APPENDIX A: EASTERN PORTAL SITE LAYOUT PLAN

Legend

Key Plan

Site Layout Plan

Associated Works Area

TAS-CYP-EP-00-DRG-AUD-MMN-000002-DP

TAS-CYP-EP-00-DRG-AUD-MMN-000003-DP

TAS-CYP-EP-00-DRG-AUD-MMN-002201-DP

TAS-CYP-EPZ-ZWD-DRG-XLP-NAP-X0001
# APPENDIX B: EASTERN PORTAL ARCHITECTURAL PLANS AND ELEVATIONS

<table>
<thead>
<tr>
<th>Plan Description</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Precinct Plan</td>
<td>TAS-CYP-EP-00-DRG-ARC-MMN-001000-DP</td>
</tr>
<tr>
<td>Site Plan</td>
<td>TAS-CYP-EP-00-DRG-ARC-MMN-002201-DP</td>
</tr>
<tr>
<td>Ground Floor Plan</td>
<td>TAS-CYP-EP-00-DRG-ARC-MMN-003001-DP</td>
</tr>
<tr>
<td>Section North-South</td>
<td>TAS-CYP-EP-00-DRG-ARC-MMN-003201-DP</td>
</tr>
<tr>
<td>Section East-West</td>
<td>TAS-CYP-EP-00-DRG-ARC-MMN-003201-DP</td>
</tr>
<tr>
<td>External Elevations – North &amp; South</td>
<td>TAS-CYP-EP-00-DRG-ARC-MMN-003204-DP</td>
</tr>
<tr>
<td>Indicative Materials</td>
<td>TAS-CYP-EP-00-DRG-ARC-MMN-000006-DP</td>
</tr>
</tbody>
</table>
Project Drawing Number
File Name
Sheet No.
Scale
Sheet Size
Drawn By
Designed By
Checked By
Ind. Review
Approval Date
Approved
Drawing Number
Revision

ARCHITECTURAL
In Serv
Revision
Consultant Franchisee / Lessee
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.

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.

PRECINCT PLAN - CONTEXT

ISSUED FOR DEVELOPMENT PLAN CL PS G.1 04/03/19
APPENDIX C: EASTERN PORTAL LANDSCAPE AND PUBLIC REALM PLANS AND ELEVATIONS

Legend

Key Plan

Planting Schedule

Planting Plan – Sheet 01

Planting Plan – Sheet 02

Elevation

Sections – Sheet 01

Sections – Sheet 02

Sections – Sheet 03

Materials & Finishes Plan – Sheet 01

Materials & Finishes Plan – Sheet 02

TAS-CYP-EP-00-DRG-AUD-MMN-000002-DP

TAS-CYP-EP-00-DRG-AUD-MMN-000003-DP

TAS-CYP-EP-00-DRG-AUD-MMN-000011-DP

TAS-CYP-EP-00-DRG-AUD-MMN-002201-DP

TAS-CYP-EP-00-DRG-AUD-MMN-002202-DP

TAS-CYP-EP-00-DRG-AUD-MMN-003201-DP

TAS-CYP-EP-00-DRG-AUD-MMN-003202-DP

TAS-CYP-EP-00-DRG-AUD-MMN-003203-DP

TAS-CYP-EP-00-DRG-AUD-MMN-003204-DP

TAS-CYP-EP-00-DRG-AUD-MMN-002251-DP

TAS-CYP-EP-00-DRG-AUD-MMN-002252-DP
Up Location
East.
North.
ID#

Down Location
East.
North.
ID#

Datum
A1

Project Drawing Number
File Name
Sheet No.
Scale Sheet Size

Drawn By
Designed By
Checked By
Ind. Review
Approval Date
Approved

Drawing Number
Revision

Consultant
Franchisee / Lessee

ARCHITECTURAL

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.

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.

TREE SCHEDULE

<table>
<thead>
<tr>
<th>Code</th>
<th>Species/Name</th>
<th>Height (m)</th>
<th>Spacing (m)</th>
<th>For Size</th>
<th>Order</th>
<th>Native/Exotic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ac</td>
<td>Acacia mearnsii</td>
<td>8 x 10</td>
<td>45L</td>
<td>Native</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bas</td>
<td>Banksia serrata</td>
<td>8 x 4</td>
<td>45L</td>
<td>Native</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cof</td>
<td>Corymbia ficifolia 'Fairy Floss'</td>
<td>6 x 4</td>
<td>45L</td>
<td>Native</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eum</td>
<td>Eucalyptus mannifera 'Little Spotty'</td>
<td>7</td>
<td>45L</td>
<td>Native</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lag</td>
<td>Lagerstroemia indica x fauriei</td>
<td>6 x 4</td>
<td>45L</td>
<td>Exotic</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Grand Total
17

LANDSCAPE ARCHITECTURE

Tree Canopy Schedules

In planting 33 m² 17 10 561 m²

Grand Total 17 10 561 m²

_TREE type categories and canopy calculations as per RPV methodology (TAS/MMR-LET-000331)_

PLANTING SCHEDULE

<table>
<thead>
<tr>
<th>Planting Location</th>
<th>Area (m²)</th>
<th>Species 1</th>
<th>Quantities</th>
<th>Species 2</th>
<th>Quantities</th>
<th>Species 3</th>
<th>Quantities</th>
<th>Species 4</th>
<th>Quantities</th>
<th>Species 5</th>
<th>Quantities</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>200</td>
<td>Pec</td>
<td>1</td>
<td>Aca</td>
<td>4</td>
<td>Goo</td>
<td>4</td>
<td>Fin</td>
<td>4</td>
<td>Dic</td>
<td>4</td>
</tr>
<tr>
<td>B</td>
<td>69</td>
<td>Pec</td>
<td>1</td>
<td>Aca</td>
<td>74</td>
<td>Dov</td>
<td>74</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>C</td>
<td>59</td>
<td>Pec</td>
<td>1</td>
<td>Goo</td>
<td>85</td>
<td>Fin</td>
<td>85</td>
<td>Caa</td>
<td>57</td>
<td>Dic</td>
<td>57</td>
</tr>
<tr>
<td>A</td>
<td>41</td>
<td>Wef</td>
<td>1</td>
<td>Cor</td>
<td>41</td>
<td>Aca</td>
<td>41</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>B</td>
<td>37</td>
<td>Aca</td>
<td>1</td>
<td>74</td>
<td>Dov</td>
<td>74</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>C</td>
<td>30</td>
<td>Goo</td>
<td>1</td>
<td>Fin</td>
<td>45</td>
<td>Caa</td>
<td>30</td>
<td>Dic</td>
<td>30</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>D</td>
<td>57</td>
<td>Goo</td>
<td>1</td>
<td>Fin</td>
<td>85</td>
<td>Caa</td>
<td>85</td>
<td>Dic</td>
<td>57</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Grand Total 493 m²

PLANT SCHEDULE

<table>
<thead>
<tr>
<th>Planting Location</th>
<th>Area (m²)</th>
<th>Species 1</th>
<th>Quantities</th>
<th>Species 2</th>
<th>Quantities</th>
<th>Species 3</th>
<th>Quantities</th>
<th>Species 4</th>
<th>Quantities</th>
<th>Species 5</th>
<th>Quantities</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>200</td>
<td>Pec</td>
<td>1</td>
<td>Aca</td>
<td>4</td>
<td>Goo</td>
<td>4</td>
<td>Fin</td>
<td>4</td>
<td>Dic</td>
<td>4</td>
</tr>
<tr>
<td>B</td>
<td>69</td>
<td>Pec</td>
<td>1</td>
<td>Aca</td>
<td>74</td>
<td>Dov</td>
<td>74</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>C</td>
<td>59</td>
<td>Pec</td>
<td>1</td>
<td>Goo</td>
<td>85</td>
<td>Fin</td>
<td>85</td>
<td>Caa</td>
<td>57</td>
<td>Dic</td>
<td>57</td>
</tr>
<tr>
<td>A</td>
<td>41</td>
<td>Wef</td>
<td>1</td>
<td>Cor</td>
<td>41</td>
<td>Aca</td>
<td>41</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>B</td>
<td>37</td>
<td>Aca</td>
<td>1</td>
<td>74</td>
<td>Dov</td>
<td>74</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>C</td>
<td>30</td>
<td>Goo</td>
<td>1</td>
<td>Fin</td>
<td>45</td>
<td>Caa</td>
<td>30</td>
<td>Dic</td>
<td>30</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>D</td>
<td>57</td>
<td>Goo</td>
<td>1</td>
<td>Fin</td>
<td>85</td>
<td>Caa</td>
<td>85</td>
<td>Dic</td>
<td>57</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Grand Total 493 m²

_Grand Total 493 m²_
PLANTING NOTE:
SET OUT ACACIA AND DODONEA SPECIES TO REAR OF BED.
SET OUT WESTRINGIA AND CORREA SPECIES TO FRONT OF BED.

SOUTH YARRA SIDING RESERVE
WORKS TO BE UNDERTAKEN BY RIA CONTRACTOR

DEVELOPMENT PLAN SUBMISSION

ARCHITECTURAL
EASTERN PORTAL PROJECT
LANDSCAPE ARCHITECTURE
PLANTING PLAN - SHEET 01

ISSUED FOR DEVELOPMENT PLAN
1 SECTION B
OSBORNE STREET

EASTERN PORTAL STRUCTURE

ASPHALT FOOTPATH AND KERBS TO MATCH EXISTING AND RIA DESIGN

SANDRINGHAM TRAIN LINE

REFER TO RIA DEVELOPMENT PLAN FOR THE TIE IN DETAIL ALONG BOUNDARY INTERFACE

DEFLECTION WALL

RETAINING WALL

TUNNEL BELOW

TUNNEL BELOW

LAN-111

PAV-401

EMERGENCY BAY

PAV-401

FRN-601

EMW-401

EMW-402

FRN-164

LAN-111

LAN-101

PAV-203

LANDSCAPE DESIGN WORKS BY RIA

NOT FOR CONSTRUCTION DEVELOPMENT PLAN SUBMISSION 02 4 8m 1:100 02 4 8m 1:100

N

Up Location East.

North.

ID#

Down Location East.

North.

ID#

Datum

ARCHITECTURAL

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.

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.

Revised By In Serv Rev. Date Description Designed Checked Ind. Rev. Approv.

E.SHWAI.WATSON

C.GUTHRIE

21/09/2021 9:24:20 PM 1 : 100

SHEET 02 OF 02

MATERIALS & FINISHES PLAN - SHEET 02

LANDSCAPE ARCHITECTURE

EASTERN PORTAL PRECINCT

ISSUED FOR DEVELOPMENT PLAN ES CGCYP G.1 11/06/21

FOR CONTINUATION REFER TO DRG No. 002251

NOTE: ANYTHING SHOWN BEYOND MATCHLINE SHOULD NOT BE USED AS PART OF THIS DRAWING
APPENDIX D: EASTERN PORTAL URBAN DESIGN STRATEGY GUIDELINES ASSESSMENT
<table>
<thead>
<tr>
<th>Section</th>
<th>Clause</th>
<th>Design Guideline</th>
<th>Design Response</th>
</tr>
</thead>
</table>
| 3.1 | Make new and improved connections | 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.1 | 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.2 | 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.3 | 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 growth in demand.

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.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. |

### 3.2 Make great 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 Section 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 of the Development Plan for the Eastern Portal. |
### 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 presented 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 CYP's works for the Eastern Portal. The surrounding South Yarra Station features station 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.
Eastern Portal Development Plan - Urban Design Strategy guidelines assessment

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 and authority standards and guidelines. CYP’s works within the Eastern Portal do not 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 Domain 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 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 Plan. Within the Incorporated Document, under Clause 4.6.3, a Development Plan must 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 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.**

3.3 **Balance line-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 Plans.**

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 Plans.**
3.3.c.3. Locate and design infrastructure to integrate sensitively with its surroundings and to ensure the amenity and functionality of spaces it occupies:
- 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.

The public realm design of the Eastern Portal and how it integrates with its surrounds is presented in Section 4.3.3 of the Development Plan.

3.3.c.4. Design streetscapes and open spaces to integrate with their context:
- use furniture and material palettes that are consistent with standards and guidelines of the Cities of Melbourne, Stonnington and Port Phillip, and the University of Melbourne.
- 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.

The public realm design of the Eastern Portal is presented in Section 4.3.3 of the Development Plan. Material palettes are presented in Section 4.3.8 of the Development Plan.

3.4 Support integrated site redevelopment
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 residual properties acquired for the project. This is presented in Section 4.3.3 of the Eastern 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 Plans.

### 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 the Eastern Portal and will be addressed in a separate Eastern Portal Development Plan.

### 3.5 Design 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 System and prepared a Construction Environmental Management Plan. The aspect-specific 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 by 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 System and prepared a Construction Environmental Management Plan. The aspect-specific 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.
### Design for the future

#### 3.6.1. 
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.

#### 3.6.2. 
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 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.

The Development Plan process requires key transport agencies such as Department of Transport (previously known as PTV, VicRoads and Transport for 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 within the Eastern Portal Development Plan appendices.

### 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, busy 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.
- 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.

### 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 Urban Design Management Plan. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.
### 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 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.

Public space is presented in Sections 4.3.2 and 4.3.3 of the Eastern Portal Development Plan.

### 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 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)
- 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.

The provision of a suitable environment for the growth of plants and trees, ensuring underground structures are positioned at sufficient depth, is presented in Section 4.3.2 of the Eastern Portal Development Plan.

Soil depth and underground structures are presented in Section 4.4.2 of the Eastern Portal Development Plan.

### 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 relevant materials 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 relevant 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 of the Development Plan.

<table>
<thead>
<tr>
<th>4.1</th>
<th>Precinct 1: Tunnels</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1.1</td>
<td>Domain Parklands Emergency Access Shaft and Tunnel Works</td>
</tr>
</tbody>
</table>
### 4.1.1.e.1
If the emergency access shaft is located near the King Edward VII Memorial: Create an integrated design using landform, plantings and built elements of the emergency access shaft to form a recessive backdrop for the Edward VII Memorial and that complements the memorial’s wider landscape setting.

This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.

### 4.1.1.e.2
If the emergency access shaft is located near the King Edward VII Memorial: Minimise the height and bulk of aboveground structures, in particular any elements higher than ground level adjacent to the Edward VII Memorial.

This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.

### 4.1.1.e.3
If the emergency access shaft is located near the King Edward VII Memorial: Keep clear of the shared path on the north side of Linlithgow Avenue

This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.

### 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 Parklands,’ City of Melbourne City Design Division, project no. 901894, drawing no. 101, September 2011.)

This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.

### 4.1.1.e.5
If the emergency access shaft is located in Tom’s Block: Respect the character of, cultural significance of, and views to existing memorials.

This is not relevant to the Eastern Portal. Refer to the Domain Precinct 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. 5001, 2012.)

This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.

### 4.2
Precinct 2: Western Portal

#### 4.2.1
Hobsons Road Mixed Use Precinct

#### 4.2.1.1
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 Development Plan.

#### 4.2.2
JJ Holland Park Interface

#### 4.2.2.1
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 Development Plan.

#### 4.2.2.2
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 increase the structure’s bulk

This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.
### Eastern Portal Development Plan - Urban Design Strategy guidelines assessment

**MINISTERIAL SUBMISSION REV H**  
Author: Saba Eskandanian  
Checker: Jenna Beckett  
Approver: Mat Peel  
Date: 22/10/2021

<table>
<thead>
<tr>
<th>4.2.2.e.3</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.2.2.e.4</td>
<td>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.</td>
</tr>
<tr>
<td>4.2.2.e.5</td>
<td>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.</td>
</tr>
<tr>
<td>4.2.2.e.6</td>
<td>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.</td>
</tr>
<tr>
<td>4.2.2.e.7</td>
<td>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.</td>
</tr>
</tbody>
</table>

### South Kensington Station Entry (Ormond Street to Tennyson Street)

<table>
<thead>
<tr>
<th>4.2.3.e.1</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.2.3.e.2</td>
<td>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.</td>
</tr>
<tr>
<td>4.2.3.e.3</td>
<td>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.</td>
</tr>
<tr>
<td>4.2.3.e.4</td>
<td>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.</td>
</tr>
<tr>
<td>4.2.3.e.5</td>
<td>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.</td>
</tr>
<tr>
<td>4.2.3.e.6</td>
<td>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.</td>
</tr>
<tr>
<td>4.2.3.e.7</td>
<td>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.</td>
</tr>
<tr>
<td>4.2.3.e.8</td>
<td>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.</td>
</tr>
</tbody>
</table>
### Precinct 3: Arden Station

#### 4.3.1.
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 Development Plan.

#### 4.3.2.
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 Development Plan.

#### 4.3.3.
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 Development 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.

#### 4.4.1.e.4.
Integrate with the proposed tram super stop in Royal Parade

This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.

#### 4.4.2.
Grattan Street

#### 4.4.2.e.1.
Consider stakeholder requirements for Grattan Street between Flemington Road and Swanston Street, and ensure the potential for integration of works in the project area with future improvements by others beyond the project area.

This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.
### Eastern Portal Development Plan - Urban Design Strategy guidelines assessment

**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.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.

This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.

**4.4.3.e.2** Provide a design response that is respectful of the historic Gatekeeper’s Cottage and Vice Chancellor’s House, including their landscape settings.

This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.

**4.4.3.e.3** Retain the remnant of the university’s historic perimeter fence near Royal Parade.

This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.

**4.4.3.e.4** 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.

This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.

**4.4.3.e.5** 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.

**4.4.3.e.6** Relate footpath widening to station entrances and pedestrian flows.

This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.

**4.4.4** University Square, Barry Street and Leicester Street
4.4.4.e.1 Integrate aboveground Metro Tunnel infrastructure with the proposed design for University Square, Barry Street and Leicester Street, including:
- 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.

This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.

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 complete implementation by others beyond the project area.

This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.

4.5 Precinct 5: 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:
- Locate and design station access stairs, escalators and lifts to distribute pedestrian traffic safely in relation to the capacity of 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.

This is not relevant to the Eastern Portal. Refer to the State Library Station Precinct Development Plan.

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 activation objectives.

This is not relevant to the Eastern Portal. Refer to the State Library Station Precinct Development Plan.

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 Precinct 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 precinct.

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 Precinct Development Plan.

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 integration of works in the project area with future improvements beyond the project area.

This is not relevant to the Eastern Portal. Refer to the State Library Station Precinct 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 than at present.

This is not relevant to the Eastern Portal. Refer to the State Library Station Precinct 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, upgraded street lighting, etc.

This is not relevant to the Eastern Portal. Refer to the State Library Station Precinct Development Plan.

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 Precinct Development Plan.

4.5.2.e.5 Create a safe bicycle route along Franklin Street.

This is not relevant to the Eastern Portal. Refer to the State Library Station Precinct Development Plan.
### 4.5.2.e.6
Minimise conflicts between turning vehicular traffic and Swanston Street trams.

<table>
<thead>
<tr>
<th>4.5.3 Local Access Network</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>4.5.3.e.4 Maintain on-street kerbside loading and delivery facilities to provide for servicing of adjacent properties.</td>
</tr>
<tr>
<td>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:</td>
</tr>
<tr>
<td>- Minimise aboveground structures' width, breadth and visual bulk, especially with respect to any element higher than 1m above surrounding paving levels.</td>
</tr>
<tr>
<td>- 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.</td>
</tr>
<tr>
<td>- Consider potential integration with other streetscape elements, such as lighting and signage, in order to minimise clutter in the street space.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4.6 Precinct 6: State Library Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.6.1 Cocker Alley Sub Precinct</td>
</tr>
<tr>
<td>4.6.1.e.1 Contribute to an integrated network of safe, high quality pedestrian routes:</td>
</tr>
<tr>
<td>- Locate and design station access stairs, escalators and lifts to distribute pedestrian traffic safely in relation to the capacity of surrounding routes.</td>
</tr>
<tr>
<td>- Improve pedestrian accessibility, safety and amenity in laneways connecting to the station entry.</td>
</tr>
<tr>
<td>- Ensure safe conditions in nearby laneways when the station entry is closed.</td>
</tr>
<tr>
<td>- Create active frontages along streets and laneways connecting to the station entry.</td>
</tr>
<tr>
<td>- Provide appropriate weather protection along Swanston Street and Flinders Street footpaths.</td>
</tr>
<tr>
<td>- Provide for safe crossings of Flinders Lane.</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>4.6.1.e.3 Address issues of servicing neighbouring properties.</td>
</tr>
<tr>
<td>4.6.1.e.4 Integrate over site development with the station and associated infrastructure.</td>
</tr>
</tbody>
</table>

This is not relevant to the Eastern Portal. Refer to the State Library Station Precinct Development Plan.

This is not relevant to the Eastern Portal. Refer to the State Library Station Precinct Development Plan.

This is not relevant to the Eastern Portal. Refer to the State Library Station Precinct Development Plan.

This is not relevant to the Eastern Portal. Refer to the State Library Station Precinct Development Plan.

This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinct Development Plan.

This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinct Development Plan.

This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinct Development Plan.
### Eastern Portal Development Plan - Urban Design Strategy guidelines assessment

**MINISTERIAL SUBMISSION REV H**

**Author:** Saba Eskandanian  
**Checker:** Jenna Beckett  
**Approver:** Mat Peel  
**Date:** 22/10/2021

<table>
<thead>
<tr>
<th>4.6.1.e.5</th>
<th>Create clear delineation between private-sector building and station infrastructure for ease of maintenance and operation.</th>
<th>This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinct Development Plan.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>4.6.2</strong></td>
<td><strong>Federation Square: St Paul's Court</strong></td>
<td></td>
</tr>
</tbody>
</table>
| 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. |
### 4.6.3.e.3
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 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.

*This is not relevant to the Eastern Portal. Refer to the Town Hall Station Precinct Development Plan.*

### 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 Precinct 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 Precinct Development Plan.*

### 4.6.3.e.6
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 Station Precinct Development Plan.*

### 4.6.3.e.7
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 Precinct Development Plan.*

### 4.6.3.e.8
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 Precinct Development Plan.*

### 4.6.3.e.9
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 Precinct 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.
### Eastern Portal Development Plan - Urban Design Strategy guidelines assessment

**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:
- Sensitive re-establish 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.
- Sensitive re-establish 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.

### 4.8 Precinct 8: Eastern Portal (South Yarra)
### 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 Development 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 Development 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 Development 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 4.3.7 of the Eastern Portal Development Plan. Crime prevention through environmental 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

<table>
<thead>
<tr>
<th>Discipline</th>
<th>EPR-Ref</th>
<th>Environmental Protection Requirements</th>
<th>Development Plan Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aquatic ecology and river health</td>
<td>AE1</td>
<td>1. Fully integrate the stormwater treatment system into the design of Melbourne Metro (all precincts) to prevent stormwater entering receiving water bodies.</td>
<td>Cross Yarra Partnership has implemented 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. The best practice performance objectives for achieving compliance with SEPP (Waters of Victoria) during the construction phase are described below. The best practice performance objectives are based on the Best Practice Environmental Management Guidelines for Urban Stormwater – CIAD.</td>
</tr>
<tr>
<td>Aquatic ecology and river health</td>
<td>AE2</td>
<td>1. Best practice sedimentation and pollution control measures must be applied to protect waterways in accordance with Best Practice Environmental Management Guidelines for Major Construction Sites – EPA publication 160 (1996) and in accordance with an approved CEMP.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the 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. The plans have been reviewed by the project’s Independent Environmental Auditor and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Aquatic ecology and river health</td>
<td>AE3</td>
<td>1. During construction, discharge allowed, station box and portal construction water to sewer: a) 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. 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 Surface Water Management Plan with site specific controls in the Site Environmental Implementation Plan. The 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.</td>
<td></td>
</tr>
<tr>
<td>Air Quality</td>
<td>AG1</td>
<td>1. Prior to commencement of Project works, develop and implement plans for dust management and monitoring to identify and control the impact of construction dust. Develop the plan in consultation with EPA and the owners of key sensitive equipment or locations, and advise the community of the plan, in accordance with the contractors Community and Stakeholder Engagement Plan (see EPR SC4).</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Surface Water Management Plan with site specific controls in the Site Environmental Implementation Plan. The best practice performance objectives for achieving compliance with SEPP (Waters of Victoria) during the construction phase are described below. The best practice performance objectives are based on the Best Practice Environmental Management Guidelines for Urban Stormwater – CIAD.</td>
</tr>
<tr>
<td>Heritage</td>
<td>AH1</td>
<td>Comply with a Cultural Heritage Management Plan approved under the Aboriginal Heritage Act 2002 and prepared in accordance with the Aboriginal Heritage Regulations 2002.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Air Quality, Dust &amp; Lighting Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. The plans have been reviewed by the project’s Independent Reviewer and audited by the project’s Independent Environmental Auditor.</td>
</tr>
</tbody>
</table>
Eastern Portal Development Plan - Environmental Performance Requirement assessment

Author: Saba Eskandanian
Approver: Mat Pool
Date: 22/10/2021

**Discipline** | **EPR-Ref** | **Environmental Protection Requirements** | **Development Plan Response**
--- | --- | --- | ---
**Air Quality** | AQ3 | 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 process specific Site Environmental Implementation Plans. This plan has been reviewed by the project’s Independent Reviewer and is audited by the project’s Independent Environmental Auditor.
**Air Quality** | AQ2 | 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 process specific Site Environmental Implementation Plans. This plan has been reviewed by the project’s Independent Reviewer and is audited by the project’s Independent Environmental Auditor.

**Arboriculture** | AR1 | The public realm response in regards to tree removal for the Eastern Portal is presented in Section 4.4.2 of the Development Plan.
**Arboriculture** | AR2 | The public realm response in regards to tree soil and water supply is presented in Section 4.4.2 of the Development Plan.
**Arboriculture** | AR3 | The public realm response in regards to tree replacement for the Eastern Portal is presented in Section 4.4.2 of the Development Plan.

---

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. 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).
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. The public realm response in regards to tree replacement for the Eastern Portal is presented in Section 4.4.2 of the Development Plan.
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:
   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 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) Options for re-location of all trees and, if feasible for the tree species, reinstatement of the trees at their former location.
   g) The preferred future character of the University of Melbourne, for trees in the grounds of the University of Melbourne.
   h) 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).

**Arboriculture** | AR4 | 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 Arboriculture Management Plan with site specific controls detailed in the process specific Site Environmental Implementation Plans. This plan has been reviewed by the project’s Independent Reviewer and is audited by the project’s Independent Environmental Auditor.

**Arboriculture** | AR5 | 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 Arboriculture Management Plan with site specific controls detailed in the process 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.

**Business** | B1 | 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 Arboriculture Management Plan with site specific controls detailed in the process 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

<table>
<thead>
<tr>
<th>Discipline</th>
<th>EPR Ref</th>
<th>Environmental Protection Requirements</th>
<th>Development Plan Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business</td>
<td>B2</td>
<td>1. Prior to commencement of relevant works, prepare business disruption plans consistent with the Contractors Community and Stakeholder Engagement Management Plan (SC4).</td>
<td>This is not relevant to Eastern Portal. Refer to Cross Yarra Partnership's submission.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Manage potential impacts to non-acquired businesses, commercial/property owners and not-for-profit organisations.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan, which includes a Business Disruption Plan.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3. Ensure appropriate engagement with local councils, businesses, property owners and the community.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>4. 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 standard similar to prior to the commencement of the Project (taking into account station infrastructure requirements) or as otherwise agreed with the owners.</td>
<td>This is not relevant to Eastern Portal. Refer to Cross Yarra Partnership's submission.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5. 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 Independent Environmental Auditor.</td>
<td></td>
</tr>
<tr>
<td>Business</td>
<td>B3</td>
<td>6. Prior to commencement of relevant works, prepare business disruption plans and during construction implement these plans to minimise dust, noise and vibration impacts during construction, as per EPR AQ1, NV5 and NV21.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Communications and Stakeholder Engagement Management Plan, which includes a Business Disruption 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 independent Environmental Auditor.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>7. Ensure appropriate engagement with local councils, businesses, property owners and the community throughout construction.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>8. This plan must outline the stakeholder engagement measures for each project and include:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>a) Adequate notice of key project milestones.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>b) Details of any changes to traffic and parking conditions and duration of impact.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>d) 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 independent Environmental Auditor.</td>
<td></td>
</tr>
<tr>
<td>Business</td>
<td>B4</td>
<td>9. Maintain和完善 pedestrian access to hospital emergency departments at all times during construction and to other key health and medical facilities, where practicable.</td>
<td>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.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>10. Prior to relevant works, develop a stop work contingency plan for taxi &amp; emergency (as defined in the Emergency Management Act 2006) 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.</td>
<td></td>
</tr>
<tr>
<td>Business</td>
<td>B5</td>
<td>11. Prior to relevant works, develop a stop work contingency plan for taxi &amp; emergency (as defined in the Emergency Management Act 2006) 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.</td>
<td>This is not relevant to Eastern Portal. Refer to the Parkville Emergency Management Plan and project-wide Emergency Response and Incident Management Plan.</td>
</tr>
<tr>
<td>Business</td>
<td>B6</td>
<td>12. This plan includes aspect-specific control measures including the Spill Management Plan. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.</td>
<td></td>
</tr>
<tr>
<td>Contained Land and Spoil Management</td>
<td>C1</td>
<td>13. Prior to commencement of shaft construction and prior to commencement of relevant works, prepare and implement a Spill Management Plan (SMP) for each Works Package. The SMP must be in accordance with IWP's Spill Management Strategy and any relevant regulations, standards or best practice guidelines. The SMP will include but is not limited to the following:</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The construction Management Plan and plan includes aspect-specific control measures including the Spill Management Plan. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>a) Applicable regulatory requirements.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>b) Identifying nature and extent of spill (clean-fuel and contaminated fuel).</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>c) Roles and responsibilities.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>d) Identification of management measures and transport of spill for the protection of health and the environment (consistent with the transport management plan(s) as required by IWP T2 and T5).</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>e) Identification, design and development of specific environmental management plans for temporary dust-prone areas.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>f) Monitoring and reporting requirements.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>g) Site investigation and testing (if required).</td>
<td></td>
</tr>
<tr>
<td>Contained Land and Spoil Management</td>
<td>C2</td>
<td>14. Prior to commencement of shaft construction and prior to commencement of relevant works, prepare and implement an Acid Sulfate Soil and Rock (ASS/ASR) Management Sub-plan.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The construction Management Plan and plan includes aspect-specific control measures including the Spill Management Plan. These plans have been reviewed by the project's Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15. This sub-plan will include:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>a) Locating and extent of any potential ASS/ASR.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>b) Characterising ASS/ASR spoil prior to excavation.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>c) Identify and implement measures to prevent seepage of ASS/ASR whenever possible.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>d) Identify potential sites for re-use, management or disposal of any ASS/ASR.</td>
<td></td>
</tr>
</tbody>
</table>

This plan includes aspect-specific control measures including the Spill 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

**C3**
- Prior to commencement of earth or surface construction and prior to commencement of similar works, prepare a spoil management plan (SMP) for each works package for contaminated land and groundwater. The SMP must:
  - Consider the outcomes of further investigations including the appropriate groundwater investigations and modelling required in EPRs G1, G2, G3 and G4.
  - Prevent and take account of the outcomes of risk assessments.
  - Identify remediation options to be implemented for contaminated land and groundwater in accordance with relevant regulations, standards and best practice guidance and in consultation with EPA.
  - Implement and execute a remediation strategy 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.

### Historical Cultural Heritage

**C6**
- 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:
  - Consideration of the risks associated with exposure to hazardous substances for employees, visitors, and general public.
  - 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.
  - Method statements detailing monitoring and reporting.

**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).

**CH2**
- 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).
  - 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 avoided or minimise impacts on heritage values and any possible heritage benefits.
  - Place the HMP in the Project's Environmental Performance Requirements (EPRs) as related to heritage places: NV1, NV2, NV3, NV4, NV5, NV6, NV9, NV11, GM2, GM3, GM4, GM5, GM6.
  - Undertake condition assessments of heritage places prior to commencement of relevant works located within the identified vibration and ground movement zones of sensitivity and monitor as per NV8, GM2, GM3, GM4, GM5.
  - 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 Brazer Charter 2001). On completion, a qualified heritage practitioner and in consultation with the landowner and relevant local council for places in a local heritage area, or with the written approval of the Executive Director of Heritage Victoria for places included in the Victorian Heritage Register.

**CH3**
- Prior to commencement of relevant works, undertake archival research. Recording in accordance with Victoria’sarchival specification for bioarchitectural projects, 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.

**CH4**
- Prior to commencement of relevant works, undertake archival research and recording in accordance with Heritage Victoria’s specification for bioarchitectural projects, 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.

**CH5**
- Prior to the commencement of works that affects heritage structures or places, where it is proposed to demolish, store or reconstruct historic fabric, develop detailed methodology in accordance with the Australian ICOMOS Brazer Charter 2013 and in consultation with the landowner or relevant local council (as applicable).
  - The methodology must be documented and overseen by an appropriately qualified heritage practitioner or following the methodology in accordance with the Australian ICOMOS Brazer Charter 2013.
  - Prior to commencing the following heritage places, prepare interpretative material for display while the heritage fabric is not visible:
    - Burke and Wills Monument.
    - University of Melbourne Main Entrance Gate (State 37) Pilfers and Fenceline (VH-MH8).

**CH6**
- Prior to commencement of relevant works that 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 landowner, and Heritage Victoria or relevant council (as applicable).

**CH7**
- In consultation with Heritage Victoria and as required by the Heritage Act 2003:
  - Develop archaeological management plans to manage disturbance of archaeological sites and values affected by the Project.
  - Undertake investigation in accordance with the Guidelines for Investigating Historical Archaeological Artifacts and Sites, Heritage Victoria 2016 (as remapped or updated).
  - Develop and implement a protocol for managing previously unidentified historical archaeological sites discovered during Project works.

**CH8**
- In consultation with Heritage Victoria, the relevant local council and/or Aboriginal Victoria (as applicable), develop and implement, a heritage interpretation strategy for public facing areas. This must also include the railway workshops buildings in the proposed Railway Precinct (Proposed H0018) located at 173–179 Lausanne Street, North Melbourne in the Airds Precinct:
  - The heritage interpretation strategy should consider the RVP Creative Strategy.

**CH9**
- Undertake all underground sewer works behind or within heritage places or low-protection zones (LPZs) for less than part of heritage places to avoid, minimise and integrate impacts to the heritage fabric.

### Cross Yarra Partnership

- Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The Construction Management Plan includes aspect-specific control measures including a Site Management Plan and Health and Safety Management Plan. In addition, a Western Tunnels Groundwater Remediation Plan has been prepared. These plans have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.
## Environmental Performance Requirement Assessments

### Heritage

<table>
<thead>
<tr>
<th>Discipline</th>
<th>EPR Ref</th>
<th>Environmental Protection Requirements</th>
<th>Development Plan Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historical Cultural Heritage</td>
<td>O128</td>
<td>Ensure new development is responsive to heritage places in terms of height, massing, form, facade articulation, materials and impacts on their setting and key views.</td>
<td>This is not relevant to the Eastern Portal. Refer to the Western Portal Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>O111</td>
<td>Ensure no direct impact on heritage buildings on the Lonsdale pedestrian site in Kensington.</td>
<td>Refer to the Salford Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>O122</td>
<td>Retain and protect Longfield Street pumping station as part of the design for the new substation.</td>
<td>This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>O133</td>
<td>In consultation with Volkspace, Heritage Victoria and the relevant local council, replace removed six trees in Royal Parade as part of Project delivery using appropriate species and re-establish the boulevard formation and heritage values.</td>
<td>This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>O134</td>
<td>During detailed design ensure the eastern Parkville station entry is set to less than 8-10 metres from the original Gatekeeper’s Cottage and an appropriate boundary treatment is retained or re-established for the heritage building.</td>
<td>This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>O145</td>
<td>During detailed design for the Town Hall station, consult with City of Melbourne regarding the incorporation of the Charles Bush sculptural design into the new building on the Port Phillip Arcade site, preferably in a prominent position on the Riddell Street façade.</td>
<td>This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>O146</td>
<td>In the event that temporary or permanent relocation of the statue and Sails Monument from its current site is required, render the final location of the monument in consultation with the City of Melbourne prior to the commencement of relevant works.</td>
<td>This is not relevant to the Eastern Portal. Refer to the Town Hall Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>O147</td>
<td>Integrate the Mansepool pump and cast iron fencing at the corner of Graham Street and Royal Parade into the design for the station entry and surrounds in consultation with the University of Melbourne.</td>
<td>This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>O148</td>
<td>Replace removed trees as part of Project delivery in accordance with relevant policy documents and to re-establish heritage values in consultation with the City of Melbourne, the City of Port Phillip, Heritage Victoria, the Shrine of Remembrance and Shrine Trustees (as applicable). Policy documents are as follows: (i) Any Conservation Management Plan adopted by those bodies, including the Domain Parklands Conservation Management Plan (2016) and the Domain Parklands Masterplan (when completed); ii) the Shrine of Remembrance Conservation Management Plan (Chow, 2004); iii) the Shoreline of Remembrance Heritage Management Plan (Bush, 2016); iv) South Australian Memorial Conservation Management Plan (2019).</td>
<td>This is not relevant to the Eastern Portal. Refer to the Domain Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>O149</td>
<td>In consultation with Heritage Victoria, the City of Melbourne, the Shrine of Remembrance and Shrine Trustees (as applicable), review the siting and design of the eastern Anzac Station entry during detailed design to ensure it is as recessive as possible in this location and has only a limited presence on the edge of the Shrine of Remembrance Reserve.</td>
<td>This is not relevant to the Eastern Portal. Refer to the Parkville Precinct Development Plan.</td>
</tr>
<tr>
<td>Historical Cultural Heritage</td>
<td>O150</td>
<td>Prior to commencing works, consider the construction noise and vibration pre-construction surveys and review the ground movement plan required by EPR AR3 (i.e., potentially identify heritage places that may be vulnerable to damage from construction and identify appropriate mitigation measures to prevent damage to heritage places). 2. Prior to the commencement of works: a) Conduct pre-construction condition surveys of heritage places identified as potentially being vulnerable to damage to record structural condition and structural integrity; b) Implement the identified mitigation measures to prevent damage to heritage places in consultation with Heritage Victoria and the relevant local council (as applicable); c) Conduct vibration monitoring at the heritage places that may be vulnerable to damage to assess the actual impacts from construction works; d) if the vibration monitoring demonstrates that a heritage place has been, or may be, damaged as a result of vibration, ground vibration must be reduced until the risk of vibration related damage is assessed as acceptable; e) Construction techniques must also seek to limit, as far as practicable, ground movement to avoid causing damage to heritage places. (see also EPRs GM3, GM4, GM5, GM6, NV3, NV4, NV5 and NV6).</td>
<td>This is not relevant to the Eastern Portal. Refer to the Yarra Trams Precinct Development Plan.</td>
</tr>
</tbody>
</table>

---

### Notes

- This is not relevant to the Eastern Portal. Refer to the Domain 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 Yarra Trams Precinct Development Plan.
- This is not relevant to the Eastern Portal. Refer to the Domain 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 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 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 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.
## Eastern Portal Development Plan - Environmental Performance Requirement assessment

<table>
<thead>
<tr>
<th>Discipline</th>
<th>EPR-Ref</th>
<th>Environmental Protection Requirements</th>
<th>Development Plan Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMP</td>
<td>EMF1</td>
<td>Prior to commencement of project works, prepare and implement an Environmental Management System (EMS) that is certified to ISO 45001:2018 Environmental Management Systems – requirements with guidance for use for construction and operation.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System (EMS) in accordance with the Environmental Performance Requirements (EPRs) and is undertaking environmental audits to satisfy the EMS. The Project has identified a specific environmental auditor to conduct the environmental audits. The auditor has been appointed following a tender process. During the construction period, the auditor will audit the EMS. The findings of the audit will be documented and reported to the project's Independent Environmental Auditor.</td>
</tr>
<tr>
<td>DMP</td>
<td>EMF2</td>
<td>1. Prepare a Construction Environmental Management Plan (CEMP), Site Implementation Plans (SIP), Operations Environmental Management Plan (EMF) 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, SIP and EMF and other plans as required by the EPRs and as relevant to any stage of the Project. 3. The process for development and implementation of the CEMP, SIP and OEMP must include consultation with Council, Heritage Victoria, the Roads Corporation, Melbourne Water, Public Transport Victoria (PTV)/DES/DTI/ (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.</td>
<td>Cross Yarra Partnership has prepared an Environmental Management Plan, and prepared a Construction Environmental Management Plan, and an Operational Environmental Management Plan that are prepared prior to the operation phase of the Project. Specific plans are to be developed in accordance with the specific Site Environmental Implementation Plans. These plans have been reviewed by the project’s Independent Environmental Auditor.</td>
</tr>
<tr>
<td>DMP</td>
<td>EMF3</td>
<td>Prior to commencement of Project works, appoint an Independent Environmental Auditor to audit proposed plans, as required in the Incorporation Document, so as to ensure that the plans comply with the EPRs and to undertake environmental audits of compliance with the approved CEMP, SIP, OEMP (the OEMP is for Public Private Partnership (PPP) only), EPRs and approved conditions.</td>
<td>An Independent Environmental Auditor has been appointed to ensure the relevant plans comply with the EPRs and is undertaking environmental audits to satisfy the EPRs. The auditor has been appointed following a tender process. During the construction period, the auditor will audit the EMS. The findings of the audit will be documented and reported to the project's Independent Environmental Auditor.</td>
</tr>
<tr>
<td>DMP</td>
<td>EMF4</td>
<td>1. During detailed design activities for main works: i. Undertake a Project wide Electro Magnetic Interference (EMI) assessment for existing infrastructure, considering baseline conditions, stakeholder requirements, and equipment specifiers. ii. Undertake a Project wide Electro Magnetic Interference (EMI) assessment for sensitive equipment, considering baseline conditions, stakeholder requirements, and equipment specifiers. iii. Undertake a Project wide Electro Magnetic Interference (EMI) assessment for sensitive equipment, considering baseline conditions, stakeholder requirements, and equipment specifiers. iv. Undertake a Project wide Electro Magnetic Interference (EMI) assessment for sensitive equipment, considering baseline conditions, stakeholder requirements, and equipment specifiers. v. Undertake a Project wide Electro Magnetic Interference (EMI) assessment for sensitive equipment, considering baseline conditions, stakeholder requirements, and equipment specifiers. 2. Determine operational EMI limits in consultation with sensitive equipment owners having regard to equipment manufacturer environmental specifications where available and background EMI levels. 3. Ensure EMI limits are exceeded, as a result of either the construction and/or operation of the Project, design mitigation measures in consultation with equipment owners, or as to introduce impact on sensitive equipment in accordance with ‘best practice’ industry standards. 4. The EMI limits are exceeded, as a result of either the construction and/or operation of the Project, design mitigation measures in consultation with equipment owners, or as to introduce impact on sensitive equipment in accordance with ‘best practice’ industry standards. 5. The EMI limits are exceeded, as a result of either the construction and/or operation of the Project, design mitigation measures in consultation with equipment owners, or as to introduce impact on sensitive equipment in accordance with ‘best practice’ industry standards. 6. The EMI limits are exceeded, as a result of either the construction and/or operation of the Project, design mitigation measures in consultation with equipment owners, or as to introduce impact on sensitive equipment in accordance with ‘best practice’ industry standards. 7. The EMI limits are exceeded, as a result of either the construction and/or operation of the Project, design mitigation measures in consultation with equipment owners, or as to introduce impact on sensitive equipment in accordance with ‘best practice’ industry standards.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. 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 Environmental Auditor and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMI</td>
<td>DVM1</td>
<td>Prior to commencement of project works, prepare and implement an Electro Magnetic Interference (EMI) Management Plan that includes the following (but is not necessarily limited to): 1. An assessment of the likely electromagnetic emissions generated by the main works and the operation of the Project. 2. Identification of sensitive equipment that might be affected by those electromagnetic emissions and the proposed management measures. 3. A testing strategy in accordance with equipment specifications to monitor performance of appropriate management measures. 4. Identification of adverse works to sensitive equipment to avoid adverse impacts. 5. A program for regular auditing of sensitive equipment during the construction, testing and commissioning. 6. Removal action to be undertaken if EMI limits are not met during the construction, testing, commissioning and operation of the Project.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. 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 Environmental Auditor and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMI</td>
<td>DVM2</td>
<td>1. Where the removal of native vegetation is ‘unavoidable’ (as defined under relevant policy) meet the requirements of the Biodiversity Assessment Guidelines. 2. Where the removal of native vegetation is ‘unavoidable’ (as defined under relevant policy) meet the requirements of the Biodiversity Assessment Guidelines. 3. Where the removal of native vegetation is ‘unavoidable’ (as defined under relevant policy) meet the requirements of the Biodiversity Assessment Guidelines. 4. Where the removal of native vegetation is ‘unavoidable’ (as defined under relevant policy) meet the requirements of the Biodiversity Assessment Guidelines. 5. Where the removal of native vegetation is ‘unavoidable’ (as defined under relevant policy) meet the requirements of the Biodiversity Assessment Guidelines.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect specific control measures are identified in the Sustainability Management Plan. This plan has been reviewed by the project’s Independent Environmental Auditor and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>F1</td>
<td>1. Develop and implement measures to avoid the spread or introduction of weeds and pathogens during construction, including vehicle and equipment hygiene. 2. Operate construction vehicles, including earthmoving equipment, in areas that have been cleaned of seeds and seed-like particles. 3. Remove all seeds and seed-like particles prior to equipment movement. 4. Ensure all equipment, including earth-moving equipment, is cleaned of seeds and seed-like particles prior to movement. 5. Operate construction vehicles, including earth-moving equipment, in areas that have been cleaned of seeds and seed-like particles. 6. Remove all seeds and seed-like particles prior to equipment movement. 7. Ensure all equipment, including earth-moving equipment, is cleaned of seeds and seed-like particles prior to movement. 8. Operate construction vehicles, including earth-moving equipment, in areas that have been cleaned of seeds and seed-like particles. 9. Remove all seeds and seed-like particles prior to equipment movement. 10. Ensure all equipment, including earth-moving equipment, is cleaned of seeds and seed-like particles prior to movement.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect specific control measures are identified in the Sustainability Management Plan. This plan has been reviewed by the project’s Independent Environmental Auditor and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>F2</td>
<td>1. Ensure that all works are carried out in accordance with the Environmental Management System (EMS) that is certified to ISO 45001:2018 Environmental Management Systems – requirements with guidance for use for construction and operation. 2. Ensure that all works are carried out in accordance with the Environmental Management System (EMS) that is certified to ISO 45001:2018 Environmental Management Systems – requirements with guidance for use for construction and operation. 3. Ensure that all works are carried out in accordance with the Environmental Management System (EMS) that is certified to ISO 45001:2018 Environmental Management Systems – requirements with guidance for use for construction and operation. 4. Ensure that all works are carried out in accordance with the Environmental Management System (EMS) that is certified to ISO 45001:2018 Environmental Management Systems – requirements with guidance for use for construction and operation. 5. Ensure that all works are carried out in accordance with the Environmental Management System (EMS) that is certified to ISO 45001:2018 Environmental Management Systems – requirements with guidance for use for construction and operation.</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect specific control measures are identified in the Sustainability Management Plan. This plan has been reviewed by the project’s Independent Environmental Auditor and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>EMF</td>
<td>F3</td>
<td>1. Establish a process for identifying and removing weeds and seeds. 2. Prepare a program to set out the process and timing for development of an EMS, CEMP, SIP and EMF and other plans as required by the EPRs and as relevant to any stage of the Project. 3. The process for development and implementation of the CEMP, SIP and OEMP must include consultation with Council, Heritage Victoria, the Roads Corporation, Melbourne Water, Public Transport Victoria (PTV)/DES/DTI/ (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 1096).</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect specific control measures are identified in the Sustainability Management Plan. This plan has been reviewed by the project’s Independent Environmental Auditor and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Discipline</td>
<td>EPR-Ref</td>
<td>Environmental Protection Requirements</td>
<td>Development Plan Response</td>
</tr>
<tr>
<td>-----------------------</td>
<td>---------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Ground Movement       | GM5     | 1. Prior to commencement of shaft construction and prior to commencement of main works, develop and implement a Ground Movement Plan for each Works Package for Construction and operational phases of the Project that:  
1. 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 GW3.  
2. b) Identifies appropriate ground movement impact acceptability criteria for buildings, utilities, trains, trams and pavement after consultation with the various stakeholders.  
3. c) Identifies mitigation measures to ensure acceptability criteria can be met.  
4. 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).  
5. e) Addresses additional measures to be adopted if acceptability criteria are not met such as reinvestment of any property damage. For heritage places, refer to EPR CH2 and CH24.  
6. 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.  
7. g) Consult with land and assets owners that could be potentially affected and where 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 and audited by the Independent Environmental Auditor. |
| Ground Movement       | GM6     | 1. Contact 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 by ground movement.  
2. a) Identifies mitigation measures that may be susceptible to damage from ground movement resulting from Melbourne Metro works.  
3. b) Results of condition surveys of structures, pavements, significant utilities and footpaths to establish baseline conditions and potential vulnerabilities.  
4. c) Records of consultation with landowners in relation to the condition surveys.  
5. d) Post-construction stage condition surveys conducted, where required, to ascertain if any damage has been caused as a result of Melbourne Metro.  
6. e) Share pre- and post-condition assessment and records of consultation with the property owner promptly.  
7. f) Ensure all stakeholder engagement activities are undertaken in accordance with the contract 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 Management Plan, which has been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor. |
| Ground Movement       | GM8     | 1. Adapt construction techniques for Melbourne Metro to limit ground movement to within appropriate acceptability criteria (as 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 Management Plan, which has been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor. |
| Ground Movement       | GM10    | 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 Management Plan and Heritage Management Plan, which is reviewed by the project’s Independent Reviewer. These plans are also audited by the Independent Environmental Auditor. |
| Groundwater           | GW2     | 1. Design the tunnels 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 contaminate plume migration.  
2. In the case of existing, registered groundwater bore users, for the assessment of tolerable groundwater drawdown criteria, drawdown level should not exceed the point where the available saturated aquifer thickness of the bore is reduced by further than 10 per cent. | 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 Management Plan, which have been reviewed by the project’s Independent Reviewer. These plans are also audited by the Independent Environmental Auditor. |
| Groundwater           | GW3     | 1. Develop a groundwater model through a process that involves ongoing referral to the Independent Environmental Auditor consistent with the Australian Groundwater Modelling Guidelines (Barrett et al., 2011). 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 reconcile that the EPRs and mitigation measures are sufficient to mitigate impacts from changes in groundwater levels, flow and quality.  
2. a) 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 assessment.  
3. b) Ensure that the model geometry setup (node and grid network of model and layering definition) is accurately matched into the Project’s detailed design excavation geometry.  
4. c) 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 and Ground Movement Management Plan, which 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**
---|---|---|---
**Groundwater** | GWS | 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 that details sufficient mapping of groundwater levels to verify that no significant impacts occur from potential a) Contaminated migration on the beneficial uses of groundwater at third party properties caused by drawdown or vapour intrusion to underground structures b) Activation of PAS 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 f) Contingency measures if impacts occur at existing active groundwater bores and surface water bodies 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. j) The GWMP must be developed in consultation with EPA and relevant water authorities. | Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environment 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** | GWS | 2. The GWMP must be developed in consultation with EPA and relevant water authorities. | Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environment 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.

**Land Use and Planning** | LUS | 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 and use during both 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 will 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-investment 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 Metro City South, 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 residences are notified in advance of works in accordance with EPA OGA. 2. Contingency measures should unexpected groundwater conditions be encountered. | Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environment 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** | LUS | 2. Consultation must occur with land managers and/or agencies responsible for the implementation of the relevant Open Space Master Plans, and the Independent Reviewer and key stakeholders. The outputs must be consistent with EPR SC8. | Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environment 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** | LUS | 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 is addressed in a separate Development Plan. | The design of the Eastern Portal has been considered in accordance with relevant Master Plans, this is presented in Section 4.4 of the Development Plan. This is not relevant to the Eastern Portal. Refer to the Arden Precinct Development Plan.

**Land Use and Planning** | LUS | 2. Consultation must occur with local councils and land managers. | Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environment 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.
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 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, reinstallation or replacement of existing public art, monuments and public infrastructure such as poles (including barrier poles), signs, 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 re-establishment of trees.

4. The plan should include a strategy for re-establishment of public open space, recreation reserves and other valued places disturbed by temporary works and should also include exploring opportunities for removal of public spaces for the benefit of communities residing in resident buildings, including visitors, business owners and contractors.

5. 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.

6. 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.

7. 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 (EPRC 2015/754), dated 22 September 2015) under the EPRCs Act for vibration monitoring and measurement, as follows:

8. Conduct pre-construction baseline surveys of the nearest Commemorative 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.

9. 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.

10. Conduct continuous vibration monitoring at the nearest Victoria Barracks heritage structures to the construction activity, including the former Guardhouse (Block B), to assess the actual tunnel boring machine vibration characteristics (level and frequency) for comparison to the values derived from the literature and the German DIN (DIN 4150) target.

11. Monitor continuous vibration monitoring at the nearest Victoria Barracks heritage structures to the construction activity, including the former Guardhouse (Block B), to assess 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.

12. 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 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.

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

14. 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 re-establishment of trees.

15. The plan should include a strategy for re-establishment of public open space, recreation reserves and other valued places disturbed by temporary works and should also include exploring opportunities for removal of public spaces for the benefit of communities residing in resident buildings, including visitors, business owners and contractors.

16. 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.

17. 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.

18. 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 (EPRC 2015/754), dated 22 September 2015) under the EPRCs Act for vibration monitoring and measurement, as follows:

19. Conduct pre-construction baseline surveys of the nearest Commemorative 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.

20. 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.

21. Conduct continuous vibration monitoring at the nearest Victoria Barracks heritage structures to the construction activity, including the former Guardhouse (Block B), to assess the actual tunnel boring machine vibration characteristics (level and frequency) for comparison to the values derived from the literature and the German DIN (DIN 4150) target.

22. 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 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.

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

24. 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 re-establishment of trees.

25. The plan should include a strategy for re-establishment of public open space, recreation reserves and other valued places disturbed by temporary works and should also include exploring opportunities for removal of public spaces for the benefit of communities residing in resident buildings, including visitors, business owners and contractors.

26. 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.

27. 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.

28. 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 (EPRC 2015/754), dated 22 September 2015) under the EPRCs Act for vibration monitoring and measurement, as follows:

29. Conduct pre-construction baseline surveys of the nearest Commemorative 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.

30. 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.

31. Conduct continuous vibration monitoring at the nearest Victoria Barracks heritage structures to the construction activity, including the former Guardhouse (Block B), to assess the actual tunnel boring machine vibration characteristics (level and frequency) for comparison to the values derived from the literature and the German DIN (DIN 4150) target.

32. 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 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.

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

34. 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 re-establishment of trees.

35. The plan should include a strategy for re-establishment of public open space, recreation reserves and other valued places disturbed by temporary works and should also include exploring opportunities for removal of public spaces for the benefit of communities residing in resident buildings, including visitors, business owners and contractors.

36. 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.

37. 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.
### Eastern Portal Development Plan - Environmental Performance Requirement assessment

<table>
<thead>
<tr>
<th>Discipline</th>
<th>EPR Ref</th>
<th>Environmental Protection Requirements</th>
<th>Development Plan Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise and Vibration Monitoring - Construction</td>
<td>NIV6</td>
<td>- 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.</td>
<td>Cross Tech 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.</td>
</tr>
<tr>
<td>Noise and Vibration Monitoring - Construction</td>
<td>NIV5</td>
<td>- 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.</td>
<td>- 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).</td>
</tr>
<tr>
<td>Noise and Vibration Monitoring - Construction</td>
<td>NV6</td>
<td>- 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, DPI Victoria, the Port Phillip Precinct Reference Group and RMIT University and other project reference groups, as appropriate. (See DPSs SC3 and SC11).</td>
<td>Cross Tech 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.</td>
</tr>
<tr>
<td>Noises and Vibration Monitoring - Construction</td>
<td>NIV6</td>
<td>- Implement management actions if construction noise is predicted to or does exceed the Guideline Noise Levels at residential locations as specified in EPA Publication 125A. See table in EPR NV21.</td>
<td>- During Normal Working Hours, the ONWP must address noise levels that exceed the Management Levels specified in Table EPR NV21A.</td>
</tr>
<tr>
<td>Noises and Vibration Monitoring - Construction</td>
<td>NIV7</td>
<td>- 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, DPI Victoria, the Port Phillip Precinct Reference Group and RMIT University and other project reference groups, as appropriate. (See DPSs SC3 and SC11).</td>
<td>Cross Tech 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.</td>
</tr>
<tr>
<td>Vibration Guideline Targets for Structures</td>
<td>NIV6</td>
<td>- 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 DIN for table NV2. - Short-term vibration on structures.</td>
<td>Cross Tech 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.</td>
</tr>
<tr>
<td>Vibration Guideline Targets for Structures</td>
<td>NIV6</td>
<td>- Notes</td>
<td>Cross Tech 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.</td>
</tr>
<tr>
<td>Vibration Guideline Targets for Above-ground Utility Assets and Infrastructure</td>
<td>NIV9</td>
<td>- 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 vibration limits in consultation with asset owners.</td>
<td>- Vibration monitoring 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 DPSs SC11 and CH24).</td>
</tr>
</tbody>
</table>
**Eastern Portal Development Plan - Environmental Performance Requirement assessment**

<table>
<thead>
<tr>
<th>Discipline</th>
<th>EPR Ref</th>
<th>Environmental Protection Requirements</th>
<th>Development Plan Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise and Vibration</td>
<td>NV30</td>
<td>Vibration Guideline Targets for Below-ground Infrastructure</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. This has been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Noise and Vibration</td>
<td>NV11</td>
<td>Vibration Dose Values (VDVs) (Human Comfort)</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Noise and Vibration</td>
<td>NV12</td>
<td>Vibration Guideline Targets</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan with site specific controls detailed in the precinct-specific Site Environmental Implementation Plans. These have been reviewed by the project’s Independent Reviewer and audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Noise and Vibration</td>
<td>NV13</td>
<td>Ground-borne (Internal) Noise Guideline Targets for Amenity</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan 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.</td>
</tr>
<tr>
<td>Noise and Vibration</td>
<td>NV14</td>
<td>Monitoring</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the Project. The aspect-specific control measures are identified in the Noise and Vibration Management Plan 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.</td>
</tr>
</tbody>
</table>
### Noise and Vibration

#### Noise and Vibration

**Ground Source Noise Guidance Targets for Operation**

Where operational ground-borne noise Guidance Target levels, as shown in the table below, are exceeded for a sensitive land use, assess and implement practicable mitigation measures to reduce the noise level so that it either meets or achieves noise levels as close as practicable to the Guidance Target.

<table>
<thead>
<tr>
<th>Discipline</th>
<th>EPR Ref</th>
<th>Development Plan Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise and Vibration</td>
<td>NV15</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operative 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.</td>
</tr>
<tr>
<td>Noise and Vibration</td>
<td>NV16</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operative 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.</td>
</tr>
<tr>
<td>Noise and Vibration</td>
<td>NV17</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operative 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.</td>
</tr>
<tr>
<td>Noise and Vibration</td>
<td>NV18</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operative 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.</td>
</tr>
<tr>
<td>Noise and Vibration</td>
<td>NV19</td>
<td>Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operative 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.</td>
</tr>
</tbody>
</table>
## Eastern Portal Development Plan - Environmental Performance Requirement assessment

### Discipline: Noise and Vibration

#### NV20

**Vibration Guideline Targets for Operation:**

1. **During operation,** achieve the following guideline targets (based on Table 3 in B9473:2008) or background levels (whichever is higher) for vibration as follows:
   
   a. See EPR for Table NV20.

   **Notes:**
   - The Guideline Targets are non-mandatory, they are goals that should be sought to be achieved through the application of feasible and reasonable mitigation measures.
   - Compliance with these values implies no structural damage due to operation.

#### 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 NV14 and must include (but are not 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.
   c. Vibration Guideline Targets for Operation in accordance with Table NV20-A.

2. The CNVMP must include the following:

   a. **Airborne Noise Management Levels during Normal Working Hours**
   
   i. The CNVMP 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.
   
   b. Vibration Guideline Targets for Operation in accordance with Table NV20-A.

   c. **Ground-borne Noise Management Levels during Normal Working Hours**
   
   i. The Guideline Noise Levels in NV6 (which are adopted from EPA Publication 1254) apply.
   

   d. In addition to the Management Levels shown in Table NV21-A, the Guideline Targets shown in EPRs NV6 and NV17 are to be addressed and addressed in the CNVMP.

#### NV22

**Vibration Mitigation Measures:**

1. **Airborne Noise Mitigation Measures:**
   
   a. 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 S606 (including 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 EPR NV20 as shown in EPR NV6).

   b. 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 NV17 or the Management Levels in Table NV20-A.

2. **Vibration: Structures**
   
   a. Identification of any alternative vibration guideline targets to those specified in EPRs NV6, NV8 or NV17 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).
   
   b. Identification of practicable measures to be implemented to manage construction vibration impacts in accordance with the Vibration guideline targets for structures specified in, or otherwise determined in accordance with, EPR NV8.

   c. Construction vibration limits for above ground utility assets determined in accordance with EPR NV8.

   d. **Ground-borne Noise Mitigation Measures:**
   
   i. Ground-borne (internal) noise guideline targets for amenity specified in EPR NV13.

   ii. Vibration Guideline Targets for Operation in accordance with Table NV20-A.

   iii. Vibration Guideline Targets for below ground infrastructure specified in, or otherwise determined in accordance with NV10.

   iv. Any management actions to be implemented if predicted vibration levels exceed the guideline targets specified in EPRs NV6, NV8, NV17 or NV20.

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

### Notes

- 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 NV14 and must include (but are not limited to):
  - Identification of sensitive receivers along Melbourne Metro’s alignment.
  - Details of construction activities and an indicative schedule for construction works, including the identification of key noise and/or vibration generating construction activities.
  - Vibration Guideline Targets for Operation in accordance with Table NV20-A.

- The CNVMP must include the following:
  - **Airborne Noise Management Levels during Normal Working Hours**
    - The CNVMP 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.
  - **Vibration Guideline Targets for Operation** in accordance with Table NV20-A.
  - **Ground-borne Noise Management Levels during Normal Working Hours**
    - The Guideline Noise Levels in NV6 (which are adopted from EPA Publication 1254) apply.
  - Noise Levels based on the NSW interim Construction Noise Guidelines.
  - In addition to the Management Levels shown in Table NV21-A, the Guideline Targets shown in EPRs NV6 and NV17 are to be addressed and addressed in the CNVMP.

- **Vibration Mitigation Measures:**
  - **Airborne Noise Mitigation Measures**
    - Identification of reasonable and practicable measures to be implemented to manage construction noise impacts in accordance with:
      - EPA Publication 1254 Noise Control Guidelines
      - NSW S606 (including 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 EPR NV20 as shown in EPR NV6).
    - 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 NV17 or the Management Levels in Table NV20-A.

  - **Vibration: Structures**
    - Identification of any alternative vibration guideline targets to those specified in EPRs NV6, NV8 or NV17 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).
    - Identification of practicable measures to be implemented to manage construction vibration impacts in accordance with the Vibration guideline targets for structures specified in, or otherwise determined in accordance with, EPR NV8.
    - Construction vibration limits for above ground utility assets determined in accordance with EPR NV8.

  - **Ground-borne Noise Mitigation Measures**
    - Ground-borne (internal) noise guideline targets for amenity specified in EPR NV13.
    - Vibration Guideline Targets for Operation in accordance with Table NV20-A.
    - Vibration Guideline Targets for below ground infrastructure specified in, or otherwise determined in accordance with NV10.
    - Any management actions to be implemented if predicted vibration levels exceed the guideline targets specified in EPRs NV6, NV8, NV17 or NV20.
    - Specific heritage measures where relevant in accordance with EPRs CH2 and CH24.
### Environmental Protection Requirements

#### Noise and Vibration

<table>
<thead>
<tr>
<th>Discipline</th>
<th>EPR Ref</th>
<th>Environmental Protection Requirements</th>
</tr>
</thead>
</table>
| Social and Community | SC2 | - Prior to commencement of relevant works in an area affected by the project, Cross Yarra Partnership and/or the proponent will develop a Community Engagement Management Framework (CEMF) to ensure effective consultation with households, residents and stakeholders across the Project area to ensure a consistent approach to the management of noise and vibration associated with the project.
- The CEMF will address the following:
  - Community and stakeholder engagement processes, and approach to the assessment of feedback.
  - Development of feedback on the effectiveness of the engagement processes.
  - Involvement of households and stakeholders in the project's work to identify and mitigate any impacts on their lives and to support them through the project.
- The CEMF will be prepared in accordance with EPR NV4 and includes:
  - Baseline noise and vibration monitoring locations.
  - Baseline noise and vibration conditions - The project's initial noise and vibration conditions.
- The CEMF will be reviewed by the Independent Environmental Auditor and audited by the Independent Environmental Auditor.

#### Development Plan Response

Cross Yarra Partnership has implemented an Environmental Management System and prepared a Construction Environmental Management Plan. An Operational Environmental Management Plan will be prepared prior to the operational phase of the project. The aspect-specific control measures are detailed in the Noise and Vibration Communications Management Plan. The 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 Reference
--- | --- | --- | ---
Social and Community | SC4 | Community and Stakeholder Engagement Management Plan (CSEMP) | 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.

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 CSEMP. 
2. The CSEMP should align with the Project’s opportunities to engage stakeholders in the planning and delivery of Project works. 
3. The CSEMP should address local community and business operations as well as provide for direct and indirect communications that will be undertaken, the duration of those works, what local impacts might occur and contact details for further information.

Social and Community | SC5 | Prior to commencement of draft construction, work with the City of Melbourne to identify if there are any suitable areas for use as an 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. | 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.

1. Prior to commencement of relevant works, provide advance notice to adjoining landholders of any works to be carried out in a precinct. Such notice must advise of the work to be undertaken, the duration of those works, what local impacts might occur and contact details for further information.

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 notifications of schedule changes that may impact upon major public events.

c) Consideration of appropriate alternative sites and routes for events and parades.

Social and Community | SC7 | In consultation with the relevant local council, develop a relocation strategy for sporting 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 notifications to clubs to minimise the impact of relocation.

Public open space at the Eastern Portal is described in Section 4.3.4 and 4.4.4 of the Development Plan. The landscaping design response for the future built-form at 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 | SC8 | 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 public use.

b) 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.

c) Measures for communicating the design of and results from environmental monitoring programs (e.g. vibration, noise, dust, ground movement).

d) Process for informing residents 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.


g) Measures to address any other matters which are of concern to potentially affected stakeholders through the construction of the Project.

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

- Local councils
- Land managers
- Potentially affected residents
- Potentially affected businesses
- Recreation, sporting and community groups and facilities
- Royal Melbourne Hospital: Victorian Comprehensive Cancer Centre, Peter Doherty Institute and other health and medical facilities
- The University of Melbourne
- RMIT University
- Melbourne Grammar School
- Other public facilities in proximity.

Social and Community | SC9 | 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. This plan must be consistent with the Melbourne Metro Urban Design Strategy.

This is not relevant to the Eastern Portal. Refer to the State Library Precinct Development Plan.

Social and Community | SC10 | Prior to commencement of relevant works, provide advance notice to adjoining stakeholders of any works to be undertaken, the duration of those works, what local impacts might occur and contact details for further information.

This is not relevant to the Eastern Portal. Refer to the State Library Precinct Development Plan.

Social and Community | SC11 | Prior to commencement of relevant works, establish a Parkville Reference Group comprising an independent chair, relevant government agencies including BEP, FTV, CEPD and TR. | 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.

1. The Parkville Reference Group is established as an independent chair, relevant government agencies including BEP, FTV, CEPD and TR. This group is specifically created to address 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.

CSEMP: 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.
### Eastern Portal Development Plan - Environmental Performance Requirement assessment

**Discipline** | **EPR Ref** | **Environmental Protection Requirements** | **Development Plan Response**
--- | --- | --- | ---
Social and Community | SC12 | In addition to EPR SC 1 by RPV to establish Project Reference Groups as required for all other Project precincts, which collectively provide for representation of interested and relevant stakeholders. | 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 | Free from contamination of relevant works, for all precincts built on the exception of the western tunnels (design permanent and temporary works and, if necessary, develop and implement emergency flood management measures for the tunnels, tunnel portals, access shafts, station entrances and Arden electrical substation to provide appropriate protection against floods and overland stormwater flows. | Flood design and water sensitive urban design for the Eastern Portal is presented in Section 4.4.7 of the Development Plan.

| SW2 | For all precincts, to the satisfaction of the responsible water management authority. | Flood design and water sensitive urban design for the Eastern Portal is presented in Section 4.4.7 of the Development Plan.

**Traffic and Transport Working Group** | T1 | Traffic 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 (Transport), road management authorities, relevant councils, relevant public transport providers and other relevant agencies as required. | 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 Management Plans** | T2 | Prior to commencement of works on 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 use, traffic, car parking, on-road public transport, pedestrian and bicycle movements and existing public facilities during all stages of construction. | Yarra Yarra Partnership has prepared a Transport Management Plan (including relevant hub plans, such as the Preston Transport Management Plan and Footscray Transport Management Plan), which have been reviewed by the project’s Independent Reviewer. These plans have also been audited by the Independent Environmental Auditor.

---

**Note**

- Typically called a traffic management plan, for Melbourne Metro, it is referred to as a transport management plan to ensure all modes of active and passive transport are considered.
### Transport (Construction Phase)

**Road Network Management:**
1. Access to construction vehicle staging areas and construction methodologies to minimise the potential impacts of truck call-forward options on residents and businesses.
2. Preliminary arrangements for delivery or removal of large loads.
3. Parking: Appropriate, transport management plans must include the following issues:
   - 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.
   - The need to minimise the loss of public parking and replace or re-route parking at the earliest opportunity.
   - 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.
   - A parking management plan prepared in consultation with and approved by the relevant road authority to manage parking and around the construction zones. The plan must include parking controls to support other relevant EPR requirements.
   - Provision of alternative parking where practicable and in this regard.
   - Use of off-street car parks for construction workers must be by prior agreement with the relevant management body, and
   - Measures must be implemented to prevent, to the extent practicable, construction workers parking on-street spaces, unless it can be demonstrated by car-parking surveys that there is adequate on-street supply.
4. Milky Way and Kinderling 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.
5. 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 Parkville construction.
6. 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.
7. 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.
8. In consultation with the TTWG, develop and implement Network Enhancement Projects (NEPs) in consultation with the TTPG for locations including, but not limited to:
   - 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 Parkville construction works.
   - 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.
   - 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 Parkville construction works.
9. Transport management plans must include/address the following issues:
   - Potential routes for construction vehicle travelling to and from all Melbourne Metro construction work sites, recognising sensitive receptors and minimising the use of local streets where practicable (refer to EPR NV23).
   - Subsistence of construction vehicle staging areas and in consultation with the TTWG, provide suitable routes to maintain connectivity for road users to JJ Holland Park, South Kensington, station, to medical facilities in the Domain Precinct and the medical and educational facilities adjacent to the Parkville construction work site.
   - Provision for on-street tool storage where practicable and consideration given to the use of shuttle buses to ferry workers to and from off-site car parks.

### 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 turnaround to minimise the disruption to railway services during construction. The plan must be developed to the satisfaction of VicTrack, PT1, DELTRI (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 provisions where practicable, for use by residents of South Kensington Station, Melbourne Central Station, Fenders 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. Development and implementation measures to minimise disruption to the tram and bus networks resulting from the construction of Melbourne Metro in consultation with the relevant tram management authorities, and to the satisfaction of PT1 / DELTRI (Transport), including (but not limited to):
   - Options to divert the 401, 402, 403, 501 and 544 bus services.
   - Tram routes on St Kilda Road and Swanson Street.
   - Tram services on Fenders Street and Swanson Street.
   - Tram services on Toorak Road West and the diversion of the No. 5 tram route.
   - Periodic closures of Royal Parade tram route.
   - Tram routes on St Kilda Road.
   - Disruption to other tram routes through Domain tram stop.
5. Bus replacement services for disrupted road passengers.
**Transport**

<table>
<thead>
<tr>
<th>Discipline</th>
<th>CFR Ref</th>
<th>Environmental Protection Requirements</th>
<th>Development Plan Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel Demand Management Strategy</td>
<td>T6</td>
<td>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 dispersing real-time travel time information to the public. Existing traffic and public transport information channels should be used whenever possible.</td>
<td>Cross Yarra Partnership has prepared a Transport Management Plan (including relevant sub-plans, such as the Precinct Transport Management Plan and Precinct Traffic Management Plan), which have been reviewed by the project’s Independent Reviewer. These plans have also been audited by the Independent Environmental Auditor.</td>
</tr>
<tr>
<td>Road Transport (Operational Phase)</td>
<td>T7</td>
<td>1. Design all roadworks and shared paths to relevant design standards to maintain safety of movement in consultation with the relevant road management authorities and TTWG, as required. Designs should be undertaken by appropriate transport modelling and have an objective to facilitate public transport and minimise airport loss to the extent practicable.</td>
<td>Operational road transport for the Eastern Portal is presented in Section 6.8.8 of the Development Plan.</td>
</tr>
<tr>
<td>Road Transport (Operational Phase)</td>
<td>T7</td>
<td>2. Develop and implement a plan to reinstate car parking on Childrens Street, Kensington and Laureus Street, North Melbourne in consultation with the relevant road management authorities that:</td>
<td></td>
</tr>
</tbody>
</table>
### Waste Collection

1. Prior to commencement of relevant works, develop and implement a plan or plans, in consultation with local councils and private waste collection services, to manage changes to waste collection and waste storage in the areas affected by construction activity. The 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.

### 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/DOTTR (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 councils.
6. Provide wayfinding information to enhance connectivity for pedestrians and public transport users, in consultation with relevant local councils and user groups, if required.
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.

### Public Transport (Operational Phase)

1. Review, with PTV/DOTTR (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/DOTTR (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 Trolley 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.
   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.
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 Precinct, to the extent practicable.
4. Provide adequate wayfinding to facilitate passenger transfers (see EPR LU4).
5. Review, with PTV/DOTTR (Transport) and Yarra Trains, the bus and train 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.

### Transport

<table>
<thead>
<tr>
<th>Discipline</th>
<th>CFR-Ref</th>
<th>Environmental Protection Requirements</th>
<th>Development Plan Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>T8</td>
<td>Public Transport (Operational Phase)</td>
<td>Operational public transport for the Eastern Portal is presented in Section 4.4.8 of the Development Plan.</td>
</tr>
<tr>
<td></td>
<td>T9</td>
<td>Active Transport (Operational Phase)</td>
<td>Operational active transport for the Eastern Portal is presented in Section 4.4.8 of the Development Plan.</td>
</tr>
<tr>
<td></td>
<td>T10</td>
<td>Waste Collection</td>
<td>Waste collection for the Eastern Portal is presented in Section 4.4.8 of the Development Plan.</td>
</tr>
</tbody>
</table>