures.  - Ensure permeability, visual links and pedestrian accessibility between the Flinders Street footpath and Federation Square.  - Create an architectural element that holds the corner at the intersection of Swanston and Flinders streets.	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinct Development Plan.
4.6.2.e.2	Maintain usable and activated open spaces:  - Maintain or provide new seating ledges.  - Maintain or provide new level areas of a size and character suitable for a range of events and activities.	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinct Development Plan.
4.6.2.e.3	Maintain and enhance the civic character and identity of Federation Square:  - Achieve design integration with Federation Square as a whole.  - Respond positively to the context established by the design of Federation Square.  - Consider rebuilding the western shard in keeping with the original design intent, increasing its height in order to reinstate its tall vertical proportions.	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinct Development Plan.
4.6.2.e.4	New or modified structures to accommodate above ground infrastructure may be sited within or adjacent to Federation Square provided the additional shadows cast do not unreasonably affect the usage and enjoyment of the broader open space.	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinct Development Plan.
4.6.3	City Square	
4.6.3.e.1	Maintain a respectful relationship with nearby civic buildings:  - Minimise the size and visual prominence of the station entry, so that it does not appear to be disproportionately grand in relation to other civic stairs on Swanston Street.  - Maintain uncluttered views to St Paul's Cathedral from the square, in particular to the facade and altar window facing Flinders Lane.  Mirror the offset of the Westin Hotel facade from the Cathedral's central axis to define a view corridor along the axis, and avoid locating aboveground infrastructure within this corridor if possible.  - Maintain views of the Town Hall clock tower from the square	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinct Development Plan.
4.6.3.e.2	Minimise net loss or fragmentation of public open space:  - Locate the entry and other aboveground infrastructure near to Collins Street to minimise impacts on usable public open space.  - Where possible, locate lifts and other aboveground infrastructure within the Westin Hotel built form.  - Where possible, co-locate aboveground infrastructure that must be in the square with the station entry or with other aboveground structures.  - Provide pedestrian access, egress and dispersal from the station via the street, not through the body of the square.  - Maintain generous soil depths to allow for tree planting.	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinct Development Plan.



	Create a high quality civic open space that accommodates passive recreational use and staged events, and achieves a balance of qualities as a place of respite and a prominent and actively used civic space:  - Maintain or increase space for casual use including public seating.  - Maintain accessibility for events including a large open level space equivalent to that provided in the square today, with vehicular loading capacities and surface treatment suitable for staging events without damage and / or without costly reinstatement	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinc Development Plan.
	requirements Provide vehicle access for events bump in / bump out Design so that, the square has a mix of large and more intimate spaces that can be used separately during public events.	
4.6.3.e.4	Maintain and enhance active frontages onto and overlooking the square:  - Maximise activation of the square by tenancies within the ground floor of the Westin Hotel.  - Maintain a level paved frontage along the Westin Hotel, providing access to adjoining tenancies and associated outdoor dining / cafe spaces.  - Maintain physical demarcation of outdoor spaces leased or licenced to adjoining hospitality businesses, to assist in their ongoing management (e.g. as with the existing water feature).  - Consider options for replacement of the existing cafe tenancy to minimise space occupied within the square.  - Maintain views between the Swanston Street footpath and tram stops and the open space within the square.	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precind Development Plan.
4.6.3.e.5	Maintain a generous shaded pedestrian promenade along Swanston Street:  - Maintain circulation space with no less capacity than exists at present.  - Maintain accessible tram stop facilities.  - Maintain a double row of Plane trees.	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precin Development Plan.
	Locate and design the station entry and the square as a whole to integrate with surrounding footpath levels:  - Orient the station entry towards Swanston Street.  - Locate and design required aboveground infrastructure to help resolve level transitions between the square and surrounding footpaths.	This is not relevant to the Eastern Portal Precinct. Refer to the Town Hall Static Precinct Development Plan.
	Protect, relocate and / or restore existing artworks and monuments as appropriate:  - Retain the Burke and Wills Monument in its existing location if possible. If not, re-install the monument in its original form at a new site to be approved by the City of Melbourne. Undertake adaptive site works as required to integrate the monument with the new site.  - Work with City of Melbourne to maintain or appropriately relocate or reimagine the Mockridge Fountain.  - Consult with the City of Melbourne to determine their intent to retain other existing artworks in the City's collection (and reinstall in the City Square or relocate as appropriate) or to de-accession. Incorporate works to be retained at the site into the new design.	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precin Development Plan.
	Adapt the remaining space after the provision of the station entry below the City Square for a civic facility:  - Minimise the extent of the existing space occupied by station infrastructure, where possible using the lower levels for service functions and allowing for active uses near ground surface level.  - Consult with the City of Melbourne to resolve the functional brief for the facility.  - Create a more direct and positive relationship between the open space and the new civic facilities in the basement than currently exists between the car park and the square.  - Continue to accommodate public amenities and site services as appropriate.	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precin Development Plan.
	New or modified structures to accommodate above ground infrastructure may be sited within or adjacent to City Square provided the additional shadows cast do not unreasonably affect the usage and enjoyment of the broader open space.	This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precir Development Plan.



Precinct 7: Anzac Station		
4.7.1	St Kilda Road	
4.7.1.e.1	Consider stakeholder requirements for St Kilda Road from Toorak Road to Dorcas Street, and ensure the potential for integration of works in the project area with future implementation of streetscape improvements by others beyond the project area.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.7.1.e.2	Provide convenient pedestrian access: - Support pedestrian crossings of St Kilda Road via the proposed station subway and by improving the safety and amenity of street level crossings Enhance pedestrian links from St Kilda Road to the Park Street (South Melbourne) tram route.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.7.1.e.3	Provide protected bicycle lanes, connecting safely and conveniently to bike lanes north and south of the project area.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.7.1.e.4	Complement St Kilda Road's formal boulevard character:  - Maintain or recreate a generally symmetrically balanced layout, with regular kerb alignments typically set parallel to the road's centreline, and large canopy trees.  - Design the island tram stop/interchange as a high quality public space with a formal design character that complements the boulevard setting.  - Coordinate or integrate passenger shelters at the tram stop with weather protection for the Metro Tunnel station entry.  - Arrange tram overheads to minimise visual clutter and to allow for tree planting.  - Minimise commercial advertising except as allowed under current PTV contracts with providers of tram shelters.  - Ensure that the design of the Park Street (South Melbourne) tram stop near Wells Street preserves views to the Shrine.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.7.1.e.5	Reconstruct the area of the existing tram interchange, north of the new one, to a design complementing and transitioning back into the typical boulevard layout of St Kilda Road with side service roads separated from the central carriageway by treed medians.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.7.1.e.6	Locate and design vent shafts, the chiller plant and substations to minimise their visual impacts:  - Minimise impacts on important views, in particular the Shrine of Remembrance vista.  - Ensure safe sightlines at intersections and pedestrian crossings.  - Integrate with the design of passenger shelters and weather protection for the Metro Tunnel entries, where possible.  - Allow for integration with necessary signage.  - Complement the formal design character of St Kilda Road.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.7.2	Shrine Reserve and Kings Domain Construction Work Areas	
4.7.2.e.1	Minimise encroachment into the Shrine of Remembrance Reserve.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.7.2.e.2	Maintain the vista to the Shrine from St Kilda Road between Domain Road and Park Street as clear of structures as possible, and minimise any new structures that may detract from or compete with views or the experience of existing monuments including the MacPherson Robertson Fountain and Cobbers Memorial:  - Locate aboveground structures along Domain Road if possible rather than along the St Kilda Road frontage of the Shrine Reserve.  - Locate the entry as low on the slope as possible, i.e. within or adjoining and parallel to the street.  - Minimise any structure above balustrade height.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.



4.7.2.e.3	Minimise impacts on views from within the Shrine Reserve, especially from the forecourts and steps, rooftop viewing terrace, and the 'ring road' at the base of the Shrine:  - Minimise visibility of Metro Tunnel structures within the Shrine Reserve.  - Minimise advertising visible from the Shrine or within key vistas to the Shrine.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.7.2.e.4	Minimise impacts on culturally significant features and fabric: - Sensitively reinstate or relocate existing memorials if required Retain or replace significant trees - Minimise proximity impacts of the entrance's use on observances at the Battle of the Fromelles memorial.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.7.2.e.5	Orient and design the entry to direct users towards an accessible route of travel to the main entries of the Shrine of Remembrance and the Royal Botanic Gardens.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.7.2.e.6	After construction, re-establish the construction work site(s) to existing or improved conditions, including works generally as illustrated in 'Edmund Herring Oval — Kings Domain Parklands,' City of Melbourne City Projects Division, Project No. 903411, Drawing no. LA01, November 2015.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.7.3	Albert Road Reserve	
4.7.3.e.1	Consider stakeholder requirements for Albert Road and ensure the potential for integration of works in the project area with future implementation of streetscape improvements by others beyond the project area.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.7.3.e.2	Minimise impacts on culturally significant features and fabric:  - Minimise the size and prominence of the station entry and ensure that it provides an appropriate setting for the South African Soldiers Memorial.  - Maintain the South African Soldiers Memorial's visual links to St Kilda Road and where possible, improves its prominence as the focal point of the reserve.  - Retain as many trees as possible, in particular the elms to the north of the South African Soldiers Memorial.  - Retain the Windsor Oak in situ, conserve it off site during construction, or propagate replacements from the original tree.  - Return the Cockbill Fountain and Windsor Oak (or its replacement) to the site after construction.  - Sensitively reinstate or relocate other existing plaques and memorials as required.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.7.3.e.3	Enhance pedestrian and cyclist access to the new station: - Widen and repave footpaths Connect bike paths through the area and provide bicycle parking.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.7.3.e.4	Create a high quality open space and facilities to support cultural, social, and passive recreational activities:  - Provide spaces for seating and casual social interaction.  - Avoiding fragmenting useable open spaces with busy pedestrian routes.  - Rationalise and reduce trafficable road space and car parking areas and convert to pedestrian use where possible.  - Provide a modest congregation area near the South African Soldiers Memorial that provides access for ceremonies	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
4.7.3.e.5	Provide for vehicular access to properties, car parks and for servicing.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
	Eastern Portal (South Yarra)	



	1 artifership	
4.8.e.1	Provide and improve shared use paths along the rail corridors with generous path widths to support local recreational and commuter use:  - Widen Lovers Walk, as appropriate and where possible, to support its role as a major shared path.  - Create a shared use path to the south of the rail corridor between Chapel Street, South Yarra Siding Reserve and Osborne Street.  - Maintain the eastern Osborne Street footpath.	Pedestrian access is presented in Section 4.3.4 of the Eastern Portal Developme Plan.
4.8.e.2	Improve walking and cycling access across the rail lines:  - Adopt a high quality integrated architectural and structural engineering design for the new William Street bridge including supporting structure(s), balustrades and lighting, with provision for safety, universal access and high levels of visibility.  - Locate and design the new bridge over the Sandringham line to visually and physically connect to the South Yarra Siding Reserve and to maximise its long-term contribution to pedestrian and cycle accessibility. Adopt a high quality integrated architectural and structural engineering design including supporting structure(s), balustrades and lighting, with provision for safety, universal access and high levels of visibility.	The new William Street bridge is outside the scope and extent of CYP's works for the Eastern Portal and will be addressed in a separate Eastern Portal Developm Plan.
4.8.e.3	Maximise permanent usable public open space in the precinct, including:  - Construct any required vertical retaining walls to support backfilling to levels that increase the level of useable open space.  - Design retaining walls and backfill to provide generous soil depths to support the growth of trees, and to maximise opportunities for future bridging, decking or development above the rail corridors.  - Consider future structural demands in the design of retaining walls and any other project infrastructure to support future decking across the railways for a future public plaza adjoining Toorak Road.	Public open space is presented in Section 4.3.3 of the Eastern Portal Developm Plan.
4.8.e.4	Provide a direct link through a new pedestrian bridge from the South Yarra Siding Reserve to Osborne Street to connect to Toorak Road.	A new pedestrian bridge is outside the scope and extent of CYP's works for the Eastern Portal and will be addressed in a separate Eastern Portal Development Plan.
4.8.e.5	Provide high quality contemporary public open spaces that are accessible, safe and responsive to the needs of current and future local communities:  - Provide a balance of hardscaped and green spaces that facilitate a range of passive and active recreation, and are adaptable to varied uses over time.  - Maximise the area of green, landscaped open space including canopy trees.	Public open space is presented in Sections 4.3.2 and 4.3.3 of the Eastern Portal Development Plan.
4.8.e.6	Design all structures required for and in association with the project as part of an integrated site design:  - Consider the cumulative impact of all structures including emergency access and ventilation structures, retaining walls, bridges, balustrades, vehicular crash barriers, acoustic screens, security fences and privacy screens, and integrate all into a coordinated high quality site design.  - Provide a high quality design response to all sensitive interfaces.  - Consider the forms, locations, materials and detailing of noise abatement screens, fences and other structures to maximise views into, through and between pedestrian routes and open spaces, and to minimise graffiti and vandalism.  - Provide transparency in acoustic screens and fencing above one metre (nominal) height at interfaces with walking routes or actively used public spaces, to improve passive surveillance and personal security.	Ancillary features, including ventilation structures, are presented in Section 4.3 of the Eastern Portal Development Plan. Crime prevention through environmen design is presented in Section 4.3.9 of the Eastern Portal Development Plan.





# APPENDIX E: EASTERN PORTAL ENVIRONMENTAL PERFORMANCE REQUIREMENTS ASSESSMENT

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



		Partnersnip	
Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Aquatic ecology and river health	AE1	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).  2. The best practice performance objectives for achieving compliance with SEPP (Waters of Victoria) during the construction phase are described below:  See table in EPRs for performance objectives.  Note  (1) Best practice performance objectives are based on the Best Practice Environmental Management Guidelines for Urban Stormwater – CSIRO.	The Eastern Portal response to stormwater treatment is presented in Section 4.4.1 of the Development Plan.
Aquatic ecology and river health	AE2	Best practice sedimentation and pollution control measures must be applied to protect waterways in accordance with Best Practice Environmental Management: Environmental Guidelines for Major Construction Sites – EPA publication 480 (1996) and in accordance with an approved CEMP.     Control measures may include: vehicle wheel wash and rumble bars at worksite egress points, appropriate placement of material stockpiles and chemical storages, covered loads, street sweeping and water quality monitoring, where required.	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 Surface Water Management Plan with site specific controls in the Site Environmental Implementation Plan. This is reviewed by the project's Independent Reviewer. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Aquatic ecology and river health	AE3	During construction, discharge all tunnel, station box and portal construction water to sewer.     Where groundwater interception during construction is predicted to occur, dewatering is to be managed so that groundwater is not released to stormwater or sensitive surface water bodies.  (See EPR GW3).	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 Surface Water Management Plan with site specific controls in the Site Environmental Implementation Plan. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor. Where discharge to sewer is necessary, this has occurred through a trade waste agreement (or similar) with provision for groundwater disposal.
Aquatic ecology and river health	AE4	1. Where ground treatment works are required in waterways, design and implement methods that prevent discharge of sediments into the water column.	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 Surface Water Management Plan with site specific controls in the Site Environmental Implementation Plan. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor. Where discharge to sewer is necessary, this has occurred through a trade waste agreement (or similar) with provision for groundwater disposal.
Aquatic ecology and river health	AE5	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.	This is not relevant to the Eastern Portal. Refer to the Arden Intake Substation Development Plan.
Aquatic ecology and river health	AE6	During operation, discharge tunnel drainage water to sewer, unless otherwise agreed by EPA and Melbourne Water and in compliance with SEPP (Waters of Victoria).     Where groundwater interception during operation is predicted to occur, disposal is to be managed so that contaminated water is not released to stormwater or to sensitive surface water bodies (see EPR GW4).	Prior to the operational phase of the project, Cross Yarra Partnership will prepare an Operational Environmental Management Plan, which will provide detail on discharge of tunnel drainage water.
Aquatic ecology and river health	AE7	1. Fully integrate the stormwater treatment system into the design of all precincts and portals to ensure that any stormwater entering a receiving water body complies with SEPP (Waters of Victoria).  See table in EPR  Notes (1) Best practice performance objectives are based on the Best Practice Environmental Management Guidelines for Urban Stormwater – CSIRO. (2) An example using SEPP (Waters of Victoria), general surface waters segment. (3) SEPP Schedule F7 – Yarra Catchment – urban waterways for the Yarra River main stream. (4) Litter is defined as anthropogenic material larger than five millimetres. 2. Sedimentation and pollution control measures must be applied to protect waterways and habitat areas such as periphery surrounding Moonee Ponds Creek in accordance with industry best practice. This must include water quality monitoring, where required.	The Eastern Portal response to stormwater treatment is presented in Section 4.4.1 of the Development Plan. The integration of the stormwater treatment system into the future built form and public realm of the Eastern Portal precinct is outside CYP scope and will be addressed by the Rail Infrastructure Alliance. The Rail Infrastructure Alliance design and compliance with State Environment Protection Policy (SEPP) (Waters of Victoria) will be subject to a separate Development Plan.
Aboriginal Cultural Heritage	AH1	1. Comply with a Cultural Heritage Management Plan approved under the Aboriginal Heritage Act 2006 and prepared in accordance with the Aboriginal Heritage Regulations 2007.	The Eastern Portal design is within the activity area defined in the Cultural Heritage Management Plans, that have been obtained for the Project. CYP has implemented an Environmental Management System and Construction Environmental Management Plan, which set out processes for ensuring conditions of approvals (including the Cultural Heritage Management Plans) are met. The aspect-specific control measures are identified in the Heritage Management Plan with site specific controls detiled in the precinct-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Air Quality	AQ1	1. Prior to commencement of Project works, develop and implement plan(s) for dust management and monitoring, to minimise and monitor the impact of construction dust. Develop the plan(s) in consultation with EPA and the owners of key sensitive equipment or locations, and advise the community of the plan, in accordance with the contractors Community and Stakeholder Engagement Plan (see EPR SC4).  2. The plan(s) must:  a) Set out air quality criteria and outline the justification for those criteria for above ground construction works.  b) Be informed by air modelling of construction activities, which should identify the main dust sources and the location of sensitive land uses. Air modelling for particulate dispersion must include construction ventilation discharges, and assess for both dust particulates and respirable crystalline silica.  c) Be informed by a human health risk assessment, conducted by a suitably qualified professional, for high risk construction activities which may generate possible airborne contaminants of potential concern, including: dust, respirable crystalline silica, asbestos, Aspergillus spores (Precinct 4 only) and any other common industrial contaminants within dust (such as metals and polycyclic aromatic hydrocarbons). d) Describe the proposed dust management and monitoring system including (but not necessarily limited to): i Routinely reviewing weather model predictions. ii Continuous monitoring and real-time alert systems in the event of measured exceedances. iii Protocols for record-keeping. iv Protocols to ensure that site personnel advise the site manager if excessive dust emissions are observed. e) Describe the mitigation measures that will be implemented to ensure compliance with air quality criteria. f) Address monitoring requirements for key sensitive receptors, including (but not limited) to: i Residential and commercial properties, including ACMI. ii Hospitals and research facilities within the Parkville precinct. iii Heritage listed places sensitive to dust including St Paul	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Air Quality, Dust & Lighting Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This plan has been reviewed by the project's Independent Reviewer and is audited by the project's Independent Environmental Auditor.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Air Quality	AQ2	1. Manage construction activities to minimise dust and other emissions in accordance with EPA Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996).	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Air Quality, Dust & Lighting Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This plan has been reviewed by the project's Independent Reviewer and is audited by the project's Independent Environmental Auditor.
an Quanty	AQZ	Control the emission of smoke, dust, fumes and other pollution into the atmosphere during construction and operation in accordance with the SEPPs for Air Quality	Cross Yarra Partnership has implemented an Environmental Management System, and prepared a Construction Environmental Management Plan. The aspect-specific control measures
Air Quality	AQ3	Management and Ambient Air Quality.	are identified in the Air Quality, Dust & Lighting Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This plan has bee reviewed by the project's Independent Reviewer and is audited by the project's Independent Environmental Auditor.  Prior to the operational phase of the project, Cross Yarra Partnership will prepare an Operational Environmental Management Plan, which will provide detail on controlling smoke, dust, fumes and other air pollution matters.
Arboriculture	AR1	1. During detailed design, review any potential tree impacts and achieve the maximum possible tree retention on both public and private land, including retaining all valuable habitat linkages or corridors where practicable.  2. Trees to be removed during early works must only be those associated with early works.  3. Comply with any requirements of Heritage Victoria if the trees are on the VHR.  4. Prior to commencement of Project Works, develop and implement a plan in consultation with the relevant local council that identifies all trees in the Project Area which covers: a) Trees to be removed or retained. b) Condition and significance of the trees to be removed. c) Options for temporary re-location of palms and reinstatement at their former location or another suitable location. d) Options for re-location of all trees and, if feasible for the tree species, reinstatement of the trees at their former location. 5. The plan should include a tree removal protocol established in consultation with the City of Melbourne, the City of Port Phillip, the City of Stonnington, the Shrine of Remembrance and Shrine Trustees, University of Melbourne and Heritage Victoria as applicable that includes a process for RPV approval of trees prior to removal.	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. None of the trees proposed for removal are considered native vegetation in accordance with the DELWP Guidelines for the removal, destruction or lopping of native vegetation (2017) (or under the previous Permitted Clearing of Native Vegetation - Biodiversity Assessment Guidelines (2013). The public realm response in regards to tree retention for the Eastern Portal is presented in Section 4.4.2 of the Development Plan.
Arboriculture	AR2	1. Reinstate quality soils to sufficient volumes to support long-term viable growth of replacement trees. Ensure ongoing supply of water to tree root zones, especially during their establishment stage. Employ water sensitive urban design principles (WSUD) where possible.	The public realm response in regards to tree soil and water supply is presented in Section 4.4.2 of the Eastern Portal Development Plan.
Arboriculture	AR3	1. Develop a tree replacement program to re-establish lost canopy cover and achieve canopy size equal to (or greater than) healthy, mature examples of the removed species in Melbourne.  2. Establish protocols to govern the use of advanced and super-advanced trees, where such use is appropriate to re-establish canopy and valued landscape character in a way that balances long term viability of the tree with immediate impact.  3. Consult with the City of Melbourne, the City of Port Phillip, the City of Stonnington, the Shrine of Remembrance and Shrine Trustees, University of Melbourne and Heritage Victoria as applicable.  4. When re-establishing trees, regard should be had to the following documents where relevant:  a) The City of Melbourne's Tree Retention and Removal Policy (2012) (excluding sections 8.2 and 8.3) and Urban Forest Strategy, South Yarra Urban Forest Precinct Plan, Central City Urban Forest Precinct Plan, Carlton Urban Forest Precinct Plan and Kensington Urban Forest Precinct Plan.  b) The City of Port Phillip's Community Amenity Local Law No. 1 and Greening Port Phillip – An Urban Forest Approach.  c) The City of Stonnington's General Local Law 2008 (No 1) and City of Stonnington Street Tree Strategy.  d) Any associated precinct plans.  e) Specific policies of the Domain Parklands Conservation Management Plan, for trees within Domain Parklands.  f) Shrine of Remembrance Conservation Management Plan (Lovell Chen, 2010) or any future review and the Shrine of Remembrance Landscape Improvement Plan (Rush Wright Associates, 2010).  g) South African Soldiers Memorial Conservation Management Plan (Context, 2016).  h) The preferred future character of the University of Melbourne, for trees in the grounds of the University of Melbourne.  5. The re-establishment of trees must also consider the contribution that the replacement trees can make to the creation of habitat corridors and linkages where this is possible. (See EPRs CH13 and CH18 as appropriate).	The public realm response in regards to tree replacement for the Eastern Portal is presented in Section 4.4.2 of the Development Plan.
Arboriculture	AR4	1. Prior to commencement of construction of any Project works that could affect trees, prepare and implement Tree Protection Plans for each precinct in accordance with AS4970-2009 Protection of Trees on Development Sites. The plans must respond to the detailed design and construction methodology of the Project and ensure that trees proposed to be retained are adequately protected from the impact of construction or related activities.  2. Where a Tree Protection Plan is required for a heritage place, the plan must be developed in consultation with Heritage Victoria or the relevant council (as applicable).	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Ecology Management Plan which requires the development of a Tree Protection Plan. Where the works fall within a Victorian Heritage Registered site, these Tree Protection Plans will be subject to Heritage Victoria approval.
Arboriculture	AR5	1. For City of Melbourne trees that are to be retained and protected, a bank guarantee or bond of the trees' value will be held against the approved Tree Protection Plan for the duration of the works in accordance with the City of Melbourne Tree Retention and Removal Policy.	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 (including a Tree Protection Plan) with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. Thi is reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor. A Bank guarantee or bond for the trees' value has been provided to the City of Melbourne for City of Melbourne trees that are to be retained and protected in accordance with the City of Melbourne Tree Retention and Removal Policy.
usiness	B1	1. Reduce 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 possession of the land. 2. Provide businesses with adequate notice (as required under the relevant legislation) of any need for relocation, as a result of the Project including the termination of leases of public or private land where the displacement is a direct consequence of the Project.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan, which includes a Business Disruption Plan, Relocation Management Framework and Special Event sub-plan. This is reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Business	B2	1. Prior to commencement of relevant works, prepare a business disruption plan consistent with the contractors Community and Stakeholder Engagement Management Plan (SC4) to: a) Manage potential impacts to non-acquired businesses, commercial property owners and not-for-profit organisations. b) Ensure appropriate engagement with local councils, businesses, property owners and the community throughout construction. 2. The plan must outline the stakeholder engagement measures for each precinct and include: a) Adequate notice of key Project milestones. b) Details of any changes to traffic and parking conditions and duration of impact. c) A Project construction schedule developed in coordination with transport authorities and local councils and in consultation with businesses to minimise cumulative impacts of this and other projects. d) Plans for notifying customers of proposed changes to business operations, including the setting of suitable timeframes for notification prior to commencement of works. e) Measures to ensure access to businesses is maintained for customers, deliveries and consistent with EPR T10 for waste removal, unless there has been prior engagement with affected businesses (including mutually agreed mitigation measures as required). These measures could include the installation of directional and business signage to assist customers and agreed protocols for engaging with service providers (i.e. deliveries, collections, etc.). f) Process for registering, management and resolution of complaints from affected businesses consistent with Australian Standard AS/NSZ 10002:2014 Guidelines for Complaint Management in Organisations. g) Measures for supporting affected businesses during construction in accordance with the Business Support Guidelines for Construction (BSGC) such as marketing and promotion, local activation, way-finding programs and up skilling opportunities. h) Where implementation of BSGC support measures have been exhausted for a business, provide the opportunity for assistance in preparing	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan, which includes a Business Disruption Plan, Relocation Management Framework and Special Events sub-plan. This is reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Business	B3	Following consultation with potentially affected businesses and prior to commencement of relevant works, prepare management plans and during construction implement those plans to minimise dust, noise and vibration impacts during construction, as per EPRs AQ1, NV5 and NV21.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan as well as the Air Quality, Dust & Lighting Management Plan and Noise and Vibration Management Plan. Site specific controls for Air quality and Noise and Vibration are detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the project's Independent Environmental Auditor.
Business	B4	Maintain vehicular and pedestrian access to hospital emergency departments at all times during construction and to other key health and medical facilities, where practicable.	This is not relevant to Eastern Portal. There are no hospital emergency departments or medical institutions located in the vicinity of the Eastern Portal site.
Business	B5	1. Prior to relevant works, develop a stop work contingency plan for Class 1 emergencies (as defined in the Emergency Management Act 2013) in consultation with medical institutions in the Parkville precinct in the event that Melbourne Metro construction works are required to cease as a result of any such emergency.	This is not relevant to the Eastern Portal. Refer to the Parkville Emergency Management Plan and project-wide Emergency Response and Incident Management Plan.
Business	B6	1. In consultation and agreement with the owners of the Westin Residential Apartments and the owners' corporations in Plan of Subdivision PS428405M, prepare a legacy design for the private car parking, storage units and services below the Westin building to a similar standard as prior to the commencement of the Project (taking into account station infrastructure requirements) or as otherwise agreed with the owners. The legacy design is to be implemented at the earliest opportunity.	This is not relevant to the Eastern Portal. Refer to the Early Works Managing Contractor's Early Works Plan.
Contaminated Land and Spoil Management	C1	1. Prior to commencement of shaft construction and prior to commencement of main works, prepare and implement a Spoil Management Plan (SMP) for each Works Package. The SMP must be in accordance with RPV's Spoil Management Strategy and any relevant regulations, standards or best practice guidelines. The SMP must be developed in consultation with the EPA. The SMP will include but is not limited to the following:  a) Applicable regulatory requirements. b) Identifying nature and extent of spoil (clean fill and contaminated spoil). c) Roles and responsibilities. d) Identification of management measures for handling and transport of spoil for the protection of health and the environment (consistent with the transport management plan(s) as required by EPRs T2 and T3). e) Identification, design and development of specific environmental management plans for temporary stockpile areas f) Identifying potential sites for re-use, management or disposal of any spoil. g) Monitoring and reporting requirements. h) Identifying locations and extent of any prescribed industrial waste (PIW) and the method for characterising PIW spoil prior to excavation. i) Identifying suitable sites for disposal of any PIW. 2. The SMPs must include sub-plans as appropriate, including but not limited to an Acid Sulfate Soil and Rock (ASS/ASR) Management Sub-Plan (see EPR C2).	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The Construction Management Plan Subplan includes aspect-specific control measures including the Spoil Management Plan. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Contaminated Land and Spoil Management	C2	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 sub-plan of the overarching SMP for each Works Package. The Sub-Plan must be developed in accordance with the Industrial Waste Management Policy (Waste Acid Sulfate Soils) 1999, EPA Publication 655.1 Acid Sulfate Soil and Rock and relevant (EPA) regulations, standards and best practice guidance and in consultation with the EPA.  2. This Sub-Plan will adopt the general requirements of the SMP and also:  a) Identify locations and extent of any potential ASS/ASR.  b) Characterise ASS/ASR spoil prior to excavation.  c) Identify and implement measures to prevent oxidation of ASS/ASR wherever possible.  d) Identify potential sites for re-use, management or disposal of any ASS/ASR.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The Construction Management Plan Subplan includes aspect-specific control measures including the Spoil Management Plan. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



Disabilis -	EDD D - f	Facility and Destroiting Descriptions	Development Plan Passage
Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Contaminated Land and Spoil Management	С3	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) Consider the outcomes of further investigations including the appropriate groundwater investigations and modelling required in EPRs GW1, GW2, GW3 and GW5.  b) Interpret groundwater permeation and VOC results.  c) Present and take account of the outcomes of risk assessments.  d) If required, identify remedial options to be implemented for contaminated land and groundwater in accordance with relevant regulations, standards and best practice guidance and in consultation with the EPA.  2. If required, as an outcome of the RMP, 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.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The Construction Management Plan Sul plan includes aspect-specific control measures including a Spoil Management Plan and Health and Safety Management Plan. In addition, a Western Tunnels Groundwater and Remediation Plan has been prepared. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Contaminated Land and Spoil Management	C4	Prior to commencement of relevant works, prepare and implement a health, safety and environmental plan for the management of hazardous substances. The plan must include but not be limited to:     a) Consideration of the risks associated with exposure to hazardous substances for employees, visitors and general public.     b) The identification of methods to control such exposure in accordance with relevant regulations, standards and best practice guidance and to the satisfaction of WorkSafe and in consultation with EPA.     c) Method statements detailing monitoring and reporting.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan and Health and Safety Management Plan. This includes a Hazardous Materials Procedure to ensure hazardous material are managed in accordance with the Environmental Management Framework. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Historical Cultural Heritage	CH1	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).  Note  (1) The Project must meet the requirements of the Heritage Act 2017.	Historical cultural heritage at the Eastern Portal is presented in Section 4.4.3 of the Development Plan. The design of the Eastern Portal (both during temporary and permanent works) seeks to minimise any impacts to the heritage values of the area.
Historical Cultural Heritage	CH2	1. To avoid or minimise impacts on the cultural heritage values of heritage places, prior to commencement of relevant works, prepare and implement a Heritage Management Plan (HMP) in consultation with Heritage Victoria or the relevant local council (as applicable).  2. The HMP must identify the heritage values of the place, the degree of significance of component parts, how proposed works will affect the heritage values, the mitigation measures to be adopted to avoid or minimise impacts on heritage values and any possible heritage benefits.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Heritage Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Historical Cultural Heritage	СНЗ	1. To avoid or minimise impacts on the cultural heritage values of heritage places, prior to commencement of relevant works:  a) Perform works in accordance with the following noise and vibration and ground movement EPRs as related to heritage places: NV2, NV3, NV4, NV8, NV9, NV21, GM2, GM3, GM4, GM5, GM6  b) Undertake condition assessments of heritage places prior to commencement of construction of relevant works where located within the identified vibration and ground settlement zones of sensitivity and monitor as per NV8,GM3, GM4 and GM5.  2. Should damage occur to a heritage place as a result of works, undertake rectification works in accordance with accepted conservation practice (with reference to the Australia ICOMOS Burra 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 the Executive Director of Heritage Victoria for places included in the Victorian Heritage Register.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Heritage Management Plan, Noise and Vibration Management Plan and Ground Movement Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Historical Cultural Heritage	CH4	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 where heritage places are to be demolished or modified or their setting is to be impacted by works. The archival recording is to be provided to Heritage Victoria for places in the VHR and the relevant local council for places included in the Heritage Overlay and approved in writing. Once approved, a copy of the recording is to be lodged with the La Trobe Picture Collection, State Library of Victoria.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Heritage Management Plan with site specific controls in the Site Environmental Implementation Plan. This is reviewed by the project's Independent Reviewer. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Historical Cultural Heritage	CH5	1. Prior to the construction of works that affect heritage structures or places, where it is proposed to dismantle, store and reconstruct heritage fabric, develop detailed methodology in accordance with the Australia ICOMOS Burra Charter 2013 and in consultation with Heritage Victoria or the land owner or relevant local council (as applicable). Work is to be documented and overseen by an appropriately qualified heritage practitioner. 2. Prior to dismantling the following heritage places, develop interpretative material for display while the heritage fabric is not visible:  a) Burke and Wills Monument.  b) University of Melbourne Main Entrance Gate (Gate 6) Pillars and Fence (VHR H918).	Cross Yarra Partnership has prepared an Environmental Management System and Construction Environmental Management Plan. The aspect-specific control measures are identified in the Heritage 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 with Heritage Victoria and review by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.
Historical Cultural Heritage	СН6	1. Prior to commencement of relevant works which may directly or indirectly affect heritage places, develop and implement appropriate protection measures for heritage places and their settings. This is to be done in consultation with the land owner, and Heritage Victoria or relevant council (as applicable).	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Heritage Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Historical Cultural Heritage	CH7	1. In consultation with Heritage Victoria and as required by the Heritage Act 2017:  a) Develop archaeological management plans to manage disturbance of archaeological sites and values affected by the Project.  b) Undertake investigation in accordance with the Guidelines for Investigating Historical Archaeological Artefacts and Sites, Heritage Victoria 2014 (as amended or updated).  2. Develop and implement a protocol for managing previously unidentified historical archaeological sites discovered during Project works.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Heritage Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Historical Cultural Heritage	СН8	1. In consultation with Heritage Victoria, the relevant local council and/or Aboriginal Victoria (as applicable), develop and implement, a heritage interpretation strategy for places in the VHR and VHI or which explores historical and Aboriginal cultural heritage themes.  2. This must also include the railway workshop buildings in the proposed Railway Reserve Precinct (proposed HO1093) located at 173–199 Laurens Street, North Melbourne in the Arden precinct.  3. The heritage interpretation strategy should consider the RPV Creative Strategy.	In consultation with Heritage Victoria, the City of Melbourne and other relevant councils, a heritage interpretation strategy has been developed for the Project which includes the publicly accessable stations. This strategy takes into consideration the RPV Creative Strategy. Refer to the Station Development Plans for further information on the heritage interpretation strategy for public-facing areas.
Historical Cultural Heritage	СН9	Undertake all underground service works beneath or within heritage places or tree protection zones (TPZs) for trees as part of heritage places to avoid, minimise and mitigate impacts to the heritage fabric.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Heritage Management Plan and Ecology Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans and Tree Protection Plans. This is subject to stakeholder consultation requirements with Heritage Victoria. The management plans are reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



ure new development is responsive to heritage places in terms of height, massing, form, façade articulation, materials and impacts on their settings and key views.  ure no direct impact on heritage buildings on the former Glueworks site in Kensington.  ain and protect Langford Street pumping station as part of the design for the new substation.  onsultation with VicRoads, Heritage Victoria and/or the relevant local council, replace removed Elm trees in Royal Parade as part of Project delivery using appropriate species e-establish the boulevard formation and heritage values.  vide suitable soil conditions to facilitate the growth of new trees to reach the size of the existing mature trees in the boulevard.  PR AR3).  Ing detailed design ensure the eastern Parkville station entry is set no less than 8-10 metres from the original Gatekeeper's Cottage and an appropriate boundary treatment index or re-established for the heritage building.  Ing detailed design for the Town Hall station, consult with City of Melbourne regarding the incorporation of the Charles Bush sculpture into the design for the new building a Port Phillip Arcade site, preferably in a prominent position on the Flinders Street façade.  he event that temporary or permanent relocation of the Burke and Wills Monument from its current site is required, resolve the final location of the monument in litation with the City of Melbourne prior to the commencement of relevant works.  PR CH5).  PR CH5).  Segrate the bluestone pillar and cast iron fencing at the corner of Grattan Street and Royal Parade into the design for the station entry and surrounds in consultation with the City of Melbourne.  Jace removed trees as part of Project delivery in accordance with relevant policy documents and to reinstate heritage values in consultation with the City of Melbourne.  Jace removed trees as part of Project delivery in accordance with relevant policy documents and to reinstate heritage values in consultation with the City of Melbourne, the fort Phillip, Heritage Vi	Historical cultural heritage at the Eastern Portal is presented in Section 4.4.3 of the Development Plan. The design of the Eastern Portal seeks to minimise any impacts to the heritage values of the area.  This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.  The substation will be subject to a separate Development Plan process prior to any works commencing on the construction of this facility.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
ure no direct impact on heritage buildings on the former Glueworks site in Kensington.  ain and protect Langford Street pumping station as part of the design for the new substation.  onsultation with VicRoads, Heritage Victoria and/or the relevant local council, replace removed Elm trees in Royal Parade as part of Project delivery using appropriate species establish the boulevard formation and heritage values.  vide suitable soil conditions to facilitate the growth of new trees to reach the size of the existing mature trees in the boulevard.  PR AR3).  Ining detailed design ensure the eastern Parkville station entry is set no less than 8-10 metres from the original Gatekeeper's Cottage and an appropriate boundary treatment inted or re-established for the heritage building.  Ining detailed design for the Town Hall station, consult with City of Melbourne regarding the incorporation of the Charles Bush sculpture into the design for the new building a Port Phillip Arcade site, preferably in a prominent position on the Flinders Street façade.  The event that temporary or permanent relocation of the Burke and Wills Monument from its current site is required, resolve the final location of the monument in litation with the City of Melbourne prior to the commencement of relevant works.  PR CH5).  Segrate the bluestone pillar and cast iron fencing at the corner of Grattan Street and Royal Parade into the design for the station entry and surrounds in consultation with the risty of Melbourne.  Jace removed trees as part of Project delivery in accordance with relevant policy documents and to reinstate heritage values in consultation with the City of Melbourne, the f Port Phillip, Heritage Victoria, the Shrine of Remembrance and Shrine Trustees (as applicable). Policy documents are as follows.  (Conservation Management Plan adopted by those bodies, including: ain Parklands Masterplan (when completed).  The Remembrance Conservation Management Plan (Lovell Chen, 2010) or any future review and the Shrine of Remembrance Landscap	Values of the area.  This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.  The substation will be subject to a separate Development Plan process prior to any works commencing on the construction of this facility.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.
ain and protect Langford Street pumping station as part of the design for the new substation.  Onsultation with VicRoads, Heritage Victoria and/or the relevant local council, replace removed Elm trees in Royal Parade as part of Project delivery using appropriate species e-establish the boulevard formation and heritage values.  vide suitable soil conditions to facilitate the growth of new trees to reach the size of the existing mature trees in the boulevard.  PR AR3).  ining detailed design ensure the eastern Parkville station entry is set no less than 8-10 metres from the original Gatekeeper's Cottage and an appropriate boundary treatment intend or re-established for the heritage building.  ining detailed design for the Town Hall station, consult with City of Melbourne regarding the incorporation of the Charles Bush sculpture into the design for the new building a Port Phillip Arcade site, preferably in a prominent position on the Flinders Street façade.  The event that temporary or permanent relocation of the Burke and Wills Monument from its current site is required, resolve the final location of the monument in Itation with the City of Melbourne prior to the commencement of relevant works.  PR CH5).  Per CH5).  Per at the bluestone pillar and cast iron fencing at the corner of Grattan Street and Royal Parade into the design for the station entry and surrounds in consultation with the risty of Melbourne.  Polace removed trees as part of Project delivery in accordance with relevant policy documents and to reinstate heritage values in consultation with the City of Melbourne, the fort Phillip, Heritage Victoria, the Shrine of Remembrance and Shrine Trustees (as applicable). Policy documents are as follows.  You conservation Management Plan adopted by those bodies, including:  ain Parklands Conservation Management Plan (2016) and the Domain Parklands Masterplan (when completed).  The of Remembrance Conservation Management Plan (Lovell Chen, 2010) or any future review and the Shrine of Remembrance Landscape Improv	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
consultation with VicRoads, Heritage Victoria and/or the relevant local council, replace removed Elm trees in Royal Parade as part of Project delivery using appropriate species e-establish the boulevard formation and heritage values.  vide suitable soil conditions to facilitate the growth of new trees to reach the size of the existing mature trees in the boulevard.  PR AR3).  ring detailed design ensure the eastern Parkville station entry is set no less than 8-10 metres from the original Gatekeeper's Cottage and an appropriate boundary treatment inted or re-established for the heritage building.  ring detailed design for the Town Hall station, consult with City of Melbourne regarding the incorporation of the Charles Bush sculpture into the design for the new building e Port Phillip Arcade site, preferably in a prominent position on the Flinders Street façade.  he event that temporary or permanent relocation of the Burke and Wills Monument from its current site is required, resolve the final location of the monument in litation with the City of Melbourne prior to the commencement of relevant works.  PR CH5).  grate the bluestone pillar and cast iron fencing at the corner of Grattan Street and Royal Parade into the design for the station entry and surrounds in consultation with the risity of Melbourne.  Place removed trees as part of Project delivery in accordance with relevant policy documents and to reinstate heritage values in consultation with the City of Melbourne, the forth Phillip, Heritage Victoria, the Shrine of Remembrance and Shrine Trustees (as applicable). Policy documents are as follows.  A conservation Management Plan adopted by those bodies, including:  and Parklands Conservation Management Plan (2016) and the Domain Parklands Masterplan (when completed).  The of Remembrance Conservation Management Plan (Lovell Chen, 2010) or any future review and the Shrine of Remembrance Landscape Improvement Plan (Rush Wright)	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
e-establish the boulevard formation and heritage values.  vide suitable soil conditions to facilitate the growth of new trees to reach the size of the existing mature trees in the boulevard.  PR AR3).  ring detailed design ensure the eastern Parkville station entry is set no less than 8-10 metres from the original Gatekeeper's Cottage and an appropriate boundary treatment ained or re-established for the heritage building.  ring detailed design for the Town Hall station, consult with City of Melbourne regarding the incorporation of the Charles Bush sculpture into the design for the new building a Port Phillip Arcade site, preferably in a prominent position on the Flinders Street façade.  The event that temporary or permanent relocation of the Burke and Wills Monument from its current site is required, resolve the final location of the monument in litation with the City of Melbourne prior to the commencement of relevant works.  PR CH5).  PR CH5).  PR CH5, the bluestone pillar and cast iron fencing at the corner of Grattan Street and Royal Parade into the design for the station entry and surrounds in consultation with the risty of Melbourne.  Place removed trees as part of Project delivery in accordance with relevant policy documents and to reinstate heritage values in consultation with the City of Melbourne, the Port Phillip, Heritage Victoria, the Shrine of Remembrance and Shrine Trustees (as applicable). Policy documents are as follows.  Y Conservation Management Plan adopted by those bodies, including:  ain Parklands Conservation Management Plan (2016) and the Domain Parklands Masterplan (when completed).  The of Remembrance Conservation Management Plan (Rush Wright) and the Domain Parklands Masterplan (when completed).	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
vide suitable soil conditions to facilitate the growth of new trees to reach the size of the existing mature trees in the boulevard.  PR AR3).  Iring detailed design ensure the eastern Parkville station entry is set no less than 8-10 metres from the original Gatekeeper's Cottage and an appropriate boundary treatment inted or re-established for the heritage building.  Iring detailed design for the Town Hall station, consult with City of Melbourne regarding the incorporation of the Charles Bush sculpture into the design for the new building e Port Phillip Arcade site, preferably in a prominent position on the Flinders Street façade.  The event that temporary or permanent relocation of the Burke and Wills Monument from its current site is required, resolve the final location of the monument in litation with the City of Melbourne prior to the commencement of relevant works.  PR CH5).  The event that temporary or permanent relocation of the Burke and Wills Monument from its current site is required, resolve the final location of the monument in litation with the City of Melbourne prior to the commencement of relevant works.  PR CH5).  The event that temporary or permanent relocation of the Burke and Wills Monument from its current site is required, resolve the final location of the monument in litation with the City of Melbourne prior to the commencement of relevant works.  PR CH5).  The event that temporary or permanent relocation of the Burke and Wills Monument from its current site is required, resolve the final location of the monument in litation with the City of Melbourne prior to the commencement of relevant works.  PR CH5).  The event that temporary or permanent relocation of the Burke and Wills Monument from its current site is required, resolve the final location of the monument in litation with the City of Melbourne and Shrine Trustees (as applicable).  The event that temporary or permanent relocation of the Burke and Wills Monument from its current site is required.  The event that temporary or permanent	This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
ring detailed design for the Town Hall station, consult with City of Melbourne regarding the incorporation of the Charles Bush sculpture into the design for the new building at Port Phillip Arcade site, preferably in a prominent position on the Flinders Street façade.  The event that temporary or permanent relocation of the Burke and Wills Monument from its current site is required, resolve the final location of the monument in litation with the City of Melbourne prior to the commencement of relevant works.  The CHS).  The CHS).  The CHS is a part of Project delivery in accordance with relevant policy documents and to reinstate heritage values in consultation with the City of Melbourne, the fort Phillip, Heritage Victoria, the Shrine of Remembrance and Shrine Trustees (as applicable). Policy documents are as follows.  The CHS is a part of Project delivery in accordance with relevant policy documents are as follows.  The CHS is a part of Project delivery in accordance with relevant policy documents are as follows.  The CHS is a part of Project delivery in accordance with relevant policy documents are as follows.  The CHS is a part of Project delivery in accordance with relevant policy documents are as follows.  The CHS is a part of Project delivery in accordance with relevant policy documents are as follows.  The CHS is a part of Project delivery in accordance with relevant policy documents are as follows.  The CHS is a part of Project delivery in accordance with relevant policy documents are as follows.  The CHS is a part of Project delivery in accordance with relevant policy documents are as follows.  The CHS is a part of Project delivery in accordance with relevant policy documents are as follows.  The CHS is a part of Project delivery in accordance with relevant policy documents are as follows.  The CHS is a part of Project delivery in accordance with relevant policy documents are as follows.	This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
he event that temporary or permanent relocation of the Burke and Wills Monument from its current site is required, resolve the final location of the monument in litation with the City of Melbourne prior to the commencement of relevant works.  EPR CH5).  Regrate the bluestone pillar and cast iron fencing at the corner of Grattan Street and Royal Parade into the design for the station entry and surrounds in consultation with the rsity of Melbourne.  Foliace removed trees as part of Project delivery in accordance with relevant policy documents and to reinstate heritage values in consultation with the City of Melbourne, the fort Phillip, Heritage Victoria, the Shrine of Remembrance and Shrine Trustees (as applicable). Policy documents are as follows.  Y Conservation Management Plan adopted by those bodies, including:  Iain Parklands Conservation Management Plan (2016) and the Domain Parklands Masterplan (when completed).  The Conservation Management Plan (Lovell Chen, 2010) or any future review and the Shrine of Remembrance Landscape Improvement Plan (Rush Wright).	This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.  This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
Itation with the City of Melbourne prior to the commencement of relevant works.  EPR CH5).  Egrate the bluestone pillar and cast iron fencing at the corner of Grattan Street and Royal Parade into the design for the station entry and surrounds in consultation with the rsity of Melbourne.  Solace removed trees as part of Project delivery in accordance with relevant policy documents and to reinstate heritage values in consultation with the City of Melbourne, the fort Phillip, Heritage Victoria, the Shrine of Remembrance and Shrine Trustees (as applicable). Policy documents are as follows.  Conservation Management Plan adopted by those bodies, including:  Iain Parklands Conservation Management Plan (2016) and the Domain Parklands Masterplan (when completed).  The of Remembrance Conservation Management Plan (Lovell Chen, 2010) or any future review and the Shrine of Remembrance Landscape Improvement Plan (Rush Wright).	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
rsity of Melbourne.  Polace removed trees as part of Project delivery in accordance with relevant policy documents and to reinstate heritage values in consultation with the City of Melbourne, the f Port Phillip, Heritage Victoria, the Shrine of Remembrance and Shrine Trustees (as applicable). Policy documents are as follows.  Conservation Management Plan adopted by those bodies, including:  ain Parklands Conservation Management Plan (2016) and the Domain Parklands Masterplan (when completed).  The of Remembrance Conservation Management Plan (Lovell Chen, 2010) or any future review and the Shrine of Remembrance Landscape Improvement Plan (Rush Wright).	·
f Port Phillip, Heritage Victoria, the Shrine of Remembrance and Shrine Trustees (as applicable). Policy documents are as follows.  / Conservation Management Plan adopted by those bodies, including: ain Parklands Conservation Management Plan (2016) and the Domain Parklands Masterplan (when completed).  ne of Remembrance Conservation Management Plan (Lovell Chen, 2010) or any future review and the Shrine of Remembrance Landscape Improvement Plan (Rush Wright	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
iates, 2010). th African Soldiers Memorial Conservation Management Plan (Context, 2016). EPR AR3).	
consultation with Heritage Victoria, the City of Melbourne, the Shrine of Remembrance and Shrine Trustees (as applicable), review the siting and design of the eastern Anzac in entry during detailed design to ensure it is as recessive as possible in this location and has only a limited presence on the edge of the Shrine of Remembrance Reserve. edesign needs to allow for the maintenance of an appropriate setting to the Macpherson Robertson Memorial Fountain.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
or to dismantling the South African Soldiers Memorial, in consultation with City of Port Phillip and Heritage Victoria develop interpretive material to display in the precinct the monument is restored.  detailed design, in consultation with City of Port Phillip and Heritage Victoria review the siting and design of the western Anzac Station entry to ensure the South African errors Memorial and other components of the Albert Road Reserve retain their heritage values including an appropriate setting. If no appropriate setting can be established, der options for relocation of the memorial to an alternative site.	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
consultation with VicRoads, Heritage Victoria and relevant local councils, replace any trees in St Kilda Road that must be removed in a manner which will re-establish the vard formation and reinstate heritage values.  Solve the physical and visual impacts of new above ground structures and changes to the functional layout with input from Heritage Victoria, relevant local council, VicRoads, Trams and PTV/DEDJTR (Transport) in the Heritage Impact Statement (HIS).	This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.
ain and protect the Cross Street Electrical Substation in situ within or abutting proposed construction site.	This is not relevant in the Eastern Portal. Refer to the Rail Turnback Precinct Development Plan.
ure that, where impacted by Project works, street fabric and infrastructure is conserved and/or accurately reconstructed in consultation with Heritage Victoria and the ant local council.	Culturally significant street fabric and infrastructure at the Eastern Portal is presented in Section 4.4.3 of the Development Plan.
asis, identify heritage places that may be vulnerable to damage from construction and identify appropriate mitigation measures to prevent damage to heritage places. or to the commencement of main works: induct pre-construction condition surveys of heritage places identified as potentially being vulnerable to damage to record structural condition and structural integrity. plement the identified mitigation measures to prevent damage to heritage places in consultation with Heritage Victoria and the relevant local council (as applicable). Induct vibration monitoring at the heritage places that may be vulnerable to damage to assess the actual impacts from construction works. The vibration monitoring demonstrates that a heritage place has been, or may be, damaged as a result of vibration, ground vibration must be reduced until the risk of vibration damage is assessed as acceptable.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Heritage Management Plan, Noise & Vibration Management Plan & Ground Movement Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This is subject to stakeholder consultation requirements with Heritage Victoria, reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Tram ain ar ain ar ain ar ain ar ain ar ain to or to o asis, i aduct bleme aduct ne vib d dar	the physical and visual impacts of new above ground structures and changes to the functional layout with input from Heritage Victoria, relevant local council, VicRoads, s and PTV/DEDJTR (Transport) in the Heritage Impact Statement (HIS).  Indeprotect the Cross Street Electrical Substation in situ within or abutting proposed construction site.  Inat, where impacted by Project works, street fabric and infrastructure is conserved and/or accurately reconstructed in consultation with Heritage Victoria and the cal council.  Inat, where impacted by Project works, street fabric and infrastructure is conserved and/or accurately reconstructed in consultation with Heritage Victoria and the cal council.  Inat, where impacted by Project works, street fabric and infrastructure is conserved and/or accurately reconstructed in consultation with Heritage Victoria and the cal council.  Inat, where impacted by Project works, street fabric and infrastructure is conserved and/or accurately reconstructed in consultation with Heritage places that may be culnerable to damage to measures to prevent damage to heritage places in consultation with Heritage Victoria and the relevant local council (as applicable). wibration monitoring at the heritage places that may be vulnerable to damage to assess the actual impacts from construction must be reduced until the risk of vibration monitoring demonstrates that a heritage place has been, or may be, damaged as a result of vibration, ground vibration must be reduced until the risk of vibration works.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



Disciplina	EPR Ref	Environmental Protection Requirements	Development Plan Response
Discipline	EPR REI		
MF	EMF1	1. Prior to commencement of Project works, prepare and implement an Environmental Management System (EMS) that is certified to ISO 14001:2015 Environmental Management Systems – requirements with guidance for use for construction and operation.	Cross Yarra Partnership has implemented an Environmental Management System that is certified to ISO14001:2015, and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. Site specific controls are detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
ЕМҒ	EMF2	1. Prepare a Construction Environmental Management Plan (CEMP), Site Environment Implementation Plans (SEIP), Operations Environmental Management Plan (OEMP) and other plans as required by the Environmental Performance Requirements (EPRs) and as relevant to any stage of the Project. 2. Develop a program to set out the process and timing for development of an EMS, CEMP, SEIP, OEMP and other plans as required by the EPRs and as relevant to any stage of the Project. 3. The process for development of and implementation of the CEMP, the SEIP and OEMP must include consultation with Councils, Heritage Victoria, the Roads Corporation, Melbourne Water, Public Transport Victoria (PTV)/DEDJTR (Transport), the Environment Protection Authority (EPA) and other stakeholders as relevant. These consultation processes must be described in the program. Plans are to be reviewed in accordance with the EMF. 4. The CEMP should be prepared in accordance with EPA Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996).	Cross Yarra Partnership has implemented an Environmental Management System, and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operation phase of the Project. Site specific controls are detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
EMF	EMF3	1. Prior to commencement of Project works, appoint an Independent Environmental Auditor to audit proposed plans, as required in the Incorporated Document, so as to ensure the plans comply with the EPRs and to undertake environmental audits of compliance with the approved CEMP, SEIP, OEMP (the OEMP is for Public Private Partnership (PPP) only), EPRs and approval conditions.	An Independent Environmental Auditor has been appointed to ensure the relevant plans comply with the EPRs and is undertaking environmental audits to satisfy this EPR.
EMF	EMF4	1. Prior to commencement of Project works, develop and implement a process for the recording, management and resolution of complaints from affected stakeholders consistent with Australian Standard AS/NZS 10002: 2014 Guidelines for Complaint Management in Organisations.  2. The complaints management approach will be documented in the Community and Stakeholder Engagement Management Framework required under EPR SC3 and be integrated with the Proponent and Contractors' own EMS'. The complaints management system will address requirements of the Business Support Guidelines for Construction (BSGC). (See EPR B2).	Rail Project's Victoria has implmented a process for the recording, management and resolution of complaints, as documented in the Communications and Stakeholder Engagement Management Framework. CYP's Communications and Stakeholder Engagement Management Plan has been prepared to reflect this process. This plan has been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Electro Magnetic Interference	EMI1	1. During detailed design activities for main works: a) Undertake a Project wide Electro Magnetic Interference (EMI) assessment for existing infrastructure, considering: i Baseline conditions. ii Stakeholder requirements. iii Manufacturer specifications of sensitive equipment. iv Any electromagnetic emissions where the magnetic fields are altered by moving metallic objects and which may alter the operation of any electrical or electronic equipment to be used during construction and operation of the Project. b) Undertake baseline monitoring of sensitive equipment in accordance with any relevant manufacturer environmental test requirements, where available. c) Determine operational EMI limits in consultation with sensitive equipment owners having regard to equipment manufacturer environmental specifications where available and background EMI levels. d) If EMI limits are expected to be exceeded, as a result of either the construction and/or operation of the Project, design mitigation measures, in consultation with equipment owners, so as to minimise impact on sensitive equipment in accordance with 'best practice' industry standards.  2. The findings of the assessment undertaken in EPR EMI1 should be summarised and addressed in the Management Plan prepared in response to EPR EMI2.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Design Management Plan (Electro-Magnetic Compatibility Management Plan). These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Electro Magnetic Interference	EMI2	1. Prior to commencement of relevant works, prepare and implement an Electro Magnetic Compatibility (EMC)  Management Plan that includes the following (but is not necessarily limited to):  a) An assessment of the likely electromagnetic emissions generated by the main works and the operation of the Project.  b) Identification of sensitive equipment that might be affected by those electromagnetic emissions and the proposed management measures.  c) A testing strategy in accordance with equipment specifications to monitor performance of appropriate management measures.  d) Identification of possible works to sensitive equipment to avoid adverse impacts.  e) A program for regular auditing of electronic and electrical systems during the construction, testing and commissioning.  f) Remedial action to be undertaken if EMI limits are not met during the construction, testing, commissioning and operation of the Project.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Design Management Plan (Electro-Magnetic Compatibility Management Plan). These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Terrestrial flora and fauna	FF1	1. Where 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.	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 in the Site Environmental Implementation Plan. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Terrestrial flora and fauna	FF2	1. Develop and implement measures to avoid the spread or introduction of weeds and pathogens during construction, including vehicle and equipment hygiene.	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 precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Terrestrial flora and fauna	FF3	1. Trees identified for removal under EPR AR1, which may be used for breeding by native wildlife, should be removed outside the spring breeding season (August-December inclusive) where practicable. Immediately prior to site clearance for construction, large old trees with habitat hollows must be inspected by a suitably experienced and qualified arborist, to check for fauna occupancy, and native fauna removed and released at a nearby location immediately outside the impact zones.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Ecology 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.
Greenhouse Gas	G1	1. Prior to commencement of main works, develop and implement a Sustainability Management Plan to meet, as a minimum, the Melbourne Metro sustainability targets, including achieving the specified ratings under the Infrastructure Sustainability Council of Australia's Infrastructure Sustainability Rating Tool and the Green Star Design and As Built Melbourne Metro Rail Tool.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Sustainability Management Plan. This is reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Greenhouse Gas	G2	1. Monitor and report on how each of the best practice GHG abatement measures and sustainability initiatives identified in the Concept Design is implemented in the detailed design of the Project and whether any additional measures not included in the Concept Design are feasible.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Sustainability Management Plan, which includes sub-plans such as Climate Resilience, Carbon and Energy. These plans are reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor (this includes audits of performance against the most material aspects each quarter throughout construction).
Ground Movement and Land Stability	GM1	1. Prior to commencement of shaft construction and prior to commencement of main works, develop and maintain geological and groundwater model(s) (as per EPR GW2) for each Works Package which:  a) Use monitored ground movement and ground water levels prior to construction to identify pre-existing movement.  b) Inform tunnel design and the construction techniques to be applied for the various geological and groundwater conditions.  c) Assess potential drawdown and identify trigger levels for implementing additional mitigation measures to minimise potential primary consolidation settlement.  d) Assess potential ground movement effects from excavation and identify trigger levels for implementing additional mitigation measures to minimise potential ground movement effects.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The management system includes a Groundwater Management Plan and Ground Movement Management Plan which set out the relevant models are managed. These plans have been reviewed by the project's Independent Reviewer and audited by the project's Independent Environmental Auditor.
Ground Movement and Land Stability	GM2	1. 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 stakeholders, local councils and land managers and which build upon the assumptions for criteria presented in the EES) for vertical, horizontal, and angular deformation as appropriate for Project activities during the construction and operational phase. In the design of the works and the planning of construction and mitigations, incorporate the findings of investigations reported in the EES and subsequent relevant investigations.	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.
Ground Movement and Land Stability	GM3	1. Prior to commencement of shaft construction and prior to commencement of main works, develop and implement a Ground Movement Plan(s) for each Works Package for construction and operational phases of the Project that: a) Addresses the location of structures/assets which may be susceptible to damage by ground movement resulting from Melbourne Metro works, having particular regard to heritage places and EPR CH2. b) Identifies appropriate ground movement impact acceptability criteria for buildings, utilities, trains, trams and pavement after consultation with the various stakeholders. c) Identifies mitigation measures to ensure acceptability criteria can be met. d) Identifies 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) Addresses additional measures to be adopted if acceptability criteria are not met such as reinstatement of any property damage. For heritage places, refer to EPR CH2 and CH24. f) Establishes 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 model. g) Consult with land and assets owners that could be potentially affected and whereby mitigation measures would be required.	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.
Ground Movement and Land Stability	GM4	1. Conduct pre-construction condition surveys for the assets predicted to be affected by ground movement, including where a property owner reasonably expects to be potentially affected and has requested a pre-construction condition survey.  2. Develop and maintain a data base of as-built and pre-construction condition information for each potentially affected structure identified as being in an area susceptible to damage (see EPR GM3) or where a property owner has requested a pre-construction condition survey, specifically including:  a) Identification of structures/assets which may be susceptible to damage resulting from ground movement resulting from Melbourne Metro works.  b) Results of condition surveys of structures, pavements, significant utilities and parklands to establish baseline conditions and potential vulnerabilities.  c) Records of consultation with landowners in relation to the condition surveys.  d) Post-construction stage condition surveys conducted, where required, to ascertain if any damage has been caused as a result of Melbourne Metro.  e) Share pre- and post-condition assessments and records of consultation with the property owner proactively.  f) Ensure all stakeholder engagement activities are undertaken in accordance with the contractors Community and Stakeholder Engagement Management Plan.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Ground Movement Plan and Communications and Stakeholder Engagement Management Plan, which set out the process for undertaking condition surveys. These plans have been reviewed by the project's Independent Reviewer. These plans are also audited by the Independent Environmental Auditor.
Ground Movement and Land Stability	GM5	1. Adopt construction techniques for Melbourne Metro to limit ground movement to within appropriate acceptability criteria (to be determined in consultation with relevant stakeholders).	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Ground Movement Plan, which is reviewed by the project's Independent Reviewer. These plans are also audited by the Independent Environmental Auditor.
Ground Movement and Land Stability	GM6	1. 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).	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 Plan and Heritage Management Plan, which is reviewed by the project's Independent Reviewer. These plans are also audited by the Independent Environmental Auditor.
Groundwater	GW1	Design the tunnel and underground structures so that they minimise changes to groundwater levels during construction and operation to minimise impacts on groundwater dependent values, ground movement and contamination plume migration.     In the case of existing, registered groundwater bore users, for the assessment of tolerable groundwater drawdown criteria, drawdown level should not exceed the point where the available saturated aquifer thickness of the bore is reduced by further than 10 per cent.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Groundwater Management Plan and Ground Movement Plan, which have been reviewed by the project's Independent Reviewer. These plans are also audited by the Independent Environmental Auditor.
Groundwater	GW2	1. Develop a groundwater model through a process that involves ongoing referral to the Independent Environmental Auditor consistent with the Australian Groundwater Modelling Guidelines (Barnett et al, 2012). Apply the model for the detailed design phase to predict impacts associated with any changes to construction techniques or operational design features proposed during detailed design, and reconfirm that the EPRs and mitigation measures are sufficient to mitigate impacts from changes in groundwater levels, flow and quality.  2. The groundwater model should be updated to address comprehensively transient calibration, aquifer specific storage parameter values and their justification, prediction of cumulative impacts during construction and uncertainty assessments.  3. Ensure that the model geometry set-up (node and grid network of model and layering definition) is accurately matched into the Project's detailed design excavation geometry.  4. Undertake monitoring during construction to ensure that predictions are accurate and mitigation measures are appropriate, and adjust the model if required.	Cross Yarra Partnership has implemented an Environmental Management System, and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Groundwater Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



		rai tileisilip_	
Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Groundwater	GW3	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.  2. The GWMP must be based on the detailed design phase groundwater model, and should include the following details:  a) Approach to collection, treatment and disposal of groundwater collected during construction in accordance with the RPV Groundwater Disposal Strategy.  b) Identifying and if necessary, specifying mitigation measures to protect groundwater dependent vegetation during periods of drawdown.  c) An approach identified in consultation with the EPA so that contaminant migration causes no significant impacts on beneficial uses or vapour intrusion into underground structures, and establish appropriate monitoring networks to measure the effectiveness of the approach.  d) Methods for minimising drawdown in areas of known PASS and establishing appropriate monitoring networks to confirm effectiveness of approach.  e) Methods for minimising drawdown at any existing recharge bores, and establishing appropriate monitoring networks to measure the effectiveness of mitigation.  f) Groundwater drawdown trigger levels for groundwater dependent values at which additional mitigation measures must be adopted.  g) Design, operation and management of groundwater injection bore fields.  h) Contingency measures if impacts occur at existing active groundwater bores and surface water bodies.  i) Contingency measures should unexpected groundwater conditions be encountered.  3. The GWMP must be developed in consultation with EPA and relevant water authorities.  4. The GWMP should also address RPV's sustainability requirements where appropriate.	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.
Groundwater	GW4	1. 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. These plans set out the process for identifying and obtaining relevant approvals. CYP have obtained required Trade Waste Agreements for works at Eastern Portal. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Groundwater	GW5	1. Prior to commencement of shaft construction and prior to commencement of main works, develop and implement a groundwater monitoring plan as part of the GWMP for each Works Package that details sufficient monitoring of groundwater levels to verify that no significant impacts occur from potential:  a) Contaminant migration on the beneficial uses of groundwater at third party properties caused by drawdown or vapour intrusion to underground structures  b) Activation of PASS and groundwater acidification  c) Reduction in access to water for bore owners in the area around the Project  d) Reduction in access to groundwater for trees – particularly in the Tunnels precinct between Town Hall and Anzac Stations, and the Town Hall station and eastern portal precincts  e) Change in injection rates in any existing recharge bores that may be present in the area around the Project.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Groundwater Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plan. This has been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Land Use and Planning	LU1	1. Prior to commencement of relevant works, develop and implement a plan for construction and operation of the Project that has as its 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 public open space.  b) Minimising the footprints 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 public open space to maximise the re-instatement potential of that land.  d) Minimising impacts to existing public open spaces and recreational facilities and the users of these facilities, including (but not limited to): JJ Holland Park, University Square, the Melbourne City Baths, City Square, Federation Square, the Shrine of Remembrance and the Shrine Reserve, Domain Parklands, Edmund Herring Memorial Oval, and the Albert Road Reserve.  e) Minimising the impacts to existing residential areas by locating new above ground infrastructure, such as electrical substations in appropriate locations considering adjoining properties and exploring the co-location of rail infrastructure facilities where practicable. f) Ensuring residents are notified in advance of works in accordance with EPRs SC4 and SC10. 2. Such measures must be developed in consultation with affected land managers for public land, local councils and key stakeholders, as applicable. Note (1) The approach to defining key stakeholders is to be outlined in the Community and Stakeholder Engagement Management Framework (see EPR SC3).	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Land Use Management Plan. This has been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.  Land use and planning, in particular the impact on existing land use, is presented in Section 4.4.4 of the Eastern Portal Development Plan.
Land Use and Planning	LU2	Development of the Project must be generally in accordance with the relevant Open Space Master Plans (including but not limited to, the Domain Parklands, and University Square Master Plans and Chapel ReVision Structure Plan), and be consistent with the Melbourne Metro Urban Design Strategy and EPR SC8 in designing and constructing above ground infrastructure for the tunnels.     Consultation 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 outputs must be consistent with EPR SC8.	The design of the Eastern Portal has been considered in accordance with relevant Master Plans, this is presented in Section 4.4.4 of the Development Plan.
Land Use and Planning	LU3	1. Prior to commencement of relevant works, develop and implement a plan for the design and construction of Arden station that adopts an integrated approach to urban design and planning of the station and which is generally in accordance with the Vision and Framework Plan for Arden. This must include consultation with the Victorian Planning Authority, City of Melbourne and any other relevant agencies such as Melbourne Water and the plan must be referred to the Urban Design and Architectural Advice Panel (UDAAP).  2. The design must include integrated water sensitive urban design (EPR SW2) and management of the extent of flooding across the site.	This is not relevant to the Eastern Portal. Refer to the Arden Precinct Development Plan.
Land Use and Planning	LU4	1. Prior to commencement of relevant works, develop and implement a plan in consultation with the Urban Design and Architectural Advice Panel (UDAAP) to ensure the design of the Project meets the Melbourne Metro Urban Design Strategy and relevant planning schemes that considers: a) Permanent above ground structures. b) Temporary structures adopting principles of the Growing Green Guide 2014 including green walls, roofs and facades, where practicable. c) The RPV Creative Strategy. d) Wayfinding, signage and advertising for above ground elements of the Project. 2. The strategies must be developed in consultation with relevant local councils and land managers. (See EPR LV1).	This Development Plan and the design of the Eastern Portal was developed in consultation with the UDAAP to ensure it meets the Urban Design Strategy. This is presented in Section 4.4.4 of the Development Plan. The future built form of the wider Eastern Portal precinct, including the landscaping and hardscaping design response, will be developed and addressed by the Rail Infrastructure Alliance. This is addressed in a separate Development Plan.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



		T di di ci ci ili	
Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Landscape and visual	LV1	1. Prior to commencement of relevant works, develop and implement a plan for the design of permanent and temporary works, including temporary landscaping, in consultation with relevant local councils and the Office of Victorian Government Architect to comply with the Melbourne Metro Urban Design Strategy. Avoid or minimise, to the extent practicable, visual impacts in both duration and intensity on sensitive receptors and heritage places, and maintain broader landscape character and heritage precinct values, particularly in relation to: a) Tunnels: Queen Victoria Gardens, Tom's Block. b) Western Portal: JJ Holland Park. c) Parkville Station: University of Melbourne, Victorian Comprehensive Cancer Centre, Royal Melbourne Hospital, University Square. d) State Library Station: RMIT University, the State Library and State Library Forecourt, City Baths, and A'Beckett Street open space. e) Town Hall Station: St Paul's Cathedral, Federation Square, City Square, Flinders Street Station, Young and Jackson Hotel. f) Anzac Station: The Shrine of Remembrance, Shrine of Remembrance Reserve, St Kilda Road, Albert Road Reserve, Domain Parklands. g) Eastern Portal: South Yarra Sidings Reserve, Osborne Street, Lovers Walk Pedestrian Walk. h) Existing habitat corridors within and proximate to Moonee Ponds Creek, if the alternate substation site adjacent to the Moonee Ponds Creek is selected. 2. Consult with University of Melbourne in relation to location and design of station entries on University land.	Landscape and visual impacts at the Eastern Portal are presented in Section 4.4.5 of the Development Plan. The design of the Eastern Portal is being addressed in consultation with the Office of the Victorian Government and City of Melbourne.
Landscape and visual	LV2	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 to re-establish and enhance public open space, recreation reserves and other valued places disturbed by temporary works. Some of these are heritage places and further consultation will be required.  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 plan should include a timeframe for re-establishment of public open space, recreation reserves and other valued places disturbed by temporary works and should also include exploring opportunities for renewal of public spaces for the benefit of communities beyond resident groups, including visitors, business owners and commuters.	The re-establishment of public open space is presented in Section 4.4.5 of the Eastern Portal Development Plan. The wider landscaping and public realm design response for the future built form of the Eastern Portal precinct is addressed by the Rail Infrastructure Alliance and has been subject to a separate Development Plan.
Landscape and visual	LV3	1. 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 neighbourhoods, parks and community facilities. Lighting for operation must be designed in accordance with council requirements and relevant standards.	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.
Landscape and visual	LV4	1. 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.	Cross Yarra Partnership has implemented an Environmental Management System, and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Urban Design Management Plan, which has been reviewed by the project's Independent Reviewer. The Independent Environmental Auditor has audited these plans, noting the Urban Design process is outlined in the Construction Environmental Management Plan.
Noise and Vibration	NV1	1. 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 NV21. The CNVMP must not prescribe standards or practices which are less rigorous than recommended by EPA Publication 1254.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This has been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Noise and Vibration	NV2	1. For construction works conducted between Town Hall station and Anzac Station, comply with the requirements of the Notification of Referral Decision for the Melbourne Metro Rail Project (EPBC 2015/7549, dated 22 September 2015) under the EPBC 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 vibration monitoring at the commencement of tunnelling in geological conditions that are similar to those at Victoria Barracks in order to quantify the actual tunnel boring machine vibration characteristics (level and frequency) for comparison 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 (B Block), 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 (B Block). d) If monitoring conducted according to the above demonstrates the condition of heritage structures may be degraded as a result of vibration, ground vibration must be reduced by adjusting the advance rate of the tunnel boring machine until monitoring of vibration at the Former Guardhouse (B Block) shows consistent measurements equivalent to preconstruction vibration readings at the Former Guardhouse (B Block). Other management actions to ensure the integrity of the heritage building may be employed if considered to be appropriate.  (See EPR CH24).	
Noise and Vibration	NV3	Noise and Vibration Modelling – Design  1. Prior to commencement of shaft construction and prior to commencement of main works, each Works Package contractor must appoint a suitably qualified acoustic and vibration consultant to predict construction noise and vibration (through modelling) and update the modelling to reflect current construction methodology, site conditions and specific equipment noise and vibration levels (this will require noise and vibration measurements). The model is to be used to determine appropriate mitigation to achieve the EPRs.  2. 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 NV21.  3. The model must consider airborne noise to residential and non-residential receivers, ground-borne noise at residences, blasting vibration and ground-borne vibration. (For heritage places see EPR CH24).	This Development Plan presents the built form of the Eastern Portal. Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



		Par thership	
cipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
ise and Vibration	NV4	Noise and Vibration Monitoring - Construction  1. Prior to commencement of shaft construction and prior to commencement of main works, each Works Package contractor must appoint a suitably qualified acoustic and vibration consultant to undertake noise and vibration monitoring.  2. The acoustic and vibration consultant must undertake noise and vibration monitoring to assess levels with respect to any Guideline Targets specified in the EPRs. Where monitoring indicates exceedances of Guideline Targets, appropriate management actions must be implemented as soon as possible.  3. The model developed during the Design Stage should be updated / calibrated using the results of the noise and vibration monitoring to provide more accurate predictions of the noise and vibration levels associated with ongoing and future construction works. It may be appropriate to adjust management measures as a result of the more accurate predictions.  (For heritage places see EPR CH24).	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
se and Vibration	NV5	1. Prior to commencement of project works, each Works Package contractor must prepare and implement a communications plan to liaise with potentially affected community stakeholders and land owners regarding potential noise and vibration impacts. The plan must include procedures for complaint management as per SC3. In developing the plan, consult with relevant local councils, EPA Victoria, the Parkville Precinct Reference Group and RMIT University and other precinct reference groups, as appropriate. (See EPRs SC4 and SC11).	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 Construction Noise and Vibration Communications Management Plan. This has been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
oise and Vibration	NV6	Airborne Construction Noise Guideline Targets (External)  1. Implement management actions if construction noise is predicted to or does exceed the Guideline Noise Levels at residential locations as specified in EPA Publication 1254.  See table in EPRs  Note  (1) During Normal Working Hours, the CNVMP must address noise levels that exceed the Management Levels specified in Table EPR NV21A.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This is reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
ise and Vibration	NV7	Airborne Construction Noise Guideline Targets (Internal)  1. Implement management actions if construction noise: a) Is predicted to or does exceed the internal noise levels below for Sensitive Areas (based on AS/NZS 2107:2000); and b) Adversely impacts a noise sensitive receptor within the Sensitive Area.  See EPR for table 2. If construction exceeds the internal noise levels above: a) Consider the duration of construction noise b) Consider the relevant ambient noise levels c) Consult with the owner or operator of the noise sensitive receptor d) Consider any specific acoustic requirements of specialist space to determine whether a noise sensitive receptor within a Sensitive Area is adversely impacted and, if so, whether further management actions are required. (See EPR NV21, subclause B).	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This is reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
ise and Vibration	NV8	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 not achieved.  See EPR for table NV8-1: Short-term vibration on structures  Notes  (1) It may be appropriate to modify the guideline targets for particular structures following the completion of pre-construction condition surveys.  (2) At frequencies above 100 Hz, the values given in this column may be used as minimum values.  (3) Vibration levels marginally exceeding the DIN4150 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.  (4) For civil engineering structures (e.g. with reinforced concrete constructions used as abutments or foundation pads) the DIN 4150 guideline targets for Type 1 buildings in the table above may be increased by a factor of 2.  (5) Short-term vibration is defined as vibration which does not occur often enough to cause structural fatigue and which does not produce resonance in the structure being evaluated.  (6) Where land owners agree, pre-construction condition surveys must be performed at all properties located within designated Project Area where it is predicted that DIN 4150 guideline targets will be exceeded.  See EPR for table NV8-2 Long-term vibration on structures  Notes  (1) It may be appropriate to modify the guidelines targets described in the table above for particular structures following the completion of pre-construction condition surveys.  (2) Vibration levels marginally exceeding those in the Table would not necessarily mean that damage would occur and further investigation would be required to determine if higher vibration levels can be accommodated without risk of damage.  (4) Where land owners agree, pre-construction condition surveys must be performed at all pr	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These has been reviewe by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
ise and Vibration	NV9	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 Princes Bridge, to establish construction vibration limits in consultation with asset owners.  2. Monitor vibration during construction to demonstrate compliance with the relevant vibration guideline targets under NV8 or those agreed with the asset owners. Take remedial action if limits are not met.  (See EPRs CH3 and CH24).	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Noise and Vibration	NV10	Vibration Guideline Targets for Below-ground Infrastructure  1. Prior to commencement of relevant works, undertake condition assessments of below-ground 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 the following DIN 4150 Guideline Targets for buried pipework/underground infrastructure) from construction are not achieved.  See EPR table  Notes  (1) The DIN 4150 Guideline Targets may be reduced by 50% when evaluating the effects of long-term vibration on buried pipework.  (2) The DIN 4150 Guideline Targets are based on the assumption that pipes have been manufactured and laid using current technology (however it is noted that this is not the case for the majority of buried pipework potentially affected by Melbourne Metro).  (3) Compliance with asset owner's Utility Standards is to be achieved.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This is reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Noise and Vibration	NV11	Vibration Dose Values (VDVs) (Human Comfort)  1. Implement management actions if the following Guideline Targets (VDVs) (based on Table 1 in BS6472-1:2008) for continuous (as for TBMs and road headers), intermittent, or impulsive vibration are not achieved.  See EPR table  Notes  (1) The Guideline Targets are non-mandatory; they are goals that should be sought to be achieved through the application of feasible and reasonable mitigation measures. If exceeded then management actions would be required.  (2) The VDVs may be converted to PPVs within a future noise and vibration construction management plan under EPR NV21.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Noise and Vibration	NV12	Sensitive Equipment Guideline Targets  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 expected to be or are exceeded for vibration sensitive equipment at the Parkville and State Library 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  3. Where equipment manufacturer specifications are not available for vibration, adopt the applicable ASHRAE Equipment Vibration Guideline Targets:  See EPR Table  Notes  (1) Background vibration and noise must be measured in accordance with equipment environmental test requirements.  (2) Monitoring must be undertaken in accordance with equipment specifications to demonstrate compliance, and monitoring locations determined in consultation with operators of sensitive equipment (See EPR NV21).  (3) The proponent may undertake consultation with the users and agree alternative Guideline Targets for Construction and/or Operation phases.  (4) Subject to being given the asset owner's consent, during the construction phase, a continuous monitoring program must be adopted (to the asset owner's agreement), with approach.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Noise and Vibration	NV13	Ground-borne (internal) Noise Guideline Targets for Amenity  1. Implement management actions as agreed with potentially affected land owners to protect amenity at residences, sleeping areas in hospital wards, student accommodation and hotel rooms where the following ground-borne noise Guideline Targets are exceeded during construction (See Table below based on NSW Interim Construction Noise Guidelines 2009)  Implement management actions, as determined in consultation with potentially affected land owners, where ground-bone noise levels unreasonably limit usage in education institutions such as lecture theatres.  See table in EPRs for targets.  Notes  (1) Levels are only applicable when ground-borne noise levels are higher than airborne noise levels.  (2) The noise levels are assessed at the centre of the most affected habitable room.  (3) Management actions include extensive community consultation to determine acceptable level of disruption and provision of respite accommodation in some circumstances.  (4) The levels of the Night and Evening periods are shown to protect amenity and sleep. Alternative and day time targets may be determined in consultation with potentially affected non-residential users where ground-borne noise levels many reasonably limit the usage of the spaces (e.g. lecture theatres).	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These are reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Noise and Vibration	NV14	Blasting  1. Comply with Australian Standard AS2187.2-2006, Explosives – Storage and use Part 2 – Use of explosives for all blasting.  2. For intensive care wards, hospital wards, operating theatres, surgeries and Bio-resources and areas with vibration sensitive equipment which are not covered in AS2187.2-2006, agree a plan with facilities owners that:  a) Avoids damage to vibration sensitive equipment.  b) Minimises adverse impact on Sensitive Areas and limits adverse impacts on Bio-resources.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These are reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Noise and Vibration	NV15	Bio-Resources and Sensitive Research  1. Implement management actions where the following guideline targets (based on Code of Practice for the Housing and Care of Laboratory, Mice and Rats – Department of Primary Industries, Victoria, 2004) are expected to be or are exceeded for areas housing bio-resources:  a) Background noise should be below 50 dBL (internal) and should be free of distinct tones. b) Short exposure should be less than 85 dBL (internal). c) Any alternative noise level agreed with the owner of the bio-resources.  Notes  (1) The nominated levels are guideline targets for both construction and operation. (2) The levels above should take into consideration the limited frequency range associated with hearing for the Bio-resource under consideration. (3) Higher levels may be acceptable if it can be shown that the Bio-resource under consideration is exposed to higher levels and is not adversely impacted by them. (4) Noise includes airborne and ground-borne noise at the sensitive receptors. (5) Consider the existing ambient noise levels when assessing predicted exceedances. (6) During the construction phase, a continuous monitoring program must be implemented in accordance with EPR NV21. (7) Consideration should be given to adopting a vibration limit in agreement with the RPV and stakeholders.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Noise and Vibration	NV16	Noise and Vibration Modelling  1. Design Phase a) Appoint a suitably qualified acoustic and vibration consultant to predict and assess operational noise and vibration and determine practicable mitigation measures necessary to achieve the EPRs. b) The acoustic and vibration consultant must prepare an Operation Noise and Vibration Report for review by the Independent Environmental Auditor, which documents the predictions and mitigation measures. 3. Commissioning / Operation a) Appoint a suitably qualified acoustic and vibration consultant to undertake commissioning noise and vibration measurements to assess levels with respect to the EPRs.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Noise and Vibration	NV17	Victorian Passenger Rail Infrastructure Noise Policy (PRINP)  1. Avoid, minimise or mitigate rail noise where the following PRINP (April 2013) Investigation Thresholds are exceeded during operation:  See table in EPRs for targets  Notes  (1) If an investigation shows that the Investigation Thresholds are not exceeded, then no further action is considered under the PRINP.  (2) The barrier thresholds of the PRINP are to be used as the design targets for the barrier heights and configuration.  (3) If the Investigation Thresholds cannot be achieved with the installation of barriers or other on-reservation treatment then off-reservation treatment such as upgrades to residential building facades must be considered. Such treatments should be designed to meet the following internal noise levels where practicable to do so and subject to landowner consent:  a. Maximum noise levels of trains should not exceed 50 dB LAMax in bedrooms.  b. Maximum noise level of trains should not exceed 60 dB LAMax in living areas.  (4) LAmax, is defined as maximum A-weighted sound pressure level and is the 95 percentile of the highest value of the A-weighed sound pressure level reached within the day or night  (5) For Melbourne Metro the location of assessment is at 1m from the centre of the window of the most exposed external façade.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Noise and Vibration	NV18	Noise from Fixed Plant  1. For operation, noise from fixed plant associated with Melbourne Metro must: a) Comply with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1). b) Where SEPP N-1 does not apply, comply with the internal Satisfactory Recommended Design Sound Levels as defined in AS/NZS 2107 for the following sensitive areas: i Teaching spaces ii Laboratories iii Conference rooms iv Libraries v Music studios vi Operating Theatres / Surgeries vii Wards / Recliners viii Performance spaces / Galleries ix Places of worship 2. If the existing internal background noise level within any of the above areas exceeds the Maximum Recommended Design Sound Level in AS/NZS 2107, then noise from the fixed plant associated with the Melbourne Metro Project must not exceed the existing background levels within these spaces at the commencement of operation. 3. This does not apply to noise generated by trains and/or trams.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Noise and Vibration	NV19	Ground-borne Noise Guideline Targets for Operation  1. Where operational ground-borne noise Guideline Target levels, as shown in the table below (based on NSW EPA Rail Infrastructure Noise Guideline, May 2013), are exceeded for a sensitive land use, assess and implement practicable mitigation to reduce the noise level so that it either meets or achieves noise levels as close as practicable to the Guideline Target.  See table in EPR for trigger levels.  Notes  (1) Specified noise levels refer to noise from heavy or light rail transportation only (not ambient noise from other sources).  (2) Assessment location is internal near to the centre of the most affected habitable room.  (3) LASmax refers to the maximum noise level not exceeded for 95% of the rail pass-by events.  (4) For schools, educational institutions, places of worship the lower value of the range is most applicable where low internal noise levels is expected.  (5) The values for performing arts spaces may need to be reassessed to address the specific requirements of a venue.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Noise and Vibration	NV20	Vibration Guideline Targets for Operation  1. During operation, achieve the following guideline targets (based on Table 1 in BS6472-1:2008) or background levels (whichever is higher) for vibration as follows:  See EPR for table  Notes  (1) The Guideline Targets are non-mandatory; they are goals that should be sought to be achieved through the application of feasible and reasonable mitigation measures.  (2) Compliance with these values implies no structural damage due to operation.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These plans are reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Noise and Vibration	NV21	Construction Noise and Vibration Management Plan  1. Prior to commencement of project works, each Works Package contractor must develop and implement a Construction Noise and Vibration Management Plan (CNVMP) in consultation with EPA Victoria and the relevant councils. The CNVMP must comply with and address Noise and Vibration EPRs, be informed by the modelling undertaken by the acoustic and vibration consultant in accordance with EPR NV3 and must include (but not be limited to):  a) Identification of sensitive receivers along Melbourne Metro's alignment. b) Details of construction activities and an indicative schedule for construction works, including the identification of key noise and/or vibration generating construction activities (based on representative construction scenarios, including at ancillary facilities) that have the potential to generate noise and/or vibration impacts on surrounding sensitive receivers.  2. The CNVMP must include the following:  A. Airborne Noise Management Levels during Normal Working Hours  A1. The CVNMP must adopt daytime Management Levels for airborne noise at residences during Normal Working Hours (as defined in EPR NV6) in accordance with Table NV21-A. The Management Level in Table NV21-A is not a noise limit or target, but represents noise levels above which community reaction may be adverse and which should trigger management actions to minimize the noise impact.  See EPR for table NV21-A Airborne Noise Management Levels during Normal Working Hours  Note  (1) Outside of Normal Working Hours, the Guideline Noise Levels in NV6 (which are adopted from EPA Publication 1254) apply.  (2) Noise levels based on the NSW Interim Construction Noise Guidelines 2009.  A2. In addition to the Management Levels shown in Table NV21-A, the Guideline Targets shown in EPRs NV6 and NV7 are to be adopted and addressed in the CNVMP.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Noise and Vibration	NV21	B. Airborne Noise Mitigation Measures B1. Identification of reasonable and practicable measures to be implemented to manage construction noise impacts in accordance with: i EPA Publication 1254 Noise Control Guidelines 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 per EPA1254 as shown in EPR NV6). B2. Any management actions to be implemented if predicted noise levels exceed, for an extended period of time, the guideline targets specified in EPRs NV6 or NV7 or the Management Levels in Table NV21-A. B3. Measures to be implemented in accordance with the 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. C. Vibration: Structures C1. Identification of any alternative vibration guideline targets to those specified in EPRs NV8, NV9 or NV10 deemed necessary and/or appropriate to protect the structural integrity of structures based on pre-construction condition surveys, undertaken in accordance with CH24, GM4 and NV9 (or as otherwise required to assess the impact of vibration on structures along the alignment). C2. Identification of practicable measures to be implemented to manage construction vibration impacts in accordance with the: i Vibration guideline targets for structures specified in, or otherwise determined in accordance with, EPR NV8 ii Construction vibration limits for above ground utility assets determined in accordance with EPR NV9 iii Vibration guideline targets for below ground infrastructure specified in, or as otherwise determined in accordance with NV10. C3. Any management actions to be implemented if predicted vibration levels exceed the guideline targets specified in EPRs NV9, or NV10.	Cross Yarra Partnership has prepared an Environmental Management System, Construction Environmental Management Plan and Operational Environmental Management Plan. The aspect-specific control measures are identified in the Noise and Vibration 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.
Noise and Vibration	NV21	D. Vibration and Ground-borne Noise: Human Comfort 10. Identification of reasonable and practicable measures to be implemented to manage construction vibration and ground borne noise impacts in accordance with the: 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 Ground-borne (internal) noise guideline targets for amenity specified in EPR NV13.  D2. Any management actions to be implemented if predicted vibration or ground-borne noise levels exceed, for an extended period of time, the guideline targets identified in EPR NV11 or NV13.  D3. Any measures to be implemented in accordance with the Residential Impact Mitigation Guidelines including (but not limited to) mitigation measures for out of hours works (including unavoidable works) where ground-borne noise levels are predicted to exceed the ground-borne noise construction targets specified in the Residential Impact Mitigation Guidelines.  E. Vibration and Ground-borne Noise: Sensitive Equipment and Bio-resources  E1. Identification of reasonable and practicable measures, to be determined following consultation with the Parkville Precinct Reference Group and RMIT University, to be implemented to manage construction vibration and ground-borne noise impacts in accordance with the: i Vibration sensitive equipment guidelines specified in, or as otherwise determined in accordance with EPR NV12 ii Bio-resource guideline targets specified in, or as otherwise determined in accordance with EPR NV15.  E2. Any management actions to be implemented if predicted vibration or ground-borne noise levels exceed the guideline targets identified in EPRs NV12 or NV15.  F. Blasting  F1. If blasting is proposed, an assessment of the potential noise and vibration impacts associated with blasting activities, and the identification of measures to ensure compliance with Australian Standard AS2187.2-2006 as specified in EPR NV14.  F2. Any measures to be implemented in accordance with	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Noise and Vibration	NV21	G. Community Consultation G1. Details of all community consultation measures to be implemented in accordance with NV5 and SC3 including: i Any precinct-specific community consultation measures; and ii The establishment of measures concerning complaints management. H. Haulage H1. Operational procedures and controls that minimise truck noise, including, but not limited to, consideration of the following: i Where reasonable and practicable, limit heavy construction vehicle movements to Normal Working Hours (as defined by the EPA) providing this limitation does not include vehicles essential to maintaining construction operations ii 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 iii Install 'no engine braking' signs on designated routes iiv Ensure trucks are fitted with mufflers that comply with the original equipment manufacturer specifications and relevant EPA in-service noise requirements v Enforce speed restrictions on all construction vehicles vi Complete regular maintenance checks of road surfaces and trucks vii Implement temporary changes to traffic light sequences on designated routes to minimise trucks starting and stopping at junctions viii Monitor construction vehicle driver behaviour ix Identify suitable locations for trucks to idle pending arrival at construction sites x Minimise the need for trucks to reverse and require the use of broadband reverse alarms xi Address to the extent practicable noise from any truck wash required for vehicles leaving construction sites (particularly at night).	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan and Construction Noise and Vibration Communications Management Plan. Site specific controls are detailed in the precinct-specific Site Environmental Implementation Plans. These plans will be reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Noise and Vibration	NV21	I. Monitoring  II. Mechanisms to ensure effective monitoring of noise and vibration associated with construction in accordance with EPR NV4, including:  I Vibration and noise measurement methodologies for monitoring both baseline and construction levels, including details of the parameters to be obtained, the measurement equipment, and relevant standards to be adhered to for the collection and analysis of data  ii Baseline and construction noise and vibration monitoring locations  iii The most critical periods, whether determined separating distance or ground conditions, and the duration of monitoring periods  iv Specific measures, to be determined following consultation with relevant stakeholders, with respect to sensitive equipment and biological resources (which must, where practicable, include continuous monitoring during construction)  v How the results of monitoring would be recorded, reported, and interpreted.  J. Unavoidable Work  J. The following Unavoidable Works may need to be undertaken outside of Normal Working Hours:  I The delivery of oversized plant or structures that police or other authorities determine require special arrangements to transport along public roads  ii Emergency work to avoid the loss of life or dramage to property, or to prevent environmental harm  iii Maintenance and repair of public infrastructure where disruption to essential services and/or considerations of worker safety do not allow work within standard hours  iv Tunnelling works including mined excavation elements and the activities that are required to support tunnelling works (i.e. spoil treatment facilities)  v Rail occupations or works that would cause a major traffic hazard  vi Works where a proponent demonstrates and justifies a need to operate outside normal working hours such as work that once started cannot practically be stopped until completed such as a concrete pour or construction of diaphragm walls.  J. Prior approval must be obtained for the above work to be undertaken outside of Normal Working Hours (exce	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan and Construction Noise and Vibration Communications Management Plan. Site specific controls are detailed in the precinct-specific Site Environmental Implementation Plans. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Social and Community	SC1	1. Reduce as far as is practicable the disruption to residences from direct acquisition or temporary occupation through measures such as: a) Using a case management approach for all Project interactions with affected landowners b) Appointing a social worker, buyers' advocate or equivalent to assist households with special needs to manage the transition c) Taking into account relative vulnerability and special needs of occupants d) Purchasing properties early when supported by the landowner.	Disruption to residences from direct acquisition or temporary occupation and measures to reduce disruption is managed by RPV.
Social and Community	SC2	1. 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 consistent approach across the Project for the voluntary (temporary) relocation of households subject to: a) Construction activities likely to unduly affect their amenity (e.g. out of hours works or sustained loss of amenity during the day for residences with special circumstances such as shift workers) b) Loss of access.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan including the Business Disruption Plan, Relocation Management Framework and Special Events subplan. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Social and Community	SC3	Community and Stakeholder Engagement Management Framework (CSEMF)  1. RPV must develop a Community and Stakeholder Engagement Framework to outline the principles and approach to advising key stakeholders and other potentially affected stakeholders across the Project of the construction activities. a) The CSEMF will cover all stages of work including early works and mains works for all contract works packages. b) The CSEMF will inform the CSEMP prepared by each contract works package. 2. 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. 3. The CSEMF must document a complaints management process in accordance with EPR EMF4. 4. The CSEMF must be approved by the Minister for Planning prior to the commencement of early works.	The Community and Stakeholder Engagement Management Framework has been prepared by RPV and will be implemented where required, during construction works. The Community and Stakeholder Management Framework has informed the Communications and Stakeholder Engagement Management Plan, and has been reviewed by the project's Independent Reviewer. These plans have also been audited by the Independent Environmental Auditor.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Social and Community	SC4	Community and Stakeholder Engagement Management Plan (CSEMP)  1. Prior to the commencement of Project works, each works package contractor must develop and implement a Community and Stakeholder Engagement Management Plan (CSEMP) in accordance with the CSEMF, to engage potentially affected stakeholders individually or through groups such as the Precinct Reference Groups. The CSEMP should advise potentially affected stakeholders of the planned construction activities, Project progress, mitigation measures and intended reinstatement measures where applicable.  2. The CSEMP should integrate all Project activities that potentially impact on community and business operations as well as provide for and direct a well-coordinated communication and engagement process. The plan must include:  a) Measures to minimise impacts to the development and/or operation of existing facilities including ensuring replacement power, network or other utility services are provided, if necessary and where practicable, where any disruption to such service is likely.  b) Measures for providing advance notice of significant milestones, changed traffic conditions, interruptions to utility services, changed access and parking conditions, periods of predicted high noise and vibration activities.  c) Measures for communicating the design of and results from environmental monitoring programs (e.g. vibration, noise, dust, ground movement).  d) Process for informing landowners about pre-condition property surveys (as stated in EPRs GM4 and NV5).  e) Process for notifying key stakeholders and the public of the release of early works plans or development plans for public inspection and comment. f) Process for registering, managing and resolving complaints consistent with Australian Standard AS/NSZ 10002-2014 Guidelines for Complaint Management in Organisations. g) Measures to address any other matters which are of concern to potentially affected stakeholders through the construction of the Project.  3. The plan must consider each precinct and station	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.
Social and Community	SC5	1. Prior to commencement of shaft construction, work with the City of Melbourne to identify if there are any suitable areas for use as alternative public open space, incorporating vegetation, and establish for community use during the construction phase to minimise the impacts of loss of the City Square.	This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.
Social and Community	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) Timely provision of construction schedules to allow for appropriate event planning.     b) Timely notification of schedule changes that may impact upon major public events.     c) Consideration of appropriate alternative sites and routes for events and parades.	Cross Yarra Partnership has prepared a Communications and Stakeholder Engagement Management Plan, which include sub-plans, such as Special Events sub-plan. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Social and Community	SC7	I. In consultation with the relevant local councils, develop a relocation strategy for sports clubs and other formal users of directly impacted recreational facilities. This strategy should aim to identify available local alternative facilities for formal recreational users displaced from recreational facilities by the Project. This strategy should avoid displacing existing users at alternative facilities and provide adequate notification to clubs to minimise the impact of relocation.	Cross Yarra Partnership has prepared a Communications and Stakeholder Engagement Management Plan, which include sub-plans, such as Special Events sub-plan. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.
Social and Community	SC8	1. In consultation with relevant local Councils and key stakeholders, and in accordance with the Melbourne Metro Urban Design Strategy, relevant statutory approvals and other relevant requirements: a) Improve community access to open or recreational space within the CBD by identifying potential opportunities to return as much land as possible used for construction to permanent public open space at City Square and Federation Square b) Re-establish sites impacted by construction works, to be generally in accordance with adopted open space master plans, and conservation management plans (where appropriate), including (but not limited to): i Childers Street, Kensington ii JJ Holland Park iii Holland Park iii Holland Park iii Royal Parade and Grattan Street, Parkville iv City Square v Federation Square vi The south western entrance of the proposed Town Hall station vii St Kilda Road boulevard viii Edmund Herring Memorial Oval ix Osborne Street Reserve x South Yarra Sidings Reserve xi Lovers Walk xii A'Beckett Street open space xiiii The South African Soldiers Memorial. (See EPRs LV1, LV2 and LU2).	Public open space at the Eastern Portal is presented in Section 4.3.3 and 4.4.6 of the Development Plan. The landscaping design response for the future built-form of the Eastern Portal precinct, including the re-establishment of public open space, is addressed by the Rail Infrastructure Alliance and has been subject to a separate Development Plan
Social and Community	SC9	1. 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.	
Social and Community	SC10	1. Prior to commencement of relevant works, provide written notice to adjoining landholders of any works to be carried out in a precinct. Such notice must advise of the works to be undertaken, the duration of those works, what local impacts might occur and contact details for further information.	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 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.
Social and Community	SC11	1. Prior to commencement of relevant works, establish a Parkville Reference Group comprising an independent chair, relevant government agencies including RPV, PTV/ DEDJTR (Transport), VicRoads, 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 044 Parkville Precinct Reference Group (19 August 2016) document number 21 and tabled 22 August 2016.	This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



	_	Fai thership	
Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Social and Community	SC12	1. In addition to EPR SC11, RPV to establish Precinct Reference Groups as required for all other Project precincts, which collectively provide for representation of interested and relevant stakeholders.  2. 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 Precinct Reference Group should have an independent chair.	RPV has established the Eastern Portal Community Reference Group, which is being consulted on the design development and the Development Plan process.
Surface Water	SW1	1. 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, station entrances and Arden electrical substation to provide appropriate protection against floodwaters and overland stormwater flows.  2. The design of these works must be informed by a flood immunity risk assessment that considers a range of events, and to the requirements and satisfaction of Melbourne Water and/or the relevant council.  3. The flood immunity risk assessment referred to above must address all portal areas (or other flood entry points) for the existing Melbourne Underground Rail Loop, or similar secondary infrastructure items that may allow for flood entry into the Project.	Flood design and water sensitive urban design for the Eastern Portal is presented in Section 4.4.7 of the Development Plan.
Surface Water	SW2	1. For all precincts, to the satisfaction of the responsible waterway management authority: a) Undertake modelling of the design of permanent and temporary works to demonstrate the resultant flood levels and risk profile b) Maintain existing flood plain storage capacity potentially impacted by the Project c) Ensure that permanent and associated temporary construction works do not increase flood levels to result in additional flood risk d) Ensure permanent and associated temporary works do not increase flow velocities that would potentially affect the stability of property, structures or assets, and/or result in erosion during operation or construction e) Undertake stormwater modelling of the design of permanent and temporary works to demonstrate the resultant stormwater quantity and quality response to the Project. 2. For all Precincts adopt WSUD and integrated water management principles in the stormwater design, as required through the Melbourne Metro Urban Design Strategy, and to the requirements of the relevant local council.	Flood design and water sensitive urban design for the Eastern Portal is presented in Section 4.4.7 of the Development Plan.
Transport	Т1	Traffic and Transport Working Group  1. RPV must establish and maintain a Traffic and Transport Working Group (TTWG), working under a terms of reference determined by RPV, and comprising relevant representatives from RPV, PTV / DEDITR (Transport), road management authorities, relevant councils, relevant public transport providers and other relevant agencies as required.  2. The TTWG will be responsible for reviewing and providing feedback on:  a) Transport management plans.  b) Relevant designs and methodologies for monitoring implementation of transport management plans.  c) Transport modelling and proposed transport network upgrades to mitigate the transport effects of constructing the Project.  3. The TTWG must also:  a) Invite other key affected stakeholders to present or attend where matters specific to those stakeholders in the relevant precincts are being discussed or addressed, carried out consistent with the Community and Stakeholder Engagement Management Plan/s under EPR SC4;  b) Provide feedback to the key affected stakeholders on how their comments or matters of interest or concern are addressed in transport management plans; and c) Advise those key affected stakeholders of potential impacts and proposed traffic and transport mitigations, and consider stakeholders' responses on these matters in providing feedback on the transport management plans required under EPRS T2 and T3.	A Traffic and Transport Working Group (TTWG) has been established (by RPV) and includes the listed stakeholders. The TTWG will operate in accordance with the terms of reference determined by RPV and as per EPR T1.
Transport	Т2	Transport Management Plans  1. Prior to commencement of relevant works, each Works Package contractor must develop a transport management plan(s) in consultation with the Traffic and Transport Working Group and implement the plan(s) to minimise disruption to affected local land uses, traffic, car parking, on-road public transport, pedestrian and bicycle movements and existing public facilities during all stages of construction.  2. The transport management plan(s) must be prepared for each precinct, and also be coordinated across the whole Project to provide an overall transport management plan for the Project.  3. The transport management plan(s) must be informed and supported by an appropriate level of transport modelling, as agreed by the TTWG, and must include, but not be limited, to:  a) Management of any temporary or permanent full or partial closure of traffic lanes including (but not limited to):  i Childers Street, Tennyson Street and Lloyd Street, Kensington.  ii Arden Street, Langford Street and Laurens Street, North Melbourne.  iii Royal Parade, Grattan Street, Barry Street and Leicester Street, Parkville.  iv Franklin Street, A'Beckett Street and Little La Trobe Street, at State Library.  V Finders Street, Filnders Lane and Swanston Street, at Town Hall.  vi Linitingow Avenue, St Kilda Road, Domain Road, Albert Road, Bowen Crescent and Bowen Lane, at Domain.  vii Toorak Road West at Fawkner Park (and the surrounding road network) during construction of the route 8 tram diversion along Toorak Road West between St Kilda Road and Park Street, South Yarra.  viii Osborne Street and William Street, South Yarra.  viii Osborne Street a	Cross Yarra Partnership has prepared a Transport Management Plan (including relevant sub-plans, such as the Precinct Transport Management Plan and Worksite Traffic Management Plans), which have been reviewed by the project's Independent Reviewer. These plans have also been audited by the Independent Environmental Auditor.

TAS-CYP-EPZ-ZWD-PLA-XLP-MMN-X0001



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Transport	73	Road Transport (Construction Phase)  1. Road Network Management: As appropriate, transport management plan(s) must include/address the following issues: a) In consultation with emergency services, develop suitable measures to ensure emergency service access is not inhibited as a result of Melbourne Metro construction worksites. b) Provision for two-way traffic on St Kilda Road through the construction period within the Anzac Station precinct. c) Domain Road should be kept open from the east up to the existing entrance of Edmund Herring Memorial Oval, with provision for a local turnaround. d) Develop and implement Network Enhancement Projects (NEPs) in consultation with the TTWG for locations including, but not limited, to: i College Crescent, Gatehouse Street, Cemetery Road and other east-west roads in the Parkville Precinct, to accommodate traffic that may use these roads as a result of the Grattan Street closure for Parkville station. ii Kings Way, Canterbury Road and other roads and intersections to accommodate traffic that may use these roads as a result of the St Kilda Road lane reduction for Anzac Station construction. These NEPs should have the objective of balancing impacts across the transport network and must consider the VicRoads Road Users Hierarchy principles set out in SmartRoads to ensure the needs of vehicle traffic and on-road public transport are appropriately accommodated during disruptions. e) Provision of suitable routes for vehicles to maintain connectivity for road users to JJ Holland Park, South Kensington station, to medical facilities in the Domain Precinct and to the medical and educational facilities adjacent to the Parkville construction work site. f) Provision of alternative routes for trucks accessing the 50 Lloyd Street Business Estate, Kensington. 2. Construction trucks: As appropriate, transport management plan(s) must include/address the following issues: a) Potential routes for construction vehicles travelling to and from all Melbourne Metro construction work sites, recognisi	Cross Yarra Partnership has prepared a Transport Management Plan (including relevant sub-plans, such as the Precinct Transport Management Plan and Worksite Traffic Management Plans), which have been reviewed by the project's Independent Reviewer. These plans have also been audited by the Independent Environmental Auditor.
Transport	ТЗ	Approved truck routes in the Arden precinct must not include the use of Miller Street, North Melbourne. b) Provision of construction vehicle staging areas and/or construction methodologies to minimise the potential impacts of truck call-forward options on residents and businesses. c) Special arrangements for delivery or removal of large loads. 3. Parking: As appropriate, transport management plan(s) must include/address the following issues: a) Provision of alternative parking where possible to replace public and commuter parking lots from West Footscray Station, Childers Street, Laurens Street, Grattan Street, Domain Road, St Kilda Road and Albert Road during construction and preventing parking at undesignated locations on local roads. b) The need to minimise the loss of public parking and replace or reinstate parking at the earliest opportunity. c) Provision of suitable alternative parking and associated facilities to replace private parking and facilities lost or inaccessible during construction for any significant time, in consultation with the relevant stakeholders. The private parking is to be replaced or reinstated at the earliest opportunity. d) A parking management plan prepared in consultation with and approved by the relevant road authority to manage parking in and around the construction zones. The plan must: il include parking controls to support other relevant EPR requirements. ii Maintain Police Only parking bays in Swanston Street and Flinders Lane to the satisfaction of Victoria Police. iii Minimise impacts on existing users, particularly those with special needs. iv Provide a suitable level of accessibility to loading zones. e) Provision of car parking for construction workers where practicable and in this regard: i Use of off-street car parks for construction workers where practicable and in this regard: i Use of off-street car parks for construction workers where practicable, construction workers parking in on-street spaces, unless it can be demonstrated by car-parking surveys that there is	Cross Yarra Partnership has prepared a Transport Management Plan (including relevant sub-plans, such as the Precinct Transport Management Plan and Worksite Traffic Management Plans), which have been reviewed by the project's Independent Reviewer. These plans have also been audited by the Independent Environmental Auditor.
Transport	Т4	Public Transport (Construction Phase)  1. Prior to commencement of relevant works, develop and implement a plan for occupying railway land and tracks at the western portal, eastern portal and western turnback that minimises the disruption to railway services during construction. The plan must be developed to the satisfaction of VicTrack, PTV, DEDJTR (transport) and MTM, as relevant.  2. In consultation with the TTWG, provide suitable routes for pedestrians to maintain connectivity where access is altered by the contractor, including DDA access where practicable, for users of South Kensington Station, Melbourne Central Station, Flinders Street Station, new tram and bus stops relocated or constructed during the construction period, and around all construction sites generally.  3. In consultation with the TTWG, investigate and implement intersection modifications where practicable, including public transport priority measures for affected bus and tram routes.  4. Develop and implement measures to minimise disruption to the tram and bus networks resulting from the construction of Melbourne Metro in consultation with the relevant road management authorities, and to the satisfaction of PTV / DEDJTR (Transport), including (but not limited to):  a) Options to divert the 401, 402, 403, 505 and 546 bus services.  b) Tram routes on La Trobe Street and Swanston Street.  c) Tram routes on Flinders Street and Swanston Street.  d) Tram operations on Toorak Road West and the diversion of the No. 8 tram route.  e) Periodic closures of Royal Parade tram route.  f) Tram routes on St Kilda Road.  g) Disruption to other tram routes through Domain tram stop.  h) Bus replacement services for disrupted rail passengers.	Cross Yarra Partnership has prepared a Transport Management Plan (including relevant sub-plans, such as the Precinct Transport Management Plan and Worksite Traffic Management Plans), which have been reviewed by the project's Independent Reviewer. This has been subject to separate stakeholder consultation requirements with Transport for Victoria, VicTrack, Public Transport Victoria, Department of Economic Development, Jobs, Transport and Resources, Metro Trains Melbourne and the Traffic and Transport Working Group. These plans have also been audited by the Independent Environmental Auditor.  Where rail occupations are identified and required to facilitate construction activities, CYP and MTM / Yarra Trams have agreed on the Base Track Occupation Schedule (BTOS). The BTOS record all foreseeable occupations required to support CYP construction activities.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



	Name of the last o	1 at the only	
Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Transport	T5	Active Transport (Construction Phase)  1. Develop and implement transport management measures in consultation with the TTWG and relevant road management authorities for cyclists and pedestrians to maintain connectivity and reasonable performance levels throughout construction for road and shared path users including (but not limited to): JJ Holland Park, South Kensington station, Laurens Street, Grattan Street, Grattan Street adjacent to Gate 4 at University of Melbourne, Franklin Street (including RMIT facilities), Swanston Street, Flinders Street, St Kilda Road, Domain Road, Domain Parklands, Albert Road, Toorak Road, Fawkner Park, Osborne Street, William Street and Chapel Street.  2. Implement active control and wayfinding information at construction work site access points to maintain safety by avoiding potential conflicts between trucks, pedestrians and cyclists.  3. In consultation with the City of Melbourne, provide a suitable route for pedestrians to maintain connectivity and connection between Domain Road and the diverted number 8 tram on Toorak Road West.  4. In consultation with the City of Melbourne, provide suitable routes for cyclists and pedestrians throughout construction to maintain connectivity for road and shared path users around JJ Holland Park and South Kensington station.  5. In consultation with the City of Stonnington, provide suitable routes for cyclists and pedestrians to maintain connectivity and connection, having regard to the removal of the William Street Bridge and Lovers Walk pedestrian path during the construction phase.  6. If surface works are required at Linlithgow Avenue or nearby for temporary construction access shafts, provide for movement along the Tan Track in the Botanical Gardens near the Linlithgow Avenue construction sites, or provide a suitable alternative pedestrian path during construction areas including the car park beneath University Square.	Cross Yarra Partnership has prepared a Transport Management Plan (including relevant sub-plans, such as the Precinct Transport Management Plan and Worksite Traffic Management Plans), which have been reviewed by the project's Independent Reviewer. These plans have also been audited by the Independent Environmental Auditor.
Transport	Тб	Travel Demand Management Strategy  1. Prior to commencement of construction works, RPV is to develop and implement a Travel Demand Management Strategy and appropriate tools to promote specific transport behaviour changes in response to road, bicycle and pedestrian paths closures/modifications and to reduce traffic congestion around construction sites, particularly in the vicinity of the Parkville and Domain precincts where road closures and restrictions are proposed. The strategy must be consistent with the RPV Community and Stakeholder Engagement Management Framework (under EPR SC3) and, where practicable, include a mechanism for collecting and disseminating real-time travel time 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, impacted community groups and other affected key stakeholders in each precinct.	Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. A Travel Demand Management Strategy has been developed by RPV and will inform the development of the Transport Management Plan (including relevant sub-plans, such as the Precinct Transport Management Plan and Worksite Traffic Management Plans), which have been reviewed by the project's Independent Reviewer. The Transport Management Plan has been subject to separate stakeholder consultation requirements with councils, road management authorities, Transport for Victoria, Public Transport Victoria and relevant public transport providers, educational facilities, research institutions, businesses and impacted community groups. These plans have also been reviewed by Independent Environmental Auditor.
Transport	77	Road Transport (Operational Phase)  1. Design all roadworks and shared path works to relevant design standards to maintain safety of movement in consultation with the relevant road management authorities and TTWG, as required. Designs should be underpinned by appropriate transport modelling and have an objective to facilitate public transport and minimise carpark loss to the extent practicable.  2. Develop and implement a plan to reinstate car parking on Childers Street, Kensington and Laurens Street, North Melbourne in consultation with the relevant road management authorities that:  a) Minimises the permanent loss of parking where possible.  b) Ensures re-instated car parking does not encroach on JJ Holland Park.  c) Considers opportunities for replacement of any net loss of parking at nearby locations.  d) Reduces the risk of overflow parking in local streets from South Kensington station and activities at JJ Holland Park.  e) Replaces loading zones to service the needs of the existing businesses in the precinct where disrupted during construction.  3. Develop and implement a plan for the Arden Precinct in consultation with the relevant road management authorities that includes:  a) Optimal replacement of car parking spaces along Grattan Street to service the needs of the hospitals and the University of Melbourne, including the retention or replacement of specific short-term and DDA compliant parking.  b) Optimal design of the road network around Grattan Street associated with the changed demands and network changes on Grattan Street and Royal Parade / Elizabeth Street.  5. Develop and implement a plan for the future use of Franklin Street in consultation with the relevant road management authorities that includes:  a) Optimal design of the road network around Grattan Street associated with the changed demands and network changes on Grattan Street and Royal Parade / Elizabeth Street.  5. Develop and implement a plan for the future use of Franklin Street in consultation with the relevant road management autho	Operational road transport for the Eastern Portal is presented in Section 4.4.8 of the Development Plan.

#### Eastern Portal Development Plan - Environmental Performance Requirement assessment



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Transport	Т8	Public Transport (Operational Phase)  1. Review, with PTV /DEDJTR (Transport), the bus services in the areas around Arden, Parkville, State Library, Town Hall and Anzac Stations, including a review of the route 401 bus frequency that is expected to have reduced demand following implementation of Melbourne Metro.  2. In consultation with PTV / DEDJTR (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 State Library station and the existing tram and bus services along La Trobe Street and Swanston Street. c) For interchange between the Town Hall station and the existing tram services along Flinders Street, Swanston Street and Collins Street. d) Between the Anzac Station and the new island platform tram stop in the centre of St Kilda Road and connections to the tram network.  3. In consultation with the relevant road management authorities, implement measures to address pedestrian congestion at and around station entrances where they interface with the Precincts, to the extent practicable.  4. Provide adequate wayfinding to facilitate passenger transfers (see EPR LU4).  5. Review, with PTV/ DEDJTR (Transport) and Yarra Trams, the bus and tram services in the area to optimise the functionality of the State Library and Town Hall stations and to reduce the reliance on the Swanston Street tram corridor.	Operational public transport for the Eastern Portal is presented in Section 4.4.8 of the Development Plan.
Transport	Т9	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-instate on-road bicycle lanes and bicycle parking provisions removed during construction.  3. In consultation with PTV / DEDITR (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 access 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 State Library Station.  b) The underground connection between Flinders Street Station and Town Hall Station.  c) At modal interchanges between new Melbourne Metro stations and other transport modes.  7. Consult with the TTWG on active transport, where required.  8. 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 Eastern Portal is presented in Section 4.4.8 of the Development Plan.
Transport	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 plan/s should include, but not be limited to: a) Providing for minimal change in waste collection times where the change might affect the capacity of residents to sleep. b) Providing access for existing waste collection services from existing properties considering the extent of the construction areas and road network changes. c) Providing access to alternative waste collection locations for properties during Project construction and operation where existing waste disposal locations are removed or obstructed. d) Design for re-instatement of appropriate access for existing waste services during Project operation. e) Consultation with affected businesses, land owners and residents to be undertaken jointly with local councils to encourage alternative waste management options to be adopted.	Waste collection for the Eastern Portal is presented in Section 4.4.8 of the Development Plan. The implementation of a waste collection plan in the Eastern Portal precinct will be addressed during the detailed design phase of the Project by the Rail Infrastructure Alliance. Ongoing consultation between CYP and the RIA will take place to ensure an integrated design response.