



## RAIL INFRASTRUCTURE ALLIANCE

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# TABLE OF CONTENTS

<b>FOREWORD .....</b>	<b>11</b>
<b>1 Introduction.....</b>	<b>12</b>
1.1 Purpose.....	12
1.2 Metro Tunnel Project.....	12
1.3 Delivery of the Metro Tunnel Project.....	13
<b>2 Approvals Framework.....</b>	<b>14</b>
2.1 Incorporated Document.....	14
2.2 Incorporated Document Conditions .....	14
2.3 Approved Plans .....	15
2.3.1 Metro Tunnel Project Plans .....	15
2.3.2 Western Portal Early Works and Development Plan.....	16
2.3.3 Western Portal Development Plan Approval and Amendments .....	16
2.4 Overview of Stakeholders .....	17
2.5 RIA Western Portal Development Plan 2019.....	18
2.6 RIA Amended Western Portal Development Plan 2019 .....	19
2.7 RIA Western Portal Development Plan Amendment 2020 .....	19
2.8 RNA Western Portal Development Plan Amendment 2023.....	20
2.9 CYP Western Portal Development Plan Amendment 2023.....	22
<b>3 Site Context.....</b>	<b>24</b>
3.1 The Western Portal precinct and the Development Plan Area .....	24
3.2 Site and Locality Conditions.....	24
3.3 Strategic Context.....	27
<b>4 Scope of Works .....</b>	<b>28</b>
<b>5 Design Response .....</b>	<b>30</b>
5.1 Design Overview .....	31
5.2 Consistency with Urban Design Strategy Key Directions .....	33
5.3 Consistency with Urban Design Strategy Precinct Specific Design Issues .....	35
5.3.1 Hobsons Road Mixed Use Precinct .....	35
5.3.2 JJ Holland Park Interface.....	35
5.3.3 South Kensington Station Entry.....	37
5.4 Aspect Specific Design .....	38
5.4.1 Architecture.....	38
5.4.2 Community Experience .....	39
5.4.3 Access .....	40
5.4.4 Safety and Crime Prevention Through Environmental Design .....	42
5.4.5 Street Furniture and Integrated Art .....	43
5.4.6 Lighting .....	43
5.4.7 Signage and Wayfinding.....	43



5.4.8	Materials and Finishes .....	43
5.4.9	Figure 8 Indicative Materials PaletteLandscaping and Water Sensitive Urban Design.....	44
5.4.10	Managing Construction Impacts .....	46
5.5	Consistency with Environmental Management Framework .....	46
5.5.1	Managing Construction Impacts .....	47
<b>6</b>	<b>Conclusion .....</b>	<b>49</b>
APPENDIX A WESTERN PORTAL SITE LAYOUT PLANS .....		A
APPENDIX B WESTERN PORTAL ARCHITECTURAL, LANDSCAPE, PUBLIC REALM AND URBAN DESIGN PLANS AND ELEVATIONS .....		B
APPENDIX C WESTERN PORTAL URBAN DESIGN STRATEGY RESPONSE .....		C
APPENDIX D WESTERN ENVIRONMENTAL PERFORMANCE REQUIREMENTS DESIGN RESPONSE .....		D

## TABLE OF FIGURES

Figure 1	Metro Tunnel Project .....	13
Figure 2	Site map of proposed demolition works (RNA, 2023) .....	21
Figure 3	Site Context Plan .....	26
Figure 4	Site Concept Plan .....	32
Figure 5	Extract of the Station Forecourt Plan .....	39
Figure 6	Western Portal Indicative Movement Map .....	42
Figure 7	Indicative Station Forecourt Materials, Finishes and Edge Treatments.....	44
5.4.9	Figure 8 Indicative Materials PaletteLandscaping and Water Sensitive Urban Design	44
Figure 9	Indicative Tree Species.....	46

## TABLE OF TABLES

Table 1	Abbreviations, Terms and Definitions .....	7
Table 2	Incorporated Document Conditions relevant to the Plan .....	14
Table 3	Integration of the UDS during the development .....	33
Table 4	Hobsons Road Mixed Use Precinct Specific Issues.....	35
Table 5	JJ Holland Park Interface Precinct Specific Issues .....	36
Table 6	South Kensington Station Entry Precinct Specific Issues .....	37
Table 7	Risk and impact mitigation strategies associated with the design response ....	47

Table 8 Western Portal Urban Design Strategy Objectives..... C

Table 9 Western Portal EPRs Design Response..... KK

## ABBREVIATIONS AND DEFINITIONS

Table 1 Abbreviations, Terms and Definitions

Abbreviation	Term	Definition
<b>BNV</b>	Bicycle Network Victoria	Victoria's biggest bike riding organisation that aims to build places to ride, change behaviours and support riders.
<b>BSGC</b>	Metro Tunnel Business Support Guidelines for Construction	A document that provides guidelines for Metro Tunnel contractors to address residual impacts on businesses so far as is reasonably practicable and appropriate.
<b>CCTV</b>	Closed circuit television	Also known as video surveillance, CCTV is the use of video cameras to transmit a signal to a specific place, on a limited set of monitors.
<b>CPTED</b>	Crime Prevention through Environmental Design	The use of design to manage safety in the built environment.
<b>CSEMF</b>	Metro Tunnel Community and Stakeholder Engagement Management Framework	An overarching document that provides a framework for Metro Tunnel contractors to address the management of communications and stakeholder engagement associated with the delivery of the works.
<b>CSEMP</b>	Communications and Stakeholder Engagement Management Plan	Document prepared by RIA which details the management of communications and stakeholder engagement associated with the delivery of the works.
<b>CEMP</b>	Construction Environment Management Plan	Overarching document prepared by the RIA which details the management of environmental aspects and impacts associated with the delivery of the works.
<b>CER</b>	Communications Equipment Room	An equipment room that provides a controlled and secure environment capable of accommodating a range of electrical and communications equipment for the operations of rail infrastructure.
	Council	City of Melbourne
<b>CSR</b>	Combined Services Route	A common cable containment system that houses communications, signalling and power cabling.
<b>DELWP</b>	Department of Environment, Land, Water and Planning	The State Government Department responsible for Environment, Land Water and Planning which brings together planning, local government, environment, energy, suburban development, forests, emergency management, climate change and water functions into a single department to strengthen connections between the environment, community, industry and economy. The Department of Environment, Land, Water and Planning was formed in January 2015 and dissolved in December 2022, and has been superseded by the Department of Energy, Environment and Climate Action and the Department of Transport and Planning.
<b>DOT</b>	Department of Transport	The State Government Department responsible for Transport.
<b>DPRC</b>	Metro Tunnel Development Plan Review Committee	A committee engaged by the State Government to review and advise on the Development Plans for the Metro Tunnel Project.
<b>DTF</b>	Department of Treasury and Finance	The State Government Department responsible for Treasury and Finance which provides economic,

Abbreviation	Term	Definition
		financial and resource management advice to help the Government deliver its policies.
<b>DTP</b>	Department of Transport and Planning	The State Government Department responsible for planning and operations of transport to match the people and products that travel on it.
<b>EES</b>	Environment Effects Statement	The Environment Effects Statement for the Metro Tunnel Project exhibited and assessed under the <i>Environment Effects Act 1978</i> (Vic).
<b>EMF</b>	Metro Tunnel Environmental Management Framework	Required under the Incorporated Document, it outlines clear accountabilities for the delivery and monitoring of the Environmental Performance Requirements to manage the environmental effects of the Metro Tunnel Project. The Metro Tunnel EMF was approved by the Minister for Planning and is publicly available on the Project website.
<b>EMS</b>	Metro Tunnel Environmental Management System	A management system developed in accordance with ISO14001 to ensure that works are planned and performed so that the adverse effects on the environment are appropriately managed during design and construction of the Project.
<b>EPRs</b>	Environmental Performance Requirements	Environmental Performance Requirements as detailed within the approved EMF are performance-based requirements that define the project-wide environmental outcomes that must be achieved during design, construction and operation of the Project.
<b>EPA</b>	Environment Protection Authority	An independent statutory authority under the <i>Environment Protection Act 2017</i> with the objective to protect human health and the environment by reducing the harmful effects of polluting and waste.
<b>HV</b>	Heritage Victoria	The State Government's principal cultural (non-Aboriginal) heritage agency who identify, protect and interpret Victoria's most significant cultural heritage resources, and give advice on heritage matters.
	Incorporated Document	The <i>Melbourne Metro Rail Project Incorporated Document</i> as inserted into the Maribyrnong, Melbourne, Port Phillip and Stonnington Planning Schemes via planning scheme amendment GC45 and subsequent amendments.
	Melbourne Biomedical Precinct	A biomedical centre established by the Victorian Government to deliver biomedical research, development and innovation, producing results in patient care, disease treatment, development of devices, technologies and medicines for Victoria, Australia and around the world.
<b>MW</b>	Melbourne Water	A statutory authority owned by the Victorian Government who manage and protect Melbourne's major water resources on behalf of the community.
<b>MTM</b>	Metro Trains Melbourne	A consortium of rail and construction businesses which manage Melbourne's metropolitan rail service.
<b>Metro Tunnel</b>	Metro Tunnel Project	The Metro Tunnel Project or Melbourne Metro Rail Project, as identified in the Incorporated Document.
<b>OEMP</b>	Operations Environmental Management Plan	A document which details the management of operational aspects and impacts associated with the delivery of the works.

Abbreviation	Term	Definition
<b>OVGA</b>	Office of the Victorian Government Architect	The leader in enhancing the quality of built environments in Victoria through the provision of leadership and strategic advice to government about architecture and urban design, along with the promotion an awareness of good design making great living places and urban environments.
<b>OHLE</b>	Overhead Line Equipment	An overhead line or overhead wire used to transmit power to trains, situated above railway tracks and connected to feeder stations.
<b>OHW</b>	Overhead Wiring	A wire that is used to transmit electrical energy to trams or trains
<b>PRINP</b>	Passenger Rail Infrastructure Noise Policy	A noise policy to guide the consideration of the impacts of rail noise from improved or new passenger rail infrastructure and from changes to land use near existing and planned rail corridors.
<b>PSA</b>	Planning Scheme Amendment	An amendment to the relevant local Planning Scheme/s which govern the use and development of the Project Land.
<b>PPP</b>	Public Private Partnership	A cooperative arrangement between two or more public and private sectors, typically of a long-term nature.
	Project Land	Land as identified within Appendix 1 of the Incorporated Document.
<b>PTV</b>	Public Transport Victoria	A statutory authority that manages Victoria's train, tram and bus services.
<b>RIA</b>	Rail Infrastructure Alliance	The consortium contracted to deliver the Portals, cut and cover tunnelling, tunnel decline structures and the realignment of existing rail tracks to allow for the new Metro Tunnel tracks as they surface.
<b>RPV</b>	Rail Projects Victoria	A government authority responsible for the planning and delivery of the Metro Tunnel Project.
<b>RRL</b>	Regional Rail Link	The pair of non-electrified tracks running from Southern Cross station to West Werribee Junction.
<b>SEIP</b>	Site Environmental Implementation Plans	Documents prepared by RIA which detail site specific measures to prevent adverse environmental impacts during construction of the Metro Tunnel Project.
	Sensitive receptor or sensitive receiver	Sensitive receptors as per relevant statutory guidelines, including homes, schools, universities and hospitals, or places where a person's regular daily life might be affected by amenity impacts as a consequence of the Project. Sensitive receptors do not include public open space or places of work.
<b>SEPP</b>	State Environment Protection Policy	Policies that are subordinate legislation made under the provisions of the <i>Environment Protection Act 1970</i> to provide more detailed requirements and guidance for the application of the Act to Victoria.
<b>SER</b>	Signalling Equipment Room	A housing structure for a range of electrical and signalling equipment for the operation of rail infrastructure. These structures may be occupied by authorised personnel to perform works.

Abbreviation	Term	Definition
<b>TfV</b>	Transport for Victoria	Transport for Victoria brings Victoria's transport sector agencies together under one umbrella.
<b>TTWG</b>	Metro Tunnel Traffic and Transport Working Group	A technical working group of transport agencies and emergency services that allows for centralised discussion and agreement on key transport issues of relevance to the Metro Tunnel Project.
<b>UDAAP</b>	Metro Tunnel Urban Design and Architecture Advisory Panel	The independent design review body for the Metro Tunnel Project, chaired by the OVGA.
<b>UDS</b>	Metro Tunnel Urban Design Strategy	Required under the Incorporated Document, it provides urban design guidance relating to the design, procurement and implementation of the Project. The Metro Tunnel UDS was approved by the Minister for Planning and is publicly available on the Project website.
	VicRoads	VicRoads plans, develops and manages the arterial road network of Victoria and delivers road safety initiatives and customer focused registration and licensing services.
	VicTrack	VicTrack owns Victoria's transport land, assets and infrastructure and works to protect and grow the value of the portfolio to support a thriving transport system, and make travel and living better for Victorians.
<b>VHI</b>	Victorian Heritage Inventory	Inventory of historical archaeological sites which are identified and protected under the <i>Heritage Act 2017</i> .
<b>VHR</b>	Victorian Heritage Register	Register of significant heritage places and/or objects which are identified and protected under the <i>Heritage Act 2017</i> .
<b>WSUD</b>	Water Sensitive Urban Design	An approach to planning and designing urban areas to make use of water as a valuable resource and reduce the harm urban development causes to catchments.

## FOREWORD

Rail Projects Victoria (RPV) is the Victorian Government body responsible for overseeing the delivery of the Metro Tunnel Project (the Project). In conjunction with its delivery partners, RPV is responsible for all aspects of the Project, including planning and development of a project reference design, site investigations, stakeholder engagement, planning approvals and procurement through to construction delivery and project commissioning.

The Project has already undergone an extensive and robust planning assessment process. As part of this, RPV published an Environment Effects Statement (EES) and draft Planning Scheme Amendment that included an integrated assessment of the potential environmental, social, economic and planning impacts of the Project, and the approach to managing these impacts.

In developing the EES, RPV undertook a comprehensive engagement program to seek input from stakeholders and the community. The EES provides flexibility for design changes to be made within the approved Project Land as contractors are appointed and designs are refined, provided the Environmental Performance Requirements (EPRs) are met by the contractors delivering the works.

The Project's concept design in the EES considered two locations for the Western Portal. The selected design positions the Portal within the Council reserve on the south side of Childers Street, approximately 150 metres west of the South Kensington station subway entrance opposite Ormond Street.

The Project is made up of a series of works packages:

- Cross Yarra Partnership (CYP) is the consortium contracted to deliver the Tunnels and Stations Public Private Partnership (PPP) works package, including twin nine-kilometre tunnels, two tunnel entrance portals and five new underground stations. As part of delivering this package, CYP will be responsible for the main tunnelling works, station fit-out, mechanical and electrical systems, tunnel boring machine extraction shafts at the portals, and specific station operations and maintenance services.
- The Rail Infrastructure Alliance (RIA) is responsible for works at the Western Portal including cut and cover tunnelling, tunnel decline structures and realignment of existing tracks to allow for the new Metro Tunnel tracks as they surface.

Figure 3 provides an overview of CYP and RIA's scope and extent of built form within the Western Portal precinct.

This Western Portal Development Plan only addresses the scope and extent of RIA's works at the Western Portal, including:

- cut and cover tunnelling
- decline structures
- realignment of existing lines
- landscaping and hardscaping works in the public realm

Other works proposed in the Western Portal will be undertaken by CYP, with ongoing interface activities between CYP and RIA as required. The scope and extent of the built form for the CYP related works are addressed in a separate Development Plan.



Evan Tattersall Chief Executive Officer

# 1 Introduction

## 1.1 Purpose

The Rail Network Alliance (RNA), known as the Rail Infrastructure Alliance (RIA) prior to 2022, on behalf of Rail Projects Victoria (RPV), is delivering the Western Portal (or the Western Portal precinct) as part of the Metro Tunnel Project (the Metro Tunnel). This Western Portal RIA Development Plan (the Plan) addresses the surface works for the Western Portal and associated rail infrastructure and works in the wider urban realm. The Portal is an open-to-air decline structure along the northern edge of the rail corridor that will connect the Sunbury line to the new underground rail tunnels.

The Plan has been prepared by RNA for approval by the Minister for Planning as required under the conditions of the *Melbourne Metro Rail Project Incorporated Document* (the Incorporated Document).

In accordance with Clause 4.7.3 of the Incorporated Document, this Plan includes:

- Site Layout Plan/s
- Architectural, landscape and public realm plans and elevations
- An assessment of the proposed above ground works against the relevant sections of the approved Urban Design Strategy (UDS) and Environmental Performance Requirements (EPRs) included within the Environmental Management Framework (EMF).

## 1.2 Metro Tunnel Project

The Metro Tunnel is an \$11b investment delivering twin nine-kilometre rail tunnels from the west of the city to the south-east as part of a new Sunbury to Cranbourne/Pakenham line. The Metro Tunnel will create additional capacity in the inner core of the metropolitan rail network, allowing more trains to run more often across the broader network. It is supported by:

- Five new underground stations at Arden, Parkville, State Library (at the northern end of Swanston Street), Town Hall (at the southern end of Swanston Street) and Anzac (on St Kilda Road)
- Portal structures to connect the new tunnels to the existing Sunbury, Cranbourne and Pakenham lines, at South Kensington (Western Portal) and South Yarra (Eastern Portal), respectively
- A Western Turnback at West Footscray where trains will be able to return towards Melbourne's CBD
- High capacity signalling to maximise the efficiency of the new fleet of High Capacity Metro Trains
- A train/tram interchange at Domain.

The Metro Tunnel Environment Effects Statement (EES) defined a number of precincts as part of the Metro Tunnel based on the location, the nature of project components and construction works, the potential impacts on local areas and the characteristics of surrounding communities. The precinct relevant to this Plan is described as the **Western Portal (Kensington), EES Precinct 2**.

This precinct is located adjacent to the existing South Kensington station and associated pedestrian underpass. The precinct contains housing, public open space and an industrial



estate to the north, with railway lines and a freight terminal located to the south. JJ Holland Park is located to the north of the Western Portal and is an area of well-used public open space. Several residential properties are also located to the north of the Western Portal.

### 1.3 Delivery of the Metro Tunnel Project

The Metro Tunnel is being delivered under separate works packages as follows:

- **Metro Tunnel Early Works (Early Works)** – these works are separate to the RIA Early Works. This initial program of works is required to prepare key construction sites to support the Tunnels and Stations works. These works are ongoing.
- **Tunnel and Stations PPP (T&S PPP)** – this package is to deliver the five new stations and the new tunnels, including tunnel boring machine retrieval shafts at the portals. This package is being delivered by the Cross Yarra Partnership (CYP). These works are ongoing. A delivery interface exists at the portal precincts, between the CYP T&S PPP package and the RNA package, with CYP delivering part of the portal infrastructure.
- **Rail Systems Alliance (RSA)**, part of the Rail Network Alliance (RNA) since 2022 this package is to deliver the signalling system required to support the Metro Tunnel and is being delivered by the RNA. These works are ongoing.
- **Rail Infrastructure Alliance (RIA)** – this package is to deliver a series of rail corridor enhancements along the Sunbury, Cranbourne and Pakenham lines, including delivery of the Western Portal precinct as described in this document. This package is being delivered by RNA. These works are ongoing.

Figure 1 below identifies the scope of the Metro Tunnel.

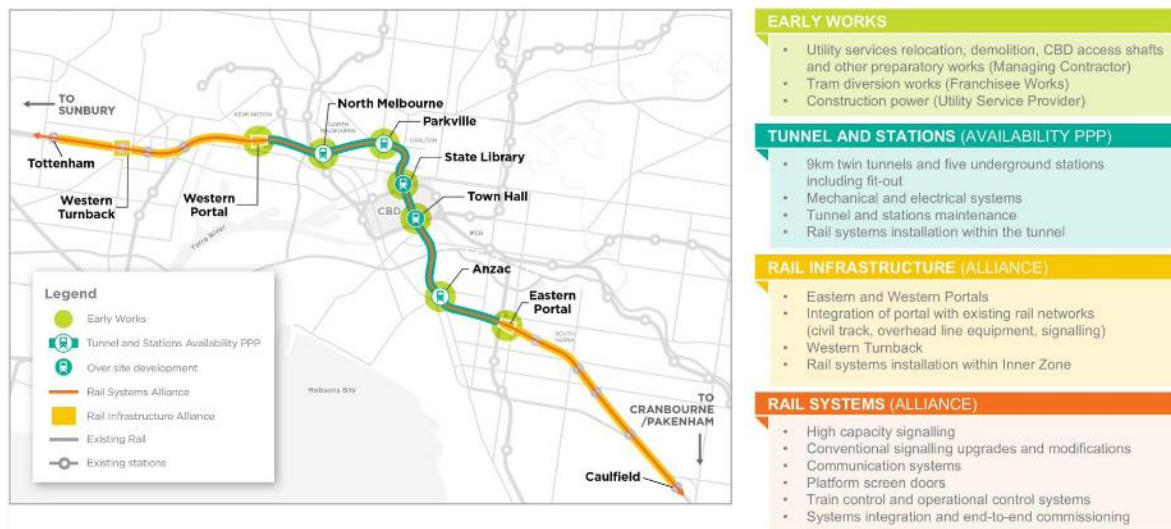


Figure 1 Metro Tunnel Project

## 2 Approvals Framework

### 2.1 Incorporated Document

The Metro Tunnel was assessed through an EES process, a requirement of the Minister for Planning's original 'public works' declaration as published in 2015. This assessment considered the potential environmental, social, economic and planning impacts of the Metro Tunnel and the approach to managing these impacts. The assessment was supported by a range of technical studies that considered the potential impacts of the Project on a variety of issues, including the natural environment, geology and ground conditions, heritage impacts and traffic and transport.

Planning Scheme Amendment (PSA) GC45 was published in the Government Gazette in January 2017. The approval of PSA GC45 inserted the *Melbourne Metro Rail Project Incorporated Document* into the relevant planning schemes to facilitate the delivery of the Metro Tunnel. PSA GC45 has subsequently been updated and amended through planning scheme amendments GC67 (June 2017) and GC82 (June 2018).

### 2.2 Incorporated Document Conditions

Table 2 outlines the relevant conditions of the Incorporated Document in relation to this Plan.

Table 2 Incorporated Document Conditions relevant to the Plan

Clause	Requirements
4.7.1	Specifies that 'a Development Plan must be approved by the Minister for Planning for development that relates' to the Western Portal and 'any of the above-ground works or structures that are part of the Project.'
4.7.2 and 4.7.3	<p>Stipulates that 'a Development Plan must address surface works that are associated with' the Western Portal and 'include:</p> <ul style="list-style-type: none"> <li>• A site layout plan/s</li> <li>• Architectural, landscape and public realm plans and elevations including lighting, signage, pedestrian access, bicycle access and other ancillary facilities</li> <li>• An explanation demonstrating how the Development Plan (including materials and external finishes) is in accordance with the approved Urban Design Strategy and the approved Environmental Performance Requirements included within the Environmental Management Framework.'</li> </ul>
4.7.4	Sets out the stakeholder and community consultation process associated with the approval process for Development Plans.
4.7.5 and 4.7.6	Specifies that 'written comments received under Clause 4.7.4 and a summary of consultation and response to issues raised during the consultation', must accompany a Development Plan submitted to the Minister for Planning. Before deciding whether to approve the Development Plan, 'the Minister for Planning must consider all written comments received ... and the consultation and response summary.'
4.7.7	Requires that the Development Plan 'be approved by the Minister for Planning prior to the commencement of any development relating to an item in Clause 4.7.1.'

Clause	Requirements
4.7.8	Notes that 'a Development Plan may be prepared and approved in stages or parts, and may be amended from time to time with the approval of the Minister for Planning'. Amendments to Development Plans: <ul style="list-style-type: none"> <li>• Must 'not involve any change to an approved Environmental Performance Requirement'; and</li> <li>• Must 'comply with the requirements set out in Clauses 4.7.3, 4.7.4, 4.7.5 and 4.7.6, unless, in the opinion of the Minister for Planning, the proposed amendment does not result in a material detriment to any person, or a person who may suffer a material detriment as a result of the Minister's approval of the amendment has already been sufficiently consulted in respect to the amendment.'</li> </ul>
4.7.9	'For land to which a Development Plan applies, development must be carried out in accordance with an approved Development Plan.'

## 2.3 Approved Plans

### 2.3.1 Metro Tunnel Project Plans

RPV has prepared the following Plans. They have been approved by the Minister for Planning where required and affect the Western Portal:

- *Metro Tunnel Environmental Management Framework* (August 2018), as required by the Clause 4.8.1 of the Incorporated Document and approved by the Minister for Planning. This document is available on the Metro Tunnel website
- *Metro Tunnel Environment Management System*, as required under the EMF, certified to AS/NZS ISO 14001:2015 *Environmental management systems – Requirements*, to ensure that works are planned and performed so that the adverse effects on the environment are either avoided or minimised, and are carried out in accordance with the approved EPRs
- *Metro Tunnel Business Support Guidelines for Construction*, as required under the EMF. This document is available on the Metro Tunnel website
- *Metro Tunnel Residential Impact Mitigation Guidelines for Construction*, as required under the EMF. This document is available on the Metro Tunnel website
- *Metro Tunnel Community and Stakeholder Engagement Management Framework*, as required under the Incorporated Document. This document is available on the Metro Tunnel website
- *Metro Tunnel Urban Design Strategy*, as required by the Incorporated Document and approved by the Minister for Planning. This document is available on the Metro Tunnel website
- *Metro Tunnel Living Infrastructure Plan*, as required by the Project. This document is available on the Metro Tunnel website.

### 2.3.2 Western Portal Early Works and Development Plan

The following Plans and works have also been prepared in relation to the Western Portal:

- *RIA Early Works Plan (Eastern and Western Portals) September 2018* which addresses early works to be undertaken by RIA (RIA Early Works) prior to the main construction works including utility relocation, site preparation and associated construction activities, demolition works, tree removal and changes to the local road network and paving
- *Western Portal Development Plan May 2018* by CYP which addresses the scope and extent of CYP tunnel entrance works only, including:
  - An ancillary building with emergency access and egress
  - Reinstatement of part of Childers Street (within CYP extent of works)
- *Early Works Plan – 24 January 2018* by CYP which addressed the early works required to support scope and extent of CYP tunnel entrance works only
- *Managing Contractor Early Works Plan December 2017* by John Holland which addressed the Metro Tunnel Early Works.

### 2.3.3 Western Portal Development Plan Approval and Amendments

The Plan was prepared and approved by the Minister for Planning in May 2019.

A minor amendment was then undertaken in the September 2019, which made further design refinements in response to feedback received on the Plan as part of the initial consultation process. Key stakeholders and the local community were engaged by RIA as part of the design development process that occurred after approval of the Plan.

The detailed design of the Western Portal precinct ensued and an amendment to the Plan was undertaken in June 2020. This amendment was approved in September 2020 and captured additional works being provided at 5-39 Hobsons Road, Kensington (part of the land formerly known as 1-39 Hobsons Road) and the adjacent railway corridor to the south, in addition to minor updates as a result of ongoing engagement.

A minor amendment was undertaken in October 2023, which provided for the demolition of dilapidated buildings with significant structural and safety issues, at 5-39 Hobsons Road, Kensington, formerly known as the Kensington Glue Works site.

These works were not originally anticipated as part of the Melbourne Metro Tunnel Project (Metro Tunnel). However, the demolition, roof replacement and surface works are pertinent for the Metro Tunnel due to unforeseen circumstances and safety hazards inflicted by structural defects of these buildings, which are located in close proximity to Metro Tunnel workspaces as well as neighbouring properties along the carriageway.

Demolition, roof replacement and surface works were conducted as part of the Metro Tunnel to ensure that Project Land is safely handed back to the State of Victoria at the end of the Project. This was achieved by mitigating the safety issues imposed by the structural integrity of the dilapidated buildings following recommendations in recent structural reports commissioned by the Project.

Specifically, the works encompass demolition to Building B, C and E and demolition of a non-original infill section of brick along the north-eastern entrance to the site from Hobsons Road (refer to Architectural, Landscape, Public Realm and Urban Design Plans – Appendix B). These works enable construction crews to safely access the site to replace the roof of Building F (as shown in Appendix B) and conduct surface works. Building F has been maintained in better condition than the other structures on the site and has an interface to Hobsons Road.

As such, replacement of the roof allows the long-term conservation of the building, and preservation of the heritage presentation to the streetscape.

Roof replacement works to Building F and surface works to the site ensures the site is made safe and ensure that the Metro Tunnel leaves the site in a condition which does not prohibit future redevelopment - subject to existing controls under the Melbourne Planning Scheme - and addressing the Metro Tunnel Project Urban Design Strategy (UDS) and Environmental Performance Requirements (EPRs).

A minor amendment, undertaken in the first quarter of 2025, allows for the installation of a new tie station at 1-3 and 5-39 Hobsons Road. These works are pertinent to the Project to facilitate the safe operation of trains in the Metro Tunnel.

The new tie station will assist with the safe operation of the Metro Tunnel through the regulation of overhead power to the train system and allow for the continual running of trains in the case of an outage of one substation, maintenance or emergency purposes.

The tie station is sited adjacent to the CER/SER building to consolidate rail infrastructure and ensure that visual and amenity impacts are minimised.

The minor amendment also facilitates the relocation of a vehicle crossover to the eastern end of Childers Street with associated line marking to allow for a compliant access between Childers Street and the railway corridor as the previous levels of the approved location could not allow for maintenance access. The new location has suitable levels to accommodate for a maintenance vehicle access.

## 2.4 Overview of Stakeholders

This Plan builds on the previous consultation from the EES as well as the consultation that was undertaken during the preparation of the *RIA Early Works Plan (Eastern and Western Portals) September 2018* and approved Western Portal Development Plan. In the preparation of this Plan, RNA has consulted with each of the relevant stakeholders identified in the Incorporated Document, being:

- Metro Tunnel Urban Design and Architecture Advisory Panel, including the Office of the Victorian Government Architect
- City of Melbourne (Council)
- Melbourne Water
- Heritage Victoria

In addition to the stakeholders identified in the Incorporated Document, RNA has also consulted with other key stakeholders during design development, including:

- Department of Environment, Land, Water and Planning (DELWP (dissolved December 2022))
- Department of Transport and Planning (DTP)
- Metro Tunnel Development Plan Review Committee (DPRC)
- Metro Tunnel Traffic and Transport Working Group
- Metro Trains Melbourne
- Environment Protection Authority (EPA)
- Cross Yarra Partnership (CYP)

- Rail Systems Alliance (RSA)
- Bicycle Network Victoria
- VicTrack
- Department of Treasury and Finance
- Lloyd Street Business Estate
- Kensington Association
- Kensington Community Reference Group
- Kensington Community Children's Cooperative
- Holy Rosary Primary School
- The Venny Adventure Playground
- The local community and businesses.

## 2.5 RIA Western Portal Development Plan 2019

Between October 2018 and June 2019, RIA undertook engagement with community members, local businesses and commuters in Kensington to inform the community of the preparation of this Plan. Key early engagement activities included briefings with local businesses, presentations to the Kensington Community Reference Group, targeted community workshops and pre-public display briefings to representatives from key local groups and businesses.

The above engagement activities were followed by public display of the draft Plan in accordance with the following requirements of Clause 4.7.4 of the Incorporated Document, namely:

- The draft Plan was made available for public inspection for 15 business days from Monday 4 February 2019 to Friday 22 February 2019 on the Project website
- The Project website provided interested parties with an opportunity to provide feedback via an online survey
- A notice was published in The Herald Sun and The Age newspaper on Monday 4 February 2019 notifying the community of the public display period.

Additional public display activities during the required public display period included an email update sent to the Metro Tunnel E-news database notifying the community of the public display period, a letterbox drop to local residents and businesses inviting them to comment on the draft Plan, door knocks to local residents, three social media posts providing links to the draft Plan and the online survey, two information pop-ups and a community drop-in session.

Overall, 63 public submissions were received on the draft Plan, of which 30 provided comment on the draft Plan. All other submissions did not provide comment on the draft Plan.

The submissions received have been considered and addressed within this Plan. Generally, the submissions commented on Childers Street, the flood wall, South Kensington station entrance and the redevelopment of 135 Ormond Street. Other elements commented on included landscaping and species selection, prioritisation and facilities for bicycles, construction management and operational impacts, the design of the tunnel, the use of 5-39 Hobsons Road (including the existing high voltage tower) and integration of design with the CYP scope of works.



## 2.6 RIA Amended Western Portal Development Plan 2019

A minor amendment was undertaken in the second half of 2019 which made further design refinements in response to design development and feedback received on the Plan as part of the initial consultation process detailed above. Further targeted engagement was undertaken with Council and the Community Reference Group and the updates to the Development Plan sought to:

- Improve landscaping opportunities, WSUD and view lines along Childers Street resulting in the removal of twenty-four (24) parking spaces (a total of 82 car spaces are provided)
- Include an additional four bicycle hoops in the Ormond Street public space
- Reduce the Ormond Street public space to enable the turning around of vehicles within Ormond Street and still allow on-street parking in front of 133 Ormond Street
- Reduce the amount of hard landscaping and increasing the amount of soft landscaping in the Ormond Street public space and the Station Forecourt
- Identifying the 'shared zone' at the Station Forecourt as a 'pedestrian prioritised space'
- Propose planting on the embankment at the west end of Childers Street, rather than ballast.

All other updates to the Plan responded to feedback received by providing more clarity in relation to the strategic context, design, landscaping, Water Sensitive Urban Design (WSUD), safety, lighting, materials and finishes of the Western Portal precinct.

## 2.7 RIA Western Portal Development Plan Amendment 2020

Since the Plan was approved in 2019, RIA has continued to engage with key stakeholders and the local community as part of the design development process. This engagement process identified the need for a number of minor updates to the Plan. In addition to these identified updates, land at 1-3 Hobsons Road, Kensington and the adjacent railway corridor to the south were included as part of the amendment as a result of ongoing detailed design of the Western Portal precinct.

To facilitate the amendment process, between January and May 2020, RIA undertook further engagement with community members in Kensington in support of the preparation of an amendment to this Plan.

The below engagement activities were undertaken to support the public display of the draft Plan in accordance with the following requirements of Clause 4.7.4 of the Incorporated Document:

- The draft Plan was made available for public inspection, for 16 business days, from Monday 4 May 2020 until Monday 25 May 2020 on the Project website and on the Engage Victoria website
- The Project website provided interested parties with an opportunity to provide feedback via an online survey
- A notice was published in The Herald Sun and The Age newspapers on Monday 4 May 2020.

Additional activities during the required public display period included:

- Five virtual drop-in sessions were held via the Zoom video conferencing platform on Tuesday 12 May

- An email update sent to the Metro Tunnel E-news database notifying the community of the public display period
- A letterbox drop to local residents and businesses inviting them to comment on the draft Plan
- Two social media posts providing links to the draft Plan.

It should be noted that the COVID-19 pandemic and social distancing guidelines implemented across the country resulted in an alternative method of consultation. This includes the use of the Engage Victoria website and virtual community engagement tools in place of physical information and drop-in sessions.

The design changes made as part of this amendment include:

- Realignment of the floodwall and egress ramp along Childers Street
- Revised number of bicycle hoops to eighteen within the station precinct
- Revised landscape planting across the precinct
- Inclusion of CER/SER buildings at 1-3 Hobsons Road
- Landscape and public realm design at 1-3 Hobsons Road
- Inclusion of floodplain management and protection works within the rail corridor south of 1-3 Hobsons Road.

Overall, a total of 13 submissions were received on the draft plan. Eight submissions were received from the general public, seven of which provided comment. One submission did not provide comment on the draft Plan. Five key stakeholder submissions were also received during the public display period.

The submissions were considered and addressed within this Plan. Generally, the feedback received focused on car parking along Childers Street and flooding issues throughout the precinct. A number of individual submissions also raised concerns regarding the potential for noise associated with the new CER/SER buildings at 5-39 Hobsons Road, the design of the floodwall on Childers Street and the engagement activities held for this amendment to the Plan.

Design refinements have been made to the draft Plan as a result of public consultation which include:

- Refinement of the layout of the CER/SER buildings and associated works at 1-3 Hobsons Road
- Refinement of the extent of works for the floodplain management area
- Minor updates to notations and symbols to provide additional detail and commit to ongoing design development
- Minor edits to provide greater clarity in the report regarding the above matters.

All other updates to the Plan provide more clarity in relation to the feedback received regarding the design detail.

## 2.8 RNA Western Portal Development Plan Amendment 2023

A minor amendment was undertaken for demolition works at 5-39 Hobsons Road, Kensington, formerly the Kensington Glue Works complex. These works were conducted as part of the



Metro Tunnel Project to ensure that Project Land is safely handed back to the state of Victoria at the end of the Project. These works are deemed necessary to ensure the ongoing safety of the site and are undertaken in accordance with recommendations in structural and heritage reports commissioned by the Project.

As shown in Figure 2, the works included:

- Demolition of Buildings B, C and E including the steel and concrete chimney on Building C;
- Demolition of a non-original infill sections of brickwork at the north-eastern site entry walls along Hobsons Road;
- Repairs and replacement of the roof of Building F; and
- Surface works with crushed rock pavement to address level changes to make the site safe and accessible.
- No works proposed to building H.

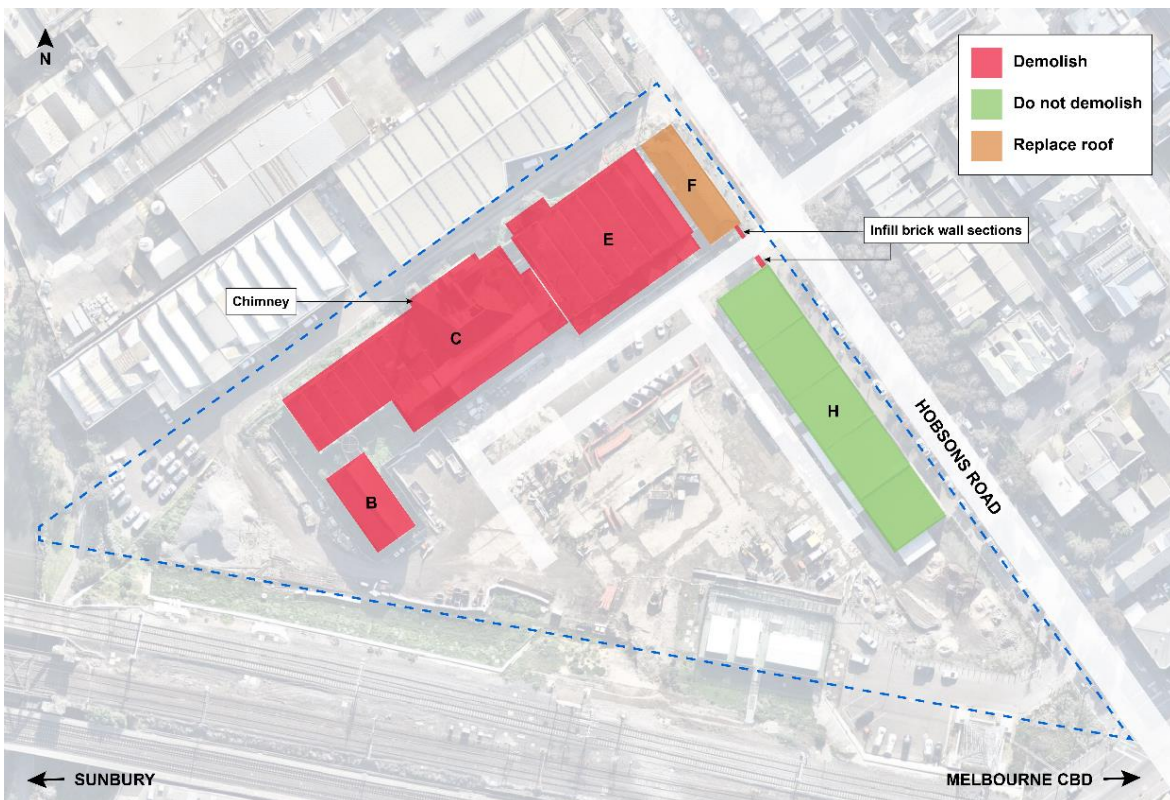


Figure 2 Site map of proposed demolition works (RNA, 2023)

Targeted engagement with key stakeholders was undertaken between July and October 2023 to inform of the amendment.

Further engagement activities were undertaken to support the public display of the Plan in accordance with the requirements of Clause 4.7.4 of the Incorporated Document. These include:

- A draft Plan was made available on the Project website and Engage Victoria website for public inspection for a period of 15 business days.
- The Project website provided interested parties with an opportunity to provide feedback via an online survey

- Signage was provided on the site notifying of the Development Plan amendment and the works occurring on site
- Consultation with key stakeholders providing updates, and discussion of the approach to the Development Plan amendment and works.

Additional activities were conducted during the public display period which include:

- Letterbox drops in Kensington, advising residents of the public display period, where information may be accessed and how to provide feedback regarding the draft Plan.

The stakeholders who were engaged include:

- Development Plan Review Committee (DPRC)
- Urban Design and Architecture Advisory Panel (UDAAP)
- Department of Environment, Land, Water and Planning
- Department of Transport and Planning
- Rail Projects Victoria
- City of Melbourne
- Kensington Community Reference Group
- Kensington Residents Association
- Flemington Heritage Group
- Essendon Historical Society Inc.
- Adjoining businesses
- Kensington and Flemington residents and community.

## 2.9 CYP Western Portal Development Plan Amendment 2023

A minor amendment was prepared by Cross Yarra Partnership (CYP) in early 2023. This amendment was approved in August 2023 to extend the height of the floodwall running along Childers Street to 5.2 metres AHD.

## 2.10 RNA Western Portal Development Plan Amendment 2025

A minor amendment to the approved Plan, undertaken in the first quarter of 2025, allows for the installation of a new tie station at 1-3 and 5-39 Hobsons Road. These works are pertinent to the Project as it facilitates the safe operation of trains.

The new tie station will assist with the safe operation of the Metro Tunnel through the regulation of overhead power to the train system and allow for the continual running of trains in the case of an outage of one substation, maintenance or emergency purposes.

The tie station is sited adjacent to the CER/SER building to consolidate rail infrastructure and ensure that visual and amenity impacts are minimised.

The relocation of the vehicle crossover and line marking is required to facilitate compliant access between Childers Street and the railway corridor as the previous levels of the approved location could not facilitate maintenance vehicle access. The new location has suitable levels to accommodate for a maintenance vehicle access.

Engagement with stakeholders was undertaken between December 2024 and February 2025. Key activities include:

- Engagement with the City of Melbourne including meetings to discuss the proposed works, changes to the amendment and discussion of feedback and response to feedback provided by the City of Melbourne
- Engagement with Melbourne Water by providing the opportunity to provide feedback on the draft Development Plan. RNA is currently undertaking regular and ongoing engagement with Melbourne Water in discussion of the proposed works.

The changes to the Development Plan, made as a result of consultation, include:

- General updates and inclusion of additional information on the tie station and vehicle crossover
- Updates to information regarding tree removal associated with the vehicle crossover and line marking
- Updates to EPRs relating to Arboriculture and Surface Water.

*Note: Following approval of the amendment, the boundary between 1-3 and 5-39 Hobsons Road will be realigned to encompass the tie station building wholly within 1-3 Hobsons Road.*

### 3 Site Context

This section describes how the strategic, physical and natural context of the Western Portal precinct has been considered in the design development process.

#### 3.1 The Western Portal precinct and the Development Plan Area

The Western Portal precinct is located five kilometres north-west of Melbourne's CBD in the suburb of Kensington and is within the City of Melbourne. The precinct contains the existing rail and road reserve, 135 Ormond Street and 1-3 and 5-39 Hobsons Road. 135 Ormond Street was identified for acquisition by the State for the purposes of the Metro Tunnel. 5-39 Hobsons Road forms part of the Hobsons Road mixed use precinct and will be returned to the landowner at the conclusion of the Project.

The Development Plan area comprises land within the Project Land boundary and is generally bound by the railway interface to the south, JJ Holland Park to the north, 41 Hobsons Road and Maribyrnong River to the west and Tennyson Street to the east. The majority of the Development Plan area is located within the rail corridor and Childers Street.

The area does not include land located west of the South Kensington station entry affected by the CYP Western Portal Development Plan (May 2018) in relation to the extent of the built form (as shown in Figure 3 of the *CYP Western Portal Development Plan (May 2018)*).

#### 3.2 Site and Locality Conditions

This section refers to the condition of the site and locality prior to the commencement preparatory and early construction works for the Metro Tunnel.

South Kensington station abuts the Development Plan area to the south and is accessed from Childers Street to the north, via a pedestrian underpass. The station supports the metropolitan Sunbury, Werribee and Williamstown railway lines and provides train services for residents and workers in the surrounding residential, commercial and industrial areas. The railway corridor also supports the Echuca, Swan Hill, Maryborough, Ararat and Warrnambool regional railway lines.

Land within and surrounding the Development Plan area contains a broad mixture of land uses which are representative of the historical land use character of the area. Key land uses include the JJ Holland Park, residential properties further north, railway to the south and commercial and industrial land uses to the east and west. The Maribyrnong River is located adjacent to the western boundary of the Development Plan area. These uses are reflected in the zoning provisions that apply to the Development Plan area, including the Public Use Zone 4 (Transport), Public Park and Recreation Zone, Industrial 1 Zone, Mixed Use Zone and General Residential Zones 1 and 2.

Land to the south of the Development Plan area contains extensive rail infrastructure relating to freight activity. The rail corridor itself is also distinguished by an embankment along Childers Street, a product of the elevated nature of the rail line in relation to Childers Street.

Childers Street runs parallel to the railway corridor and is partly located within the Public Use Zone 4 (Transport). The street was formerly planted with eight trees to the south within the car parking area and in part with dense shrubbery abutting the rail corridor (these trees were removed under the provisions of the approved *RIA Early Works Plan* as part of the broader RIA works at the Western Portal). Childers Street is managed by Council and also provides on-street car parking along the south side of the street for park and railway users.

A shared path was located between the parking in Childers Street and the railway corridor. The shared path is part of Melbourne's Principal Bicycle Network. The north side of Childers Street also had on-road cycle markings.

JJ Holland Park to the north of the Development Plan area is a focal point for the community and provides a range of passive and active recreation and community activities. The park is bound by Kensington Road to the west, Ormond Street to the east and Altona Street to the north which are generally flanked by residential development. JJ Holland Park contains sporting fields, the Bill Vanina Pavilion, the Kensington Community and Recreation Centre (indoor swimming pool, gym and single court stadium), The Venny Adventure Playground, a childcare centre, a maternal and child health centre, a BMX and skate park and park amenities including a picnic and barbeque area, a playground and public toilets. JJ Holland Park also contains a range of exotic and native species of trees.

Also included in the Development Plan area is land at 1-3 and 5-39 Hobsons Road which is affected by a site-specific Heritage Overlay (HO239) and is listed in the Victorian Heritage Inventory (HI Number: H7822-0623). HO239 relates to the former Kensington Glue Works factory and recognises the local historical and architectural significance of the remaining interwar factory complex associated with the meat and by-products industry. This site is being used to facilitate construction and provide temporary car parking during construction.

The land at 1-3 and 5-39 Hobsons Road are also subject to the controls of Schedule 2 to the Incorporated Plan Overlay and relates to the Hobsons Road Mixed Use Precinct. This overlay seeks to facilitate the use and development of the land at 5-39 Hobsons Road, Kensington to ensure development is provided in accordance with the Hobsons Road Incorporated Plan, March 2018.

Residential properties in the area vary in age and built form, but are predominantly single or two storey dwellings, including on Childers Street between Ormond and Tennyson Streets. These dwellings are affected by Heritage Overlay - Schedule 9 (HO9), relating to the Kensington Heritage Precinct which extends further north of the Development Plan area. To the west and north there are some multi-storey residential buildings, along Hobsons Road and Altona Street.

The eastern end of Childers Street is closed to vehicular traffic at Ormond and Tennyson Streets to prevent through-traffic. It also connects to a private road in the Lloyd Street Business Estate to the east and Childers Street is used by over-height vehicles that cannot enter the Business Estate via Lloyd Street. This Business Estate contains a range of industrial, warehousing and commercial uses. Built form in the Business Estate generally consists of two storey concrete buildings and storage areas.

The Development Plan area is also affected by the Land Subject to Inundation Overlay, which affects most of Childers Street and JJ Holland Park. In addition, the Design and Development Overlay (Schedule 70 - Melbourne Metro Rail Project – Infrastructure Protection Areas) affects the railway corridor.

Figure 3 provides the context for the site and shows the Development Plan area within the Incorporated Document Project Land for the Western Portal. The Figure also includes significant buildings and locations considered relevant to the Western Portal and the design response.



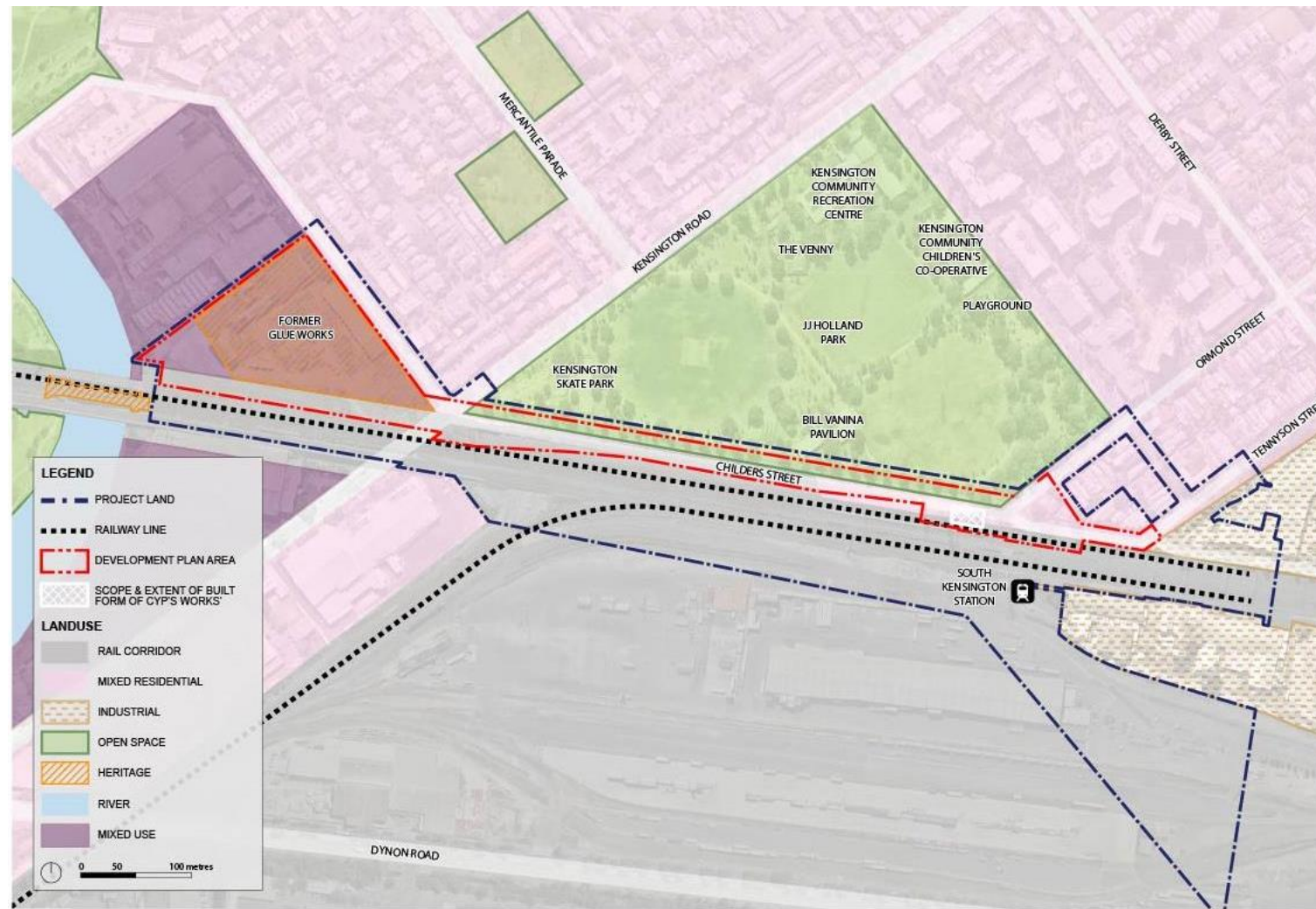


Figure 3 Site Context Plan

### 3.3 Strategic Context

JJ Holland Park is subject to the *JJ Holland Park Concept Plan 2008*, prepared by Council. This Plan has been largely realised and car parking provisions for JJ Holland Park are primarily located along Childers Street. Other streets in the area are predominantly used for local traffic.

Land (north west of the railway corridor) between Hobsons Road and the Maribyrnong River, (including 1-3 and 5-39 Hobsons Road), is part of the 'Hobsons Road Mixed Use Precinct' under an Incorporated Plan Overlay (IPO2) in the Melbourne Planning Scheme.

The *Hobsons Road Mixed Use Precinct Incorporated Plan – March 2008* seeks to produce a capital city worthy, open space area overlooking the Maribyrnong River, which will provide for anticipated population growth within the Arden Macaulay urban renewal area. It also identifies the land north of the railway corridor between Kensington Road and the Maribyrnong River as '*future open space link between Moonee Ponds Creek and the Maribyrnong River*'. It is anticipated as an area of future redevelopment for residential and commercial uses.

The land at 1-3 and 5-39 Hobsons Road is also covered by the Heritage Overlay (HO239), listed in the Victorian Heritage Inventory under the HI Number H7822-0623 and listed in the Heritage Places Inventory March 2022 (Amended in January 2023) as a Significant Place. The site was graded C in Level 3 streetscape in the 1984 Flemington/Kensington Conservation Study, with a note 'Possible remnants of early skinwashing complexes at river site'.

Other overlays relevant to 1-3 and 5-39 Hobsons Road include:

- Land Subject to Inundation Overlay (LSIO1), which impacts the entirety of 1-3 and 5-39 Hobsons Road, most of Childers Street and JJ Holland Park.
- Environmental Audit Overlay (EAO), which impacts the entirety of 1-3 and 5-39 Hobsons Road, as well as the former Kensington Banks Precinct.
- Incorporated Plan Overlay (IPO2), which notes that 'a range of other policies in the Melbourne Planning Scheme give guidance on built form issues, notably the Heritage and Urban Design Outside the Capital City Zone Policies'.

In addition, Council's *Open Space Strategy Planning for Future Growth* (2012) identifies the Development Plan area as an opportunity for improved east-west pedestrian and cyclist connection.

## 4 Scope of Works

The Western Portal will connect the Metro Tunnel to the Sunbury line. The works include an open-to-air decline structure along the northern edge of the rail corridor, requiring changes to the alignment and layout of Childers Street.

An emergency access/egress shaft is to be delivered by CYP and is to be located along Childers Street, west of the existing station entrance. The design of the shaft would allow for emergency access along Childers Street, west of Ormond Street. It is proposed that a small building would be constructed to provide access and to weather-proof the shaft.

Specifically, the RNA works will include:

- A widened rail corridor, including retaining walls and lineside fencing
- A portal and decline structure north of the existing railway corridor
- A cut and cover tunnel to the north of the existing railway corridor
- A flood wall and embankments
- Reinstated roads, including Childers Street, footpaths, pavement and car parking
- Track and civil infrastructure works, including traction power and overhead infrastructure
- A bicycle connection along Childers Street
- Creation of public space at 135 Ormond Street as part of the redesigned station entry and station forecourt
- Landscaping
- Communication equipment room and signalling equipment room (CER/SER) building and tie station building at 1-3 and 5-39 Hobsons Road, including maintenance access
- Floodplain management and protection works and associated infrastructure for the precinct within the railway corridor and at to 1-3 Hobsons Road.

Appendix A contains Site Layout Plans and Appendix B contains Architectural, Landscape, Public Realm and Urban Design Plans and Elevations.

There are no trees to be removed as part of this Development Plan that require approval under Clause 4.7 of the Incorporated Document.

The works outlined in this Plan for the Western Portal commenced in 2019 following the initial approval of this Plan. Those parties that are expected to be affected during construction are notified prior to the commencement of works and regularly informed throughout the construction process.

Associated works to occur within the Project Land boundary will be managed in accordance with the approved EMF (refer Section 5.5 and Appendix D). The associated works area is shown in Appendix A. The associated works include, but are not limited to:

- Laydown areas
- Site offices
- Excavation and dewatering



- Traffic management/road closures
- Piling
- Temporary hoardings and fencing
- Works to 5-39 Hobsons Road, including:
  - Demolition of Buildings B, C and E including the steel and concrete chimney on Building C;
  - Demolition of a non-original infill sections of brickwork at the north-eastern site entry walls along Hobsons Road;
  - Repairs and replacement of the roof of Building F; and
  - Surface works with crushed rock pavement to address level changes to make the site safe and accessible. Building ground slabs are retained and no changes to surface levels are proposed.

Refer to Sections 2.3.3 and 2.8 of this Plan for a detailed description of the proposed works at 5-39 Hobsons Road, Kensington.

This Plan, including the urban design, architectural and landscape works, interface with the works being undertaken by CYP at the east end of Childers Street.

## 5 Design Response

This Plan has been prepared having regard to the approved UDS and relevant EPRs of the EMF.

Sections of the UDS relevant to this Plan include:

- Section 2.1 – Urban Design Principles
- Section 3 – Key Directions for Metro Tunnel
- Section 4.2 – Precinct 2: Western Portal (Kensington)
  - Section 4.2.2 – Precinct specific design issues for JJ Holland Park interface
  - Section 4.2.3 – Precinct specific design issues for South Kensington station entry.

Relevant EPRs and the Urban Design Principles of the UDS have guided the design development process for the works. RNA has undertaken an iterative design process, informed by specialist technical assessments and reports and engagement with key stakeholders and the community. RNA has sought to uncover and strengthen the key characteristics of the precinct and understand its likely future condition to ensure that streets, spaces and built forms are created to better serve the needs of the local community.

Detailed design will continue to progress during project delivery. Technical design packages will be reviewed by RPV and are subject to further consultation with relevant stakeholders including Council, Office of the Victorian Government Architect, VicRoads and Metro Trains Melbourne as required.

The following sections demonstrate how the Plan accords with the key directions and precinct specific design issues that are outlined in the UDS.

Detail of RIA's proposed built form and above ground works for the Western Portal are attached as follows and depicted in Figure 4 below:

- Site Layout Plans (Appendix A)
- Architectural, Landscape, Public Realm and Urban Design Plans and Elevations (Appendix B)
- A detailed assessment of the Western Portal design response against the key directions and precinct specific design guidelines of the UDS (Appendix C)
- A detailed assessment of the EPRs that are applicable to this Plan and the mitigation measures required to manage any potential impacts (Appendix D).

## 5.1 Design Overview

The design response includes the following key elements (refer Figure 4, Appendix A and Appendix B for further detail of the proposed design response):

- The creation of a Station Forecourt through the realignment of Childers Street to better connect South Kensington station with JJ Holland Park and the surrounding area
- Provision of a new station entrance canopy
- Redevelopment of 135 Ormond Street and the southern end of Ormond Street as a public space
- Providing better and safer connections from the station and Childers Street to JJ Holland Park, including public space works to Ormond Street
- The treatment of the full length of the flood wall and portal to interface with Childers Street
- The reinstatement of Childers Street to retain existing 90 degree parking and to provide a safe environment for pedestrian and cyclist movement
- Landscaping works throughout the precinct and the reinstatement of street trees to increase canopy cover in the local area
- Public realm works including lighting and street furniture
- A vehicle crossover and line marking at the eastern end of Childers Street, near Tennyson Street
- Installation of CER/SER buildings at 1-3 Hobsons Road with an architectural treatment and maintenance access
- Installation of a tie station at 1-3 and 5-39 Hobsons Road, adjacent to the CER/SER buildings and architectural treatment matching the CER/SER buildings
- Floodplain management and protection works for the precinct within the railway corridor and 1-3 Hobsons Road.



Figure 4 Site Concept Plan

## 5.2 Consistency with Urban Design Strategy Key Directions

Table 3 summarises how the Plan addresses the UDS's Key Directions as relevant to the Western Portal.

Table 3 Integration of the UDS during the development

Design Guidelines	Development Plan Response
<b>Making new and improved connections</b>	<p>The design solution uses materials and streetscaping to respond to the needs of pedestrians and cyclists and strengthen existing connection patterns through the precinct. This includes along Childers Street and between the station, JJ Holland Park and the surrounding area. The design response achieves this by providing:</p> <ul style="list-style-type: none"> <li>• New pedestrian and cyclist connections throughout the Development Plan area, including along Childers Street, within the Station Forecourt and within the Ormond Street public space</li> <li>• The realignment of Childers Street outside the existing station entry to create the new Station Forecourt, allowing for improved and safer pedestrian movements between the station and the surrounding area</li> <li>• A pedestrian prioritised space on Childers Street in front of the station entrance to enhance connections between JJ Holland Park, surrounding residential streets and the station</li> <li>• Modifications to Ormond Street, between the new Station Forecourt and JJ Holland Park, to strengthen the link between the existing station and JJ Holland Park</li> <li>• Infrastructure sited adjacent to the railway corridor, including the CER/SER building and the tie station, to minimise the extent of infrastructure footprint at 1-3 and 5-39 Hobsons Road and ensure that the design does not preclude the potential for a future connection to the Maribyrnong River.</li> </ul>
<b>Making great public places</b>	<p>The design and treatment of key infrastructure complements and enhances the broader public environment. The design solution maintains and improves established public areas and provides connections that are safe, welcoming and inclusive. This is achieved through the:</p> <ul style="list-style-type: none"> <li>• Creation of a new Station Forecourt with shelter that facilitates safer pedestrian movements between the station and the surrounding area which provides users with a place to pause or rest before continuing their journey</li> <li>• Transformation of 135 Ormond Street into a place for people through its integration with the partial closure of Ormond Street and JJ Holland Park further west</li> <li>• Design solution contributing to the overall greening of the precinct and providing opportunities for users to rest and relax</li> <li>• Use of landscaping and tree planting throughout the Project Land to contribute to and strengthen the character of the overall precinct. This includes: <ul style="list-style-type: none"> <li>• Landscaping that extends the greenery of JJ Holland Park to the southern side of Childers Street, improving amenity along Childers Street and filtering views of the flood wall</li> <li>• Landscaping at the corner of Hobsons Road and Kensington Road to soften views towards the rail corridor from the public realm to 1-3 Hobsons Road.</li> </ul> </li> <li>• Creative response of the floodwall to complement and contribute to existing character of the area.</li> <li>• An architectural treatment is included as part of the design of the CER/SER buildings and tie station in order to provide improved visual amenity to the built elements at 1-3 and 5-39 Hobsons Road.</li> <li>• Integration of RIA design works with the proposed CYP works.</li> </ul>

Design Guidelines	Development Plan Response
<p><b>Balancing line-wide consistency with site responsiveness and supporting integrated site redevelopment</b></p>	<p>The design response balances the line-wide requirements of the Metro Tunnel, such as the proposed flood wall and rail alignment with site specific design solutions for the public realm that are responsive to the local environment.</p> <p>Specifically, this balance has been achieved through the architectural response and landscape design response, which creates a Station Forecourt, increases soft landscaping and emphasises visual and practical connections to JJ Holland Park.</p> <p>A landscape response to corner of 1-3 Hobsons Road and an architectural treatment to the CER/SER buildings and the tie station will provide an improved visual amenity that is cohesive with other infrastructure elements in the precinct.</p> <p>The demolition, roof replacement and surface works at 5-39 Hobsons Road are consistent with outcomes of the Metro Tunnel Urban Design Strategy which leaves the site in a condition with no added constraints to the future development potential of the site, beyond those existing at present.</p> <p>Furthermore, the Plan incorporates an approach, design and materials that will ensure it provides a cohesive design solution and successfully integrates with the works proposed as part of the <i>Western Portal Development Plan May 2018</i>.</p>
<p><b>Design for the future</b></p>	<p>The design response seeks to provide a high quality, long lasting public realm that provides for current and future needs of the precinct by:</p> <ul style="list-style-type: none"> <li>• Increasing and enhancing public space through partial closure of Ormond Street and the redevelopment of 135 Ormond Street site to support the creation the Station Forecourt</li> <li>• Providing greater amenity and comfort to station users, and safer connections to JJ Holland Park and surrounding residential areas</li> <li>• Improving cyclist and pedestrian connections through the introduction of a pedestrian prioritised space in front of South Kensington station, the reinstatement of the pedestrian path between the flood wall and car parking along Childers Street and the provision for safe cyclist access along Childers Street</li> <li>• Enhancing accessibility and amenity both within and through the precinct by ensuring DDA compliance and responding to the feedback provided by the community</li> <li>• Supporting both users of JJ Holland Park and the station while not precluding a potential future upgrade of South Kensington station</li> <li>• Selecting materials, finishes and landscaping solutions and plant species that are informed by their quality and durability</li> <li>• Minimising the footprint of rail infrastructure at 1-3 Hobsons Road and ensuring that the design does not prohibit the achievement of future strategic objectives by others, such as potential bicycle and pedestrian corridors and network upgrades or the potential re-development of the Hobsons Road site for mixed use development</li> <li>• Ensuring that the demolition, roof replacement and surface works are consistent do not constrain or preclude the future development potential of 5-39 Hobsons Road.</li> </ul>

## 5.3 Consistency with Urban Design Strategy Precinct Specific Design Issues

The precinct specific design issues of the Hobsons Road Mixed Use Precinct, JJ Holland Park Interface and the South Kensington Station Entry are relevant to this Plan.

### 5.3.1 Hobsons Road Mixed Use Precinct

To demonstrate that the Plan appropriately responds to precinct specific design issues identified in the UDS, Table 4 presents the objectives of the UDS in relation to the Hobsons Road Mixed Use Precinct and the Development Plan Response to these objectives.

Table 4 Hobsons Road Mixed Use Precinct Specific Issues

Objectives	Development Plan Response
<ul style="list-style-type: none"> <li>Support future mixed use redevelopment of the site</li> </ul>	<p>The Plan responds to the objectives of the UDS that seek to support future mixed-use redevelopment of the site. 5-39 Hobsons Road has no added constraints to its future redevelopment, beyond those that exist at present. Specifically, this is achieved by:</p> <ul style="list-style-type: none"> <li>Locating the CER/SER buildings and the tie station adjacent to the southern boundary of the site in order to minimise the footprint of infrastructure works and maximise the future developable area Ensuring the Project does not preclude the achievement of future strategic objectives by others such as potential bicycle and pedestrian corridors and network upgrades</li> <li>Ensuring floodplain management and protection works for the precinct do not limit the future development of 5-39 Hobsons Road</li> <li>Ensuring the demolition, roof replacement and surface works are consistent do not constrain or preclude the future development of 5-39 Hobsons Road.</li> <li>Demolition works improves safety for pedestrians and vehicular movements on-site and surrounding the site by removing the potential risk of building collapse and impacts to adjoining businesses and public properties.</li> </ul>

### 5.3.2 JJ Holland Park Interface

To demonstrate that the Plan appropriately responds to precinct specific design issues identified in the UDS, Table 5 presents the objectives of the UDS in relation to the JJ Holland Park Interface and the Development Plan Response to these objectives.



Table 5 JJ Holland Park Interface Precinct Specific Issues

Objectives	Development Plan Response
<ul style="list-style-type: none"> <li>• Avoid physical encroachment into JJ Holland Park.</li> <li>• Minimise visual impacts on the park and surrounds.</li> <li>• Maintain a safe east-west commuter cycling link through the area.</li> <li>• Maintain local vehicular access to the industrial precinct east of the station.</li> <li>• Provide car parking for park users.</li> <li>• Provide bicycle parking for station users.</li> <li>• Enhance the streetscape appearance and amenity for motorists, pedestrians and cyclists in Kensington Road.</li> </ul>	<p>The Development Plan responds to the objectives of the UDS by:</p> <ul style="list-style-type: none"> <li>• Ensuring the Western Portal design maintains the current extent of JJ Holland Park and ensures that there will be no physical encroachment on JJ Holland Park. On the contrary, the character of JJ Holland Park is extended into the closed section of Ormond Street and 135 Ormond Street</li> <li>• Minimising visual impacts on JJ Holland Park and surrounds through: <ul style="list-style-type: none"> <li>- The use of landscaping, including WSUD planting and low-multistorey planting south of Childers Street and north of the railway corridor to filter views of the railway corridor</li> <li>- An integrated design solution that ensures the floodwall and CYP works sit comfortably within the public realm</li> </ul> </li> <li>• Facilitating cycling along Childers Street via on-road shared-lane marking</li> <li>• Maintaining the design of Childers Street as a two-way street with vehicle access for private and commercial vehicles to the Business Estate east of the station</li> <li>• Ensuring car parking along Childers Street will be reinstated as a part of the Western Portal. A minimum of eighty-seven (87) car parking spaces will be provided within the Project Land, comprising seventy-eight (78) conventional and four (4) DDA compliant car parks to the west of Ormond Street. A minimum of five (5) conventional car parks to the east of Ormond Street will be provided, with the potential for additional car parking spaces subject to detailed design. In addition, there will be a 12.5 metre bay for maintenance access and emergency egress vehicles. As part of the 2025 Amendment to the Western Portal Development Plan, the relocation of a vehicle crossover that allows for a maintenance access point does not result in any additional loss of car parking along Childers Street. The reduction in car parking reflects the need to provide a greater diversity of car parking type (i.e. DDA car spaces are larger) and the balancing of improved landscaping, open space, WSUD opportunities, access and parking arrangements. This change also allows for additional DDA compliant wheelchair passing areas along the footpath south of Childers Street</li> <li>• Providing eighteen bicycle hoops at the station entrance and in the Ormond Street public space (a total of 36 spaces for bicycles to park). These will be highly visible from the Station Forecourt, JJ Holland Park and Childers Street</li> <li>• Reinstating the vehicle access point and pedestrian crossing near the Bill Vanina Pavilion.</li> </ul>



### 5.3.3 South Kensington Station Entry

To demonstrate that the Plan appropriately responds to precinct specific design issues identified in the UDS, Table 6 presents the objectives of the UDS in relation to the South Kensington station entry and the Development Plan Response to these objectives.

Table 6 South Kensington Station Entry Precinct Specific Issues

Objectives	Development Plan Response
<ul style="list-style-type: none"> <li>• Provide safe and functional access to South Kensington station.</li> <li>• Maintain a safe east-west commuter cycling link through the area.</li> <li>• Maintain local vehicular access to the industrial precinct east of the station.</li> <li>• Provide car parking for park users.</li> <li>• Provide bicycle parking for station users.</li> <li>• Support redevelopment of disturbed properties after construction of the project.</li> </ul>	<p>In addition to the responses provided in Table 5, the design solution accords with the objectives in the UDS for South Kensington station entry by:</p> <ul style="list-style-type: none"> <li>• Providing a new pedestrian prioritisation area that will deliver safe and functional DDA compliant access between the station, JJ Holland Park and the surrounding residential area.</li> <li>• Allowing for the creation of a generous station forecourt through the realignment of Childers Street between Ormond and Tennyson Streets</li> <li>• Ensuring the provision of improved and safe pedestrian, cyclist and vehicular connections through the precinct.</li> <li>• Facilitating cycling along Childers Street via on-road shared-lane marking.</li> <li>• Maintaining access to the industrial precinct (as stated in Table 5).</li> <li>• Providing car parking along Childers Street, including DDA compliant car parking (as stated in Table 5). A minimum of 87 car parking spaces will be provided within the Project Land, comprising 78 conventional and four (4) DDA compliant car parks to the west of Ormond Street, ensuring adequate car parking is available for park users.</li> <li>• Although the installation of a maintenance access point to the rail corridor will result in a further minor reduction to car parking in this location, a minimum of five car parking spaces to the east of South Kensington Station will be reinstated as part of the works, with the potential for additional car parking spaces to be explored through detailed design. As part of the 2025 Amendment to the Western Portal Development Plan, the relocation of a vehicle crossover that allows for a maintenance access point does not result in any additional loss of car parking along Childers Street.</li> <li>• Changes to line marking as a result of the vehicle crossover relocation ensures a safe on-road bicycle link along Childers Street.</li> <li>• Providing bicycle parking (as stated in Table 5)</li> <li>• Supporting the redevelopment of 135 Ormond Street (the only property disturbed as a result of the works) as public space that will form part of the Station Forecourt/Ormond Street public space.</li> </ul>

## 5.4 Aspect Specific Design

The following sections provide more detail regarding aspect specific design elements.

### 5.4.1 Architecture

Key structural elements, such as the flood wall location, track alignment and portal location have been determined based on the functional and size requirements to operate the trains, space requirements to accommodate drainage and MTM network requirements. The focus of the architectural design response therefore seeks to ensure that the above-ground infrastructure sits comfortably within the local context.

The design response achieves this by:

- Ensuring that above-ground infrastructure, including retaining walls and flood walls, complement adjoining areas of public space along Childers Street and views towards the railway corridor from JJ Holland Park
- Providing an architectural treatment to the CER/SER buildings and the tie station at 1-3 and 5-39 Hobsons Road to improve the visual amenity of the site and provide consistency with the surrounding built elements in the precinct
- Minimising the appearance of visual bulk associated with proposed above-ground structures along Childers Street through high quality architectural design that:
  - Avoids blank and inactive built forms and provides detailed finishes that are appropriate to their use
  - Incorporates graphic icons that reflect the history of the area, including the existing and former nature and of JJ Holland Park
  - Provides textured concrete finishes to create visual interest, breaks up the visual bulk of the surface and removes flat surfaces that are susceptible to graffiti
  - Considers the 1.8 metre high chain mesh security fence proposed to the west of Childers Street along the emergency egress ramp. This is an MTM requirement to prevent unauthorised access into the rail corridor. The fence will be a muted colour, transparent and landscaping between the fence and Childers Street will filter it from public view.
- Softening the appearance of hard surfaces through the use of landscaping that filters views of infrastructure from the surrounding area
- Creating a design response for the Station Forecourt and station entrance that reflects the public function of the station. The design response includes a station canopy at the existing station entrance and enhancements to the Protective Services Officers (PSO) building façade. These works will:
  - Provide a sense of address and act as a landmark for wayfinding
  - Create better comfort and amenity for station users through improved weather protection for users.
- Repeating similar materials and other elements within the design of the Station Forecourt, flood wall and screening of the CER/SER buildings and the tie station to ensure that the architectural language of the precinct minimises visual fragmentation and integrates with the works being undertaken by CYP and within the rest of the precinct.

Whilst not a part of this Development Plan, the *Western Portal Development Plan May 2018* by CYP describes the approach being taken with regard to materials and finishes for the CYP works.

Figure 5 shows an extract of the Station Forecourt plan located in Appendix B.

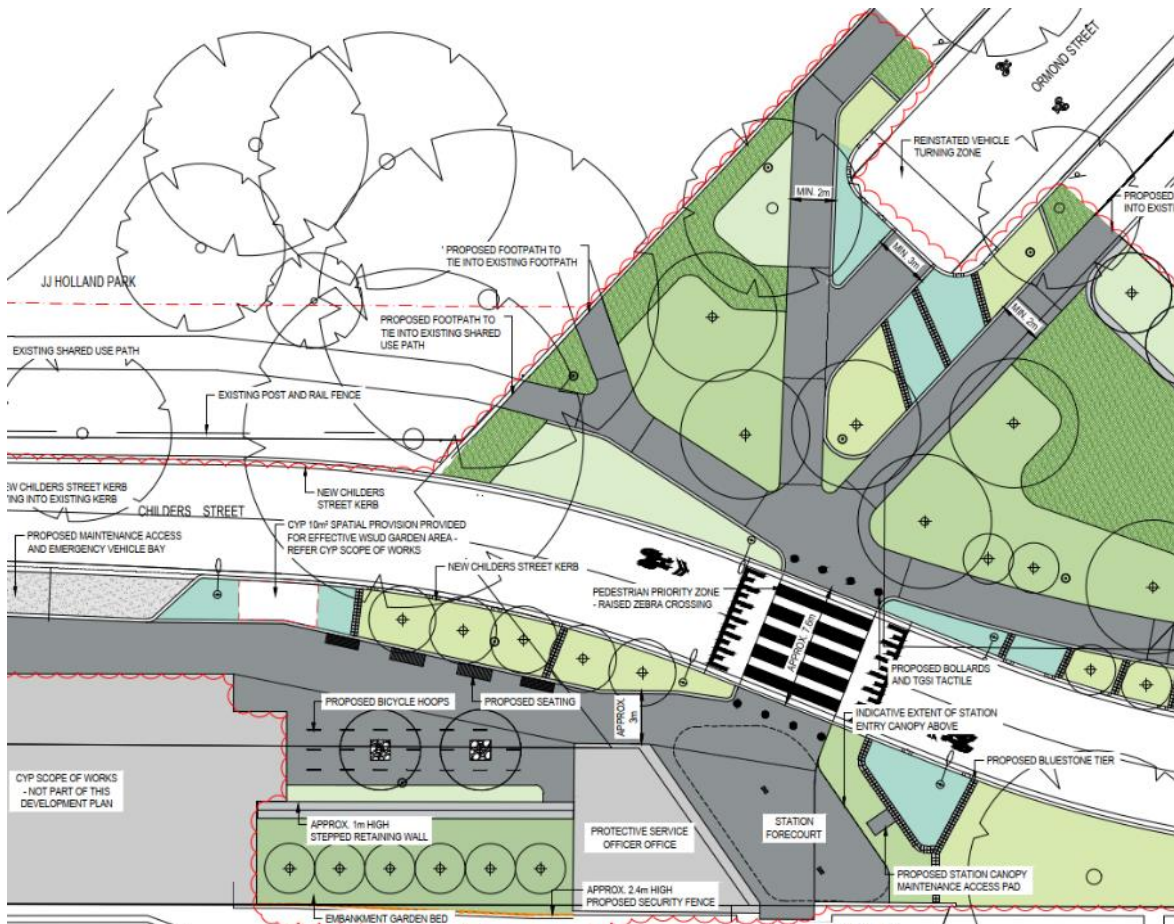


Figure 5 Extract of the Station Forecourt Plan

#### 5.4.2 Community Experience

The proposed design response improves the community's experience of the public realm through enhancements to landscaping and urban infrastructure. This is achieved through a considered landscape design solution, the creation of improved pedestrian connections and enhanced safety between JJ Holland Park, Childers Street, and South Kensington Station

The design response retains car parking along the southern side of Childers Street in order to protect existing trees within the JJ Holland Park and return the greatest amount of public car parking possible. A considered landscape design then seeks to improve the overall amenity of the precinct through new tree planting along the southern side of the road alignment, which will include several areas of consolidated landscaping and evenly spaced landscaped 'islands' within the car parking bank along Childers Street. The landscape design solution reduces the visual presence of the flood wall and will minimise urban heat capture within the Precinct.

The design of the proposed Station Forecourt provides a sense of greater safety around the station entrance and creates a place where people can meet, wait or use as passive public spaces as a transition between JJ Holland Park and the station. The landscape design solution at the Station Forecourt seeks to maximise opportunities for pedestrians to access

and disperse from the station, while providing appropriate opportunities for planting that reflect the existing character of JJ Holland Park, including prioritising soft over hard landscaping.

The Station Forecourt will also create stronger connections between the station and key pedestrian and cycling routes along Childers Street and through JJ Holland Park. The realignment of Childers Street allows for the creation of additional open space whilst ensuring the provision of improved and safe pedestrian, cyclist and vehicular connections through the precinct.

Traffic safety along Childers Street will be enhanced through a variety of traffic calming measures that aim to lower vehicular travel speeds, including the enhancement of the street as a shared vehicle, pedestrian and cyclist space.

The CER/SER buildings and the tie station at 1-3 and 5-39 Hobsons Road are set back from Kensington Road, adjacent to the railway corridor. It is expected that the buildings will read as part of the railway corridor and be partially screened by the future redevelopment of 5-39 Hobsons Road. A landscaping solution is provided at the corner of Hobsons Road and Kensington Road to reduce the visual bulk of the CER/SER buildings, the tie station, and other above-ground infrastructure adjacent to the rail corridor.

The demolition, roof replacement and surface works at 5-39 Hobsons Road include replacement of the roof of Building F, along with demolition works which has removed potential safety hazards and risks imposed on and around the site. It is anticipated that these works will prevent further deterioration of Building F, preserve the heritage frontage to Hobsons Road and improve the experiences of those working from and adjacent to the site.

#### 5.4.3 Access

The design of the Western Portal precinct enhances pedestrian access throughout the precinct, retains the existing cycling connection along Childers Street and continues to accommodate private and commercial vehicles to facilitate access to the Business Estate.

In delivering the above access arrangements, the design of the Western Portal precinct seeks to maintain, enhance and prioritise pedestrian access between the station, Childers Street and JJ Holland Park. The design of Childers Street prioritises pedestrian movements through the:

- Maintenance and reinstatement of both pedestrian pathways on the north and south sides of Childers Street
- Use of speed cushions or humps, existing pedestrian crossings, planting bays, post and rail fencing and other traffic calming devices and visual cues throughout Childers Street to create a slow speed environment
- Creation of a pedestrian prioritised space in front of the station entrance and throughout the Station Forecourt that provides a significant pedestrian connection across Childers Street and which:
  - Links the station entrance to JJ Holland Park and Ormond Street
  - Incorporates signage and street furniture (such as bollards) to help inform drivers and pedestrians that they are entering the pedestrian priority area.
- Retention of the pedestrian crossings at Bill Vanina Pavilion and at Kensington Road. Additional pedestrian crossings are not considered to be required given the expected number of pedestrian and vehicular movements of the street.

The final design resolution of this space (and exact road alignment outside the station entrance) incorporates a formal pedestrian crossing to further emphasize the prioritisation of users in this area.

Bicycles will be maintained on the existing road network, where Childers Street will be shared by bikes and vehicles, and shared-lane marking will be provided on the street to indicate this in accordance with AustRoad Standards (as shown on the plans in Appendix B). Improved street design and visual clues identifying this use and extending existing arrangements already present along Childers Street and Tennyson Street will also be incorporated. Eighteen bicycle parking hoops providing parking for 36 bicycles are provided at the station entrance and in the Ormond Street public space, and will be highly visible from the Station Forecourt, JJ Holland Park and Childers Street.

Private and commercial vehicles will continue be accommodated on Childers Street, and in the pedestrian priority space along Childers Street, as a two-way road. The Ormond Street public space has also been designed to ensure a turning circle is provided at its southern end, whilst still enabling on-street parking in front of 133 Ormond Street.

Car parking along Childers Street will be reinstated as a part of the Western Portal. A minimum of eighty-seven (87) car parking spaces will be provided within the Project Land, comprising seventy-eight (78) conventional and four (4) DDA compliant car parks to the west of Ormond Street. A minimum of five (5) conventional car parks to the east of Ormond Street will be provided, with the potential for additional car parking spaces subject to detailed design. In addition, there will be a 12.5 metre bay for maintenance access and emergency egress vehicles. The realignment of Childers Street between Ormond and Tennyson Streets allows for the creation of a generous station forecourt and ensures the provision of improved and safe pedestrian, cyclist and vehicular connections through the precinct.

Although the installation of a maintenance access point to the rail corridor will result in a further minor reduction to car parking in this location, a minimum of five car parking spaces to the east of South Kensington Station will be reinstated as part of the works. The potential for additional car parking spaces will be explored through the detailed design process.

As part of the 2025 Amendment to the Western Portal Development Plan, the relocation of a vehicle crossover that allows for a maintenance access point, as noted above, does not result in any additional loss of car parking along Childers Street.

Changes to line marking as a result of the vehicle crossover relocation ensures a safe on-road bicycle link along Childers Street.

The reduction in car parking reflects the need to provide a greater diversity of car parking type (i.e. DDA car spaces are larger) and the balancing of improved landscaping, open space, WSUD opportunities, access and parking arrangements. This change also allows for additional DDA compliant wheelchair passing areas along the footpath south of Childers Street.

The removal of an existing vehicular crossing to Kensington Road adjacent to the intersection of Kensington Road and Hobsons Road will combine maintenance access points and minimise the footprint required for maintenance. It will also further improve pedestrian and cycle safety in this location, by minimising the risk for potential conflicts in this location.

The movement map shown in Figure 6 identifies existing and proposed movement networks in and around the Development Plan area.





Figure 6 Western Portal Indicative Movement Map

#### 5.4.4 Safety and Crime Prevention Through Environmental Design

Safety at the Western Portal has been considered in the design. This is achieved through the use of natural access, passive surveillance and territorial reinforcement, the three basic strategies of Crime Prevention through Environmental Design (CPTED).

Natural access principles have been incorporated in the design response through the careful placement of entrances, the flood wall, landscaping and lighting to improve the guidance of users within the space and mitigate risk.

Passive surveillance is the key design solution that has been adopted in the design response for the Western Portal by maximising visibility from surrounding properties, streets and pathways. The design along Childers Street and the new forecourt seek to improve visibility from existing view lines across the ovals through JJ Holland Park and down Ormond Street, and provide new areas for people to engage with each other and observe those around them. This is supported by the proposed lighting which increases natural surveillance and discourages would-be offenders.

Territorial reinforcement works distinguish public and private space and display a sense of responsibility and investment in an area. The design of the Station Forecourt/Ormond Street public space includes seating and infrastructure that will encourage people to use the space, enhancing the safety of the area.

The design of the CER/SER buildings at 1-3 Hobsons Road includes bollards to provide a clear delineation between the public realm and land required for the CER/SER buildings and nearby transmission tower. A landscaping solution is also provided at the corner of 5-39 Hobsons Road, at the intersection of Hobsons Road and Kensington Road. This landscape solution and use of bollards ensures passive surveillance can occur and improves the sight-lines through the area. Maintenance access to the CER/SER buildings and tie station will also be provided.

Demolition of buildings at 5-39 Hobsons Road mitigates safety issues associated with the site and relinquishes opportunities for vandalism and illegal squatting. Perceived safety is enhanced through the absence of these dilapidated and deteriorating buildings, and the additional demolition works of the non-original infill wall located adjacent to Hobsons Road ensures passive surveillance can occur for the site.

#### 5.4.5 Street Furniture and Integrated Art

The design of the Station Forecourt includes active and passive seating, a canopy and other design elements that will encourage people to use the space, improving the comfort and safety of the area.

Seating and infrastructure has been designed to encourage people to use the space. The bench seating has been designed to tie into the overall design of Childers Street and the Station Forecourt. Typically, low height retaining walls that define garden beds have been used as seating opportunities at the Station Forecourt/Ormond Street public space as the natural location of where people would pause or wait to meet. This also aligns with the existing approach to garden beds at the Bill Vanina Pavilion in JJ Holland Park.

The design response will also include an integrated art installation on the floodwall which will be the subject of a procurement process to brief, select an artist and commission artwork that further draws on the history of the local neighbourhood. Integrated Art in the precinct will be designed in accordance with the Metro Tunnel Integrated Art Strategy and in consultation with the Council and key stakeholders. Any public art within the precinct commissioned by RIA as part of the Metro Tunnel Project will respond to the *Metro Tunnel Creative Strategy*.

#### 5.4.6 Lighting

New street lighting and public realm lighting will be provided along Childers Street and within the Station Forecourt. Street and public realm lighting along Childers Street and in the Station Forecourt will come from pole mounted lights at a scale and form to suit the local context. Lighting will align with the Council Design Standards and will be developed in consultation with Council. The final design solution for lighting will minimise conflicts between tree species and lighting solutions.

#### 5.4.7 Signage and Wayfinding

Existing signage and wayfinding that relates to South Kensington station will remain or will be enhanced to guide pedestrians and cyclists through the precinct. Where relevant, any additional signage and wayfinding required will be provided in accordance with PTV, VicRoads and Council standards and guidelines.

#### 5.4.8 Materials and Finishes

A schedule of indicative materials and finishes has been prepared which provides a clear design palette of colour tones and textures that will be used for the Western Portal. The design solution has been selected through a collaborative process with OVGA and key stakeholders to ensure that it responds to the context of the precinct and consider life cycle impacts.

Figure 7 provides indicative Station Forecourt materials, finishes and edge treatments palette.

Figure 8 provides examples of the indicative materials and finishes for the precinct.





Figure 7 Indicative Station Forecourt Materials, Finishes and Edge Treatments

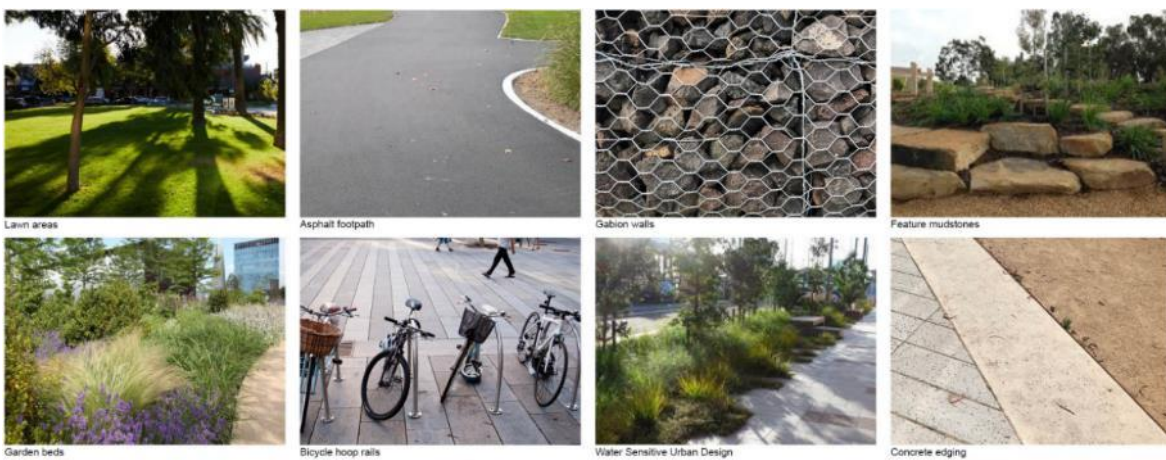


Figure 8 Indicative Materials Palette, Landscaping and Water Sensitive Urban Design

Some vegetation has been removed from the Development Plan area in accordance with the *RIA Early Works Plan* along Childers Street. The design response seeks to mitigate the effects of this through significant re-vegetation, including new tree plantings and garden beds along Childers Street and the corner of Hobsons Road and Kensington Road. Previously removed vegetation will not be reinstated, however these new plantings will seek to ensure a mix of species to support the local urban ecology. Figure 9 presents a palette of indicative tree species that will be subject to further design and refinement in consultation with key stakeholders.

The design seeks to maximise landscaping and opportunities for tree planting, doubling the tree canopy and providing a minimum 25% of understorey cover in accordance with the *Metro Tunnel Living Infrastructure Plan*. The design around the Station Forecourt provides a welcoming space that users can enjoy as a part of their journey to and from South Kensington station, including a balance of soft and hard landscaping. Indicative tree species have been selected using environmentally sustainable design principles, which will ensure that drought tolerant species are used that complement the area and provide colour (refer Figure 9).

All proposed vegetation will be provided with suitable soil volumes in accordance with the *Metro Tunnel Living Infrastructure Plan*.

The high tide mark of the Maribyrnong River is a constraint to drainage along Childers Street as it raises the water table and reduces the ground's capacity to absorb rainwater. The urban design and landscape solution has therefore taken an integrated water management approach by introducing permeable materials wherever possible to capture, treat and use water for passive irrigation. In addition, the reinstatement of Childers Street includes approximately 100 cubic metres of stormwater detention at various locations beneath the 90 degree car parking bays. The design will also not preclude the potential future installation of a water detention tank beneath the Ormond Street public space.

Furthermore, floodplain management and protection works will be included within the rail embankment and 1-3 Hobsons Road as part of the design of the integrated water management approach. This includes the construction of a soil nail wall and swale in order to capture and absorb floodwaters. These works will assist the Western Portal precinct in capturing water and reduce the impact of flooding in the area. The design of this floodplain management solution is ongoing and subject to detailed design in consultation with key stakeholders including the City of Melbourne and Melbourne Water.

The proposed design demonstrates an integrated approach to flood management, celebrating water in the landscape through the incorporation of WSUD treatments on Childers Street and Ormond Street that treat the catchment within the Project Land as well as the existing catchment. Floodplain management and protection works are also included to regulate existing and future flooding impacts within the Western Portal.

The CER/SER buildings at 1-3 Hobsons Road provide an architectural treatment that improves visual amenity to the site and design consistency with the surrounding built elements within the Western Portal precinct. The tie station at 1-3 and 5-39 Hobsons Road matches the architectural treatment of the CER/SER buildings to provide a visually cohesive response.



Figure 9 Indicative Tree Species

#### 5.4.9 Managing Construction Impacts

Section 3.5 of the UDS sets out the expectations for the management of construction impacts. RIA complies with the requirements of Section 3.5 and the management of construction impacts is discussed in Section 5.5.1 of this Plan, Appendix C (with reference to the UDS design guidelines) and Appendix D (with reference to the EPRs). This includes an Urban Design Management Plan which has been prepared to manage the design of the public interface during construction. Short term impacts experienced during the construction of the Western Portal (e.g. traffic and noise disruptions) are managed in accordance with RIA's Construction Environmental Management Plan (CEMP) and relevant EPRs, as addressed in Section 5.5.1.

It is noted that to manage the removal of the 90 degree car parking spaces along Childers Street during construction a public temporary offset carpark has been provided at 5-39 Hobsons Road, Kensington. This public temporary offset carpark will be managed throughout the various stages of construction along Childers Street in consultation with Council and other relevant stakeholders. This will ensure that adequate offset parking is provided for the precinct.

Demolition of buildings on 5-39 Hobsons Road ensures the ongoing safety of the site for future works, which is in accordance with recommendations outlined in recent structural and heritage reports commissioned by the Project. Three buildings have been demolished on the rear of the property, including infill walls on the site frontage to Hobsons Road.

### 5.5 Consistency with Environmental Management Framework

The EMF provides a transparent and integrated governance framework to manage the environmental aspects of the Metro Tunnel.

The Incorporated Document requires that this Plan must demonstrate how the Western Portal is in accordance with the EPRs within the EMF.



The EPRs that are within the EMF are performance-based requirements that define the project-wide environmental outcomes that must be achieved during design, construction and operation of the Metro Tunnel. This performance-based approach allows for a delivery model with sufficient flexibility to encourage innovation by the Project contractors to determine how any approved EPR would be achieved.

The EPRs that are applicable to this Plan have been determined in consultation with the Department of Environment, Land, Water and Planning (DELWP) and the mitigation measures required to manage any potential impacts are documented in Appendix D of this Plan. The requirements of all relevant EPRs are being prepared and progressively implemented during the design, construction and operation, as required.

The key environmental risk areas and corresponding mitigation strategies associated with this Plan are summarised in Table 7 below. A comprehensive assessment against the relevant EPRs is provided in Section 5.5.1 and in Appendix D.

Table 7 Risk and impact mitigation strategies associated with the design response

Key Environmental Risk Area	Impact Mitigation Strategy
<b>Water, Air and Noise</b>	Design of the Western Portal to: <ul style="list-style-type: none"> <li>• Comply with applicable EPRs</li> <li>• Use WSUD in design</li> <li>• Consider the need for ongoing consultation with key stakeholders.</li> </ul>
<b>Trees, land use and the landscape</b>	Design of the Western Portal to: <ul style="list-style-type: none"> <li>• Comply with applicable EPRs</li> <li>• Protect trees where possible</li> <li>• Reinstall or replace all trees removed during construction</li> <li>• Consider the need for consultation with, and notification to affected stakeholders.</li> </ul>
<b>Protection of cultural and historical heritage places and values</b>	Design of the Western Portal to: <ul style="list-style-type: none"> <li>• Comply with applicable EPRs</li> <li>• Consider the need for consultation with, and notification to affected stakeholders</li> <li>• Comply with the approved CHMP and Heritage Management Plan</li> <li>• Avoid known cultural and historic heritage places (through design).</li> </ul>
<b>Social and Community, Land Use and Visual Impacts</b>	Design of the Western Portal to comply with applicable EPRs and design in consultation with Council, the community and key stakeholders.
<b>Traffic and transport management and change</b>	<ul style="list-style-type: none"> <li>• Comply with applicable EPRs</li> <li>• Consult with and notify affected stakeholders</li> <li>• Avoid impacts to roads, public and active transport with installation of way-finding signage and alternative access plans where impacts may occur.</li> </ul>

### 5.5.1 Managing Construction Impacts

To manage local amenity during the construction process, RIA has prepared and implemented an Environmental Management System (EMS). The EMS consists of a CEMP and Site Environmental Implementation Plans (SEIP), along with aspect specific plans as required by the EPRs.

In addition, RPV has appointed an Independent Environmental Auditor, as required by the EMF, to ensure that the works comply with the EPRs. The Independent Environmental Auditor is responsible for undertaking environmental audits of compliance with the approved CEMP, SEIP and other plans as necessary throughout the construction process.

The aspect-specific plans and management strategies that have been prepared to manage construction impacts are as follows:

- Complaints management system in accordance with the Metro Tunnel Community and Stakeholder Engagement Management Framework (CSEMF) and the Metro Tunnel Business Support Guidelines for Construction (BSGC)
- Communications and Stakeholder Engagement Management Plan (CSEMP) to manage business, resident and local community disruption, including:
  - Business Disruption Plan
  - Respite and Relocation Management Plan
  - Special Events Plan
- Sustainability Management Plan, including:
  - Urban Ecology Management Plan
- Surface Water Management Plan
- Urban Design Management Plan (for temporary works)
- Transport Management Plan(s) (TMP), including:
  - Worksite Traffic Management Plan(s) (WTMPs)
- Air Quality Management Plan
- Construction Noise and Vibration Management Plan
- Tree Management Plan, including:
  - Individual Tree Protection Plans
- Ground Movement Management Plan (GMMP)
- Groundwater Management Plan (GWMP)
- Heritage Management Plan
- Cultural Heritage Management Plan (CHMP 13967)
- Spoil Management Plan, including:
  - Acid Sulfate Soil and Rock Management Sub-Plan
- Pre-construction conditions surveys, where required

The management plans are required to be approved by RPV and are also subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.

## 6 Conclusion

This Plan has been prepared to address the requirements of the Incorporated Document as it relates to the proposed RIA scope of works for the Western Portal. Specifically, it also includes a response to the UDS and the EMF as required by the Incorporated Document.

The Plan presents the scope and extent of the built form of RIA's works in the Development Plan area. Associated construction works will also occur within the Project Land and construction impacts will be managed in accordance with the approved EMF.

The Plan addresses the Western Portal and public realm infrastructure works for the Western Portal including cut and cover tunnelling, decline structures, realignment of existing lines, landscaping and hardscaping works in the public realm.

In accordance with the Incorporated Document, this Plan includes:

- Site Layout Plan/s
- Architectural, Landscape, Public Realm and Urban Design Plans and Elevations An assessment of the proposed above ground works against the relevant sections of the approved Urban Design Strategy (UDS) and Environmental Performance Requirements (EPRs) included within the Environmental Management Framework (EMF).

## APPENDIX A: WESTERN PORTAL SITE LAYOUT PLANS



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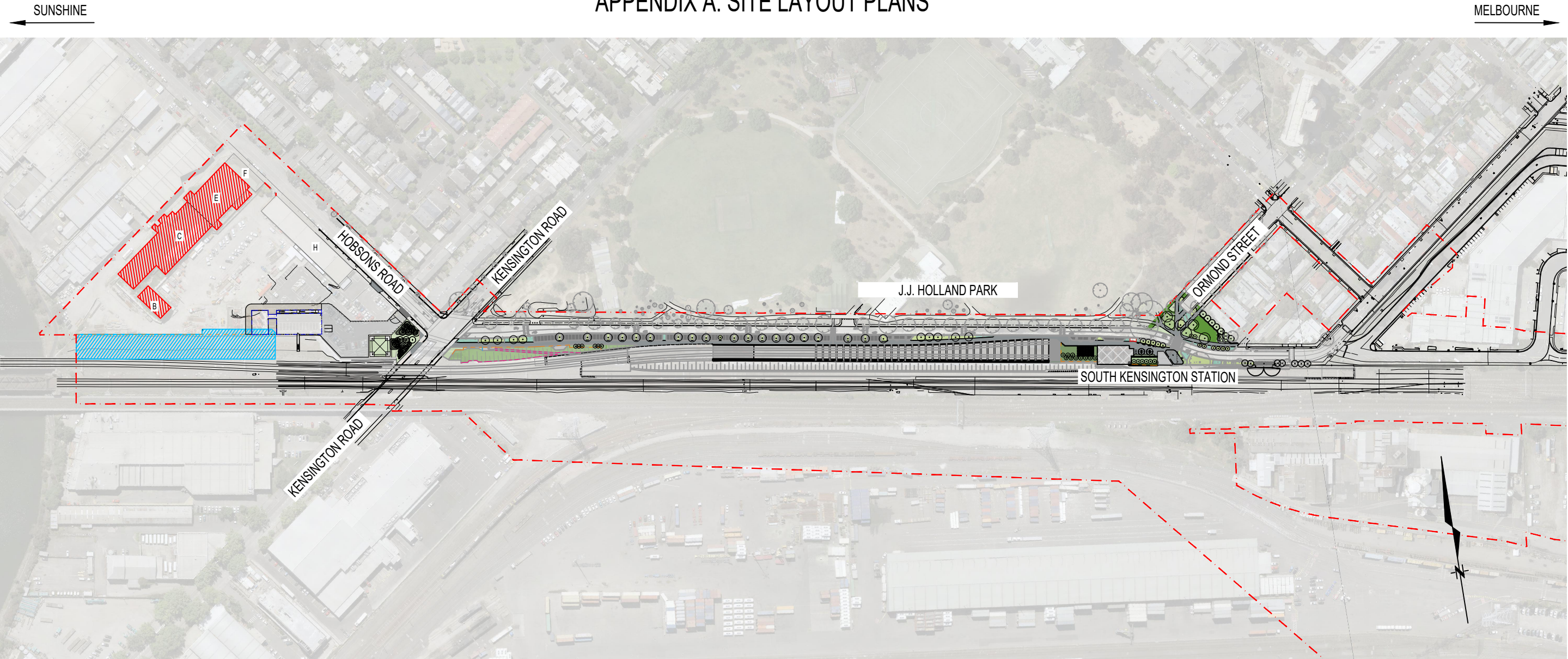
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PLOT DATE: 4/15/2025 3:44:07 PM

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METRO TUNNEL  
RAIL INFRASTRUCTURE ALLIANCE  
WESTERN PORTAL DEVELOPMENT PLAN  
APPENDIX A: SITE LAYOUT PLANS



DRAWING INDEX

RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0005	SITE LAYOUT PLAN - SHEET 1
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0006	SITE LAYOUT PLAN - SHEET 2

LEGEND

- PROJECT LAND
- WORKS BY CYP



WARNING  
ALL SERVICES SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY AND EXACT LOCATION IS TO BE CONFIRMED ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORKS.

NOTE  
THESE DRAWINGS ARE INTENDED FOR THE PURPOSE OF DESIGN CONCEPT ONLY AND ARE SUBJECT TO FURTHER DEVELOPMENT.

DEVELOPMENT PLAN SUBMISSION

RIA		G	-	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		F	13/11/23	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
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RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
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ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN APPENDIX A - SITE LAYOUT PLAN SHEET 1			PUBLIC TRANSPORT VICTORIA PT		Drawn By T BLACK Designed By T BLACK
Up Location East. North. ID#			File Name RIA-AEC-SKT-110-910-10-0005 Sheet No. 01 of 01		Checked By A ROBERTS Ind. Review
Down Location East. North. ID#			In Serv.		Approved A BIGORNIA Approval Date
Datum MGA Z55			Scale NTS		Drawing Number
			Sheet Size A3		Revision



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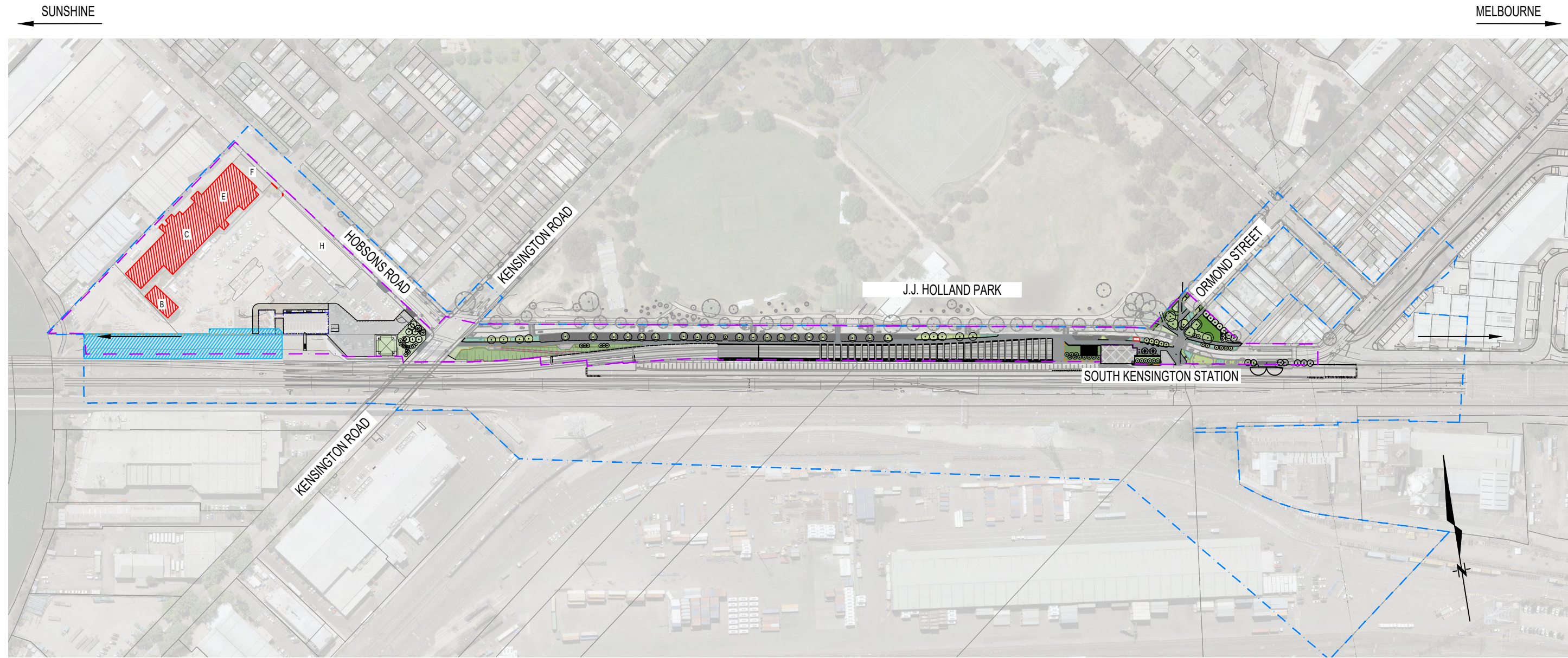
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ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN APPENDIX A - SITE LAYOUT PLAN SHEET 2			<div><div><div>PUBLIC TRANSPORT VICTORIA</div><div>PT</div></div><div>File Name RIA-AEC-SKT-110-910-10-0006 Sheet No. 01 of 01</div></div>		Drawn By T BLACK Designed By T BLACK
Up Location East. North. ID#	Down Location East. North. ID#	Datum MGA Z55	In Serv.	Scale NTS	Sheet Size A3
			Checked By A ROBERTS	Approved A BIGORNIA	Ind. Review Approval Date 25/02/2025
			Drawing Number		Revision

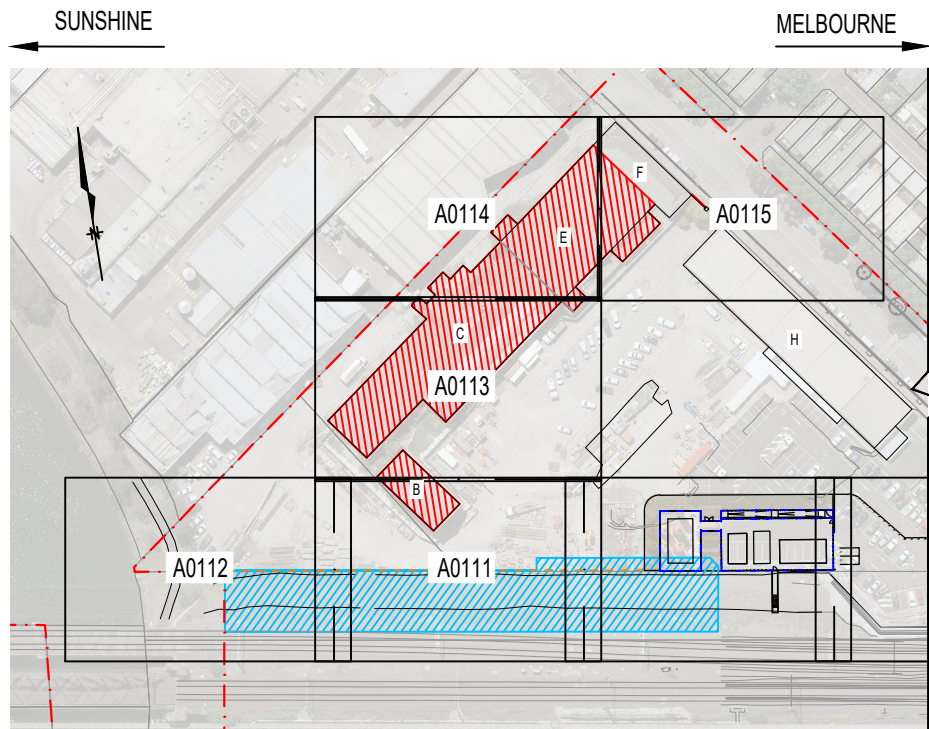
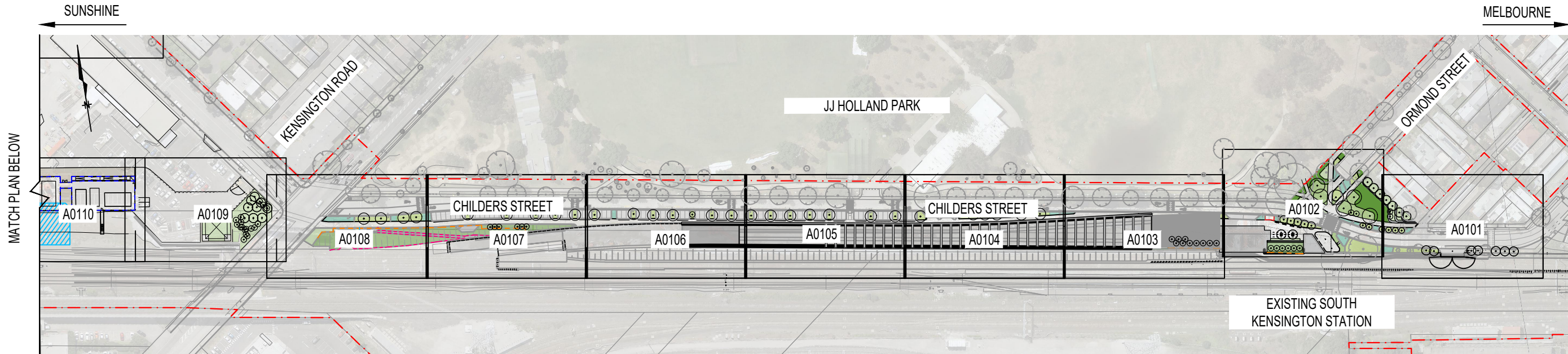
## APPENDIX B: WESTERN PORTAL ARCHITECTURAL, LANDSCAPE, PUBLIC REALM AND URBAN DESIGN PLANS AND ELEVATIONS



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02/25/2025 4:44:30 PM

METRO TUNNEL  
RAIL INFRASTRUCTURE ALLIANCE  
WESTERN PORTAL DEVELOPMENT PLAN  
APPENDIX B: URBAN DESIGN AND LANDSCAPE PLANS



DRAWING INDEX

RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0001	COVER AND INDEX SHEET	RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0301	CROSS SECTIONS - SHEET 1
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0002	LEGEND AND NOTES	RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0302	CROSS SECTIONS - SHEET 2
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0003	SITE MASTERPLAN - SHEET 1	RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0303	CROSS SECTIONS - SHEET 3
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0101	LANDSCAPE PLAN - SHEET 1	RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0304	CROSS SECTIONS - SHEET 4
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0102	LANDSCAPE PLAN - SHEET 2	RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0305	CROSS SECTIONS - SHEET 5
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0103	LANDSCAPE PLAN - SHEET 3	RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0306	CROSS SECTIONS - SHEET 6
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0104	LANDSCAPE PLAN - SHEET 4	RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0307	CROSS SECTIONS - SHEET 7
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0105	LANDSCAPE PLAN - SHEET 5	RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0310	ELEVATIONS - SHEET 1
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0106	LANDSCAPE PLAN - SHEET 6	RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0311	ELEVATIONS - SHEET 2
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0107	LANDSCAPE PLAN - SHEET 7	RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0312	ELEVATIONS - SHEET 3
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0108	LANDSCAPE PLAN - SHEET 8	RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0313	ELEVATIONS - SHEET 4
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0109	LANDSCAPE PLAN - SHEET 9	RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0314	ELEVATIONS - SHEET 5
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0110	LANDSCAPE PLAN - SHEET 10	RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0315	ELEVATIONS - SHEET 6
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0111	LANDSCAPE PLAN - SHEET 11		
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0112	LANDSCAPE PLAN - SHEET 12		
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0113	LANDSCAPE PLAN - SHEET 13		
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0114	LANDSCAPE PLAN - SHEET 14		
RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0115	LANDSCAPE PLAN - SHEET 15		

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RAIL PROJECTS

VICTORIA

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ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN COVER SHEET AND INDEX			PUBLIC TRANSPORT VICTORIA PT		Drawn By T BLACK Designed By T BLACK
Up Location East. North. ID#			File Name RIA-AEC-SKT-110-910-10-0001 Sheet No. 01 of 01		Checked By A ROBERTS Ind. Review
Down Location East. North. ID#			In Serv. Scale NTS		Approved A BIGORNIA Approval Date 25/02/2025
Datum MGA Z55			Sheet Size A3		Drawing Number Revision



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
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



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







HARDSCAPE

-  PROPOSED VEHICLE ASPHALT PAVEMENT
-  PROPOSED FOOTPATH ASPHALT PAVEMENT
-  PROPOSED SURFACE ASPHALT PAVEMENT
-  PROPOSED CRUSHED ROCK
-  PROPOSED PERMEABLE PAVEMENT
-  PROPOSED BLUESTONE TIER
-  PROPOSED RETAINING WALL
-  PROPOSED EDGE TREATMENT
-  PROPOSED RAMP






BOUNDARIES

-  PROJECT LAND
-  CADASTRAL
-  INDICATIVE EXTENT OF WORKS TO PROVIDE FLOOD PLAIN MANAGEMENT AND PROTECTION FOR PRECINCT SUBJECT TO DETAILED DESIGN AND STAKEHOLDER ENGAGEMENT
-  EXTENT OF DEMOLITION (EXCLUDING SLABS) AND MINOR SURFACE WORKS TO FORMER GLUEWORKS SITE TO MITIGATE SAFETY AND STRUCTURAL ISSUES






SOFTSCAPE

-  EXISTING TREES
-  PROPOSED TREES
-  PROPOSED LAWN
-  PROPOSED GARDEN BED (FEATURE PLANTING)
-  PROPOSED GARDEN BED (LOW PLANTING)
-  PROPOSED WSUD PLANTING (WATER SENSITIVE URBAN DESIGN)
-  EMBANKMENT PLANTING (MULTI STOREY PLANTING)
-  PROPOSED RAIN GARDEN (PASSIVELY IRRIGATED)



FENCE / SCREEN

-  PROPOSED SECURITY FENCE (APPROX. 2.4m HIGH)
-  PROPOSED HIGH QUALITY ARCHITECTURALLY DESIGNED SCREENING (APPROX. 6.0m HIGH)
-  PROPOSED GARRISON FENCE (APPROX. 2.4m HIGH)
-  PROPOSED PEDESTRIAN FENCE RAIL (APPROX. 1.2m HIGH)
-  PROPOSED HANDRAIL BARRIER FENCE (APPROX. 1.2m HIGH)

FURNITURE

-  PROPOSED STREET LIGHTING (REFER COUNCIL DETAIL AND SPECIFICATION)
-  PROPOSED PARK LIGHTING (REFER COUNCIL DETAIL AND SPECIFICATION)
-  PROPOSED SEATING (REFER COUNCIL DETAIL AND SPECIFICATION)
-  PROPOSED BICYCLE HOOPS (REFER COUNCIL DETAIL AND SPECIFICATION)
-  PROPOSED BOLLARDS (REFER COUNCIL DETAIL AND SPECIFICATION)

LINE MARKING

-  DDA WHEELCHAIR SYMBOL
-  BICYCLE SYMBOL

LANDSCAPE NOTES

1. EXISTING TREES TO BE REMOVED HAVE BEEN APPROVED UNDER RIA EARLY WORKS PLAN ON 1 OCTOBER 2018 (RIATRP001).
2. LOCATION OF STREET FURNITURE SUBJECT TO DETAILED DESIGN IN CONSULTATION WITH RELEVANT KEY STAKEHOLDERS..
3. BICYCLE PARKING LOCATIONS SUBJECT TO DETAILED DESIGN IN CONSULTATION WITH RELEVANT KEY STAKEHOLDERS.
4. LIGHTING - LOCATION AND TYPES, SUBJECT TO APPROVAL BY CITY OF MELBOURNE.
5. MATERIALS PALETTE IS SUBJECT TO DETAILED DESIGN IN CONSULTATION WITH RELEVANT KEY STAKEHOLDERS.
6. TREES SHOWN AT INDICATIVE MATURE SIZE. TREE NUMBERS AND SPECIES ARE SUBJECT TO FURTHER DESIGN DEVELOPMENT AND CONSULTATION WITH KEY STAKEHOLDERS.
7. INTEGRATED ARTWORK BY OTHERS. LOCATION TO BE DETERMINED AS PART OF ARTIST BRIEF IN CONSULTATION WITH CITY OF MELBOURNE AND RELEVANT KEY STAKEHOLDERS AS PART OF THE METRO TUNNEL ARTS ADVISORY PANEL.
8. MATERIALS AND FINISHES WILL BE ROBUST, AND RESISTANT TO VANDALISM.
9. PATHWAYS TO BE DISABILITY DISCRIMINATION ACT COMPLIANT.
10. PEDESTRIAN PRIORITY ZONE WILL BE SUBJECT TO CITY OF MELBOURNE AND VICROADS REQUIREMENTS AND COULD INCLUDE EITHER A SHARED ZONE OR PEDESTRIAN CROSSINGS.
11. THE DESIGN WILL NOT PRECLUDE A WATER TANK BENEATH THE ORMOND STREET PUBLIC SPACE.
12. RAILWAY INFRASTRUCTURE WITHIN THE RAIL CORRIDOR IS INDICATIVE AND SUBJECT TO STAKEHOLDER REQUIREMENTS.
13. THESE PLANS ARE TO BE READ IN CONJUNCTION WITH THE DEVELOPMENT PLAN REPORT.
14. BUILDINGS (EXCLUDING SLABS) SHOWN TO BE DEMOLISHED ARE REQUIRED TO ADDRESS SAFETY AND STRUCTURAL ISSUES. FOLLOWING DEMOLITION SURFACE WORKS WILL BE UNDERTAKEN AS REQUIRED AROUND EXISTING SLABS TO MAKE THE SITE SAFE. BUILDING SLABS TO REMAIN. NO SUBSURFACE WORKS ARE PROPOSED AS PART OF THE DEMOLITION.

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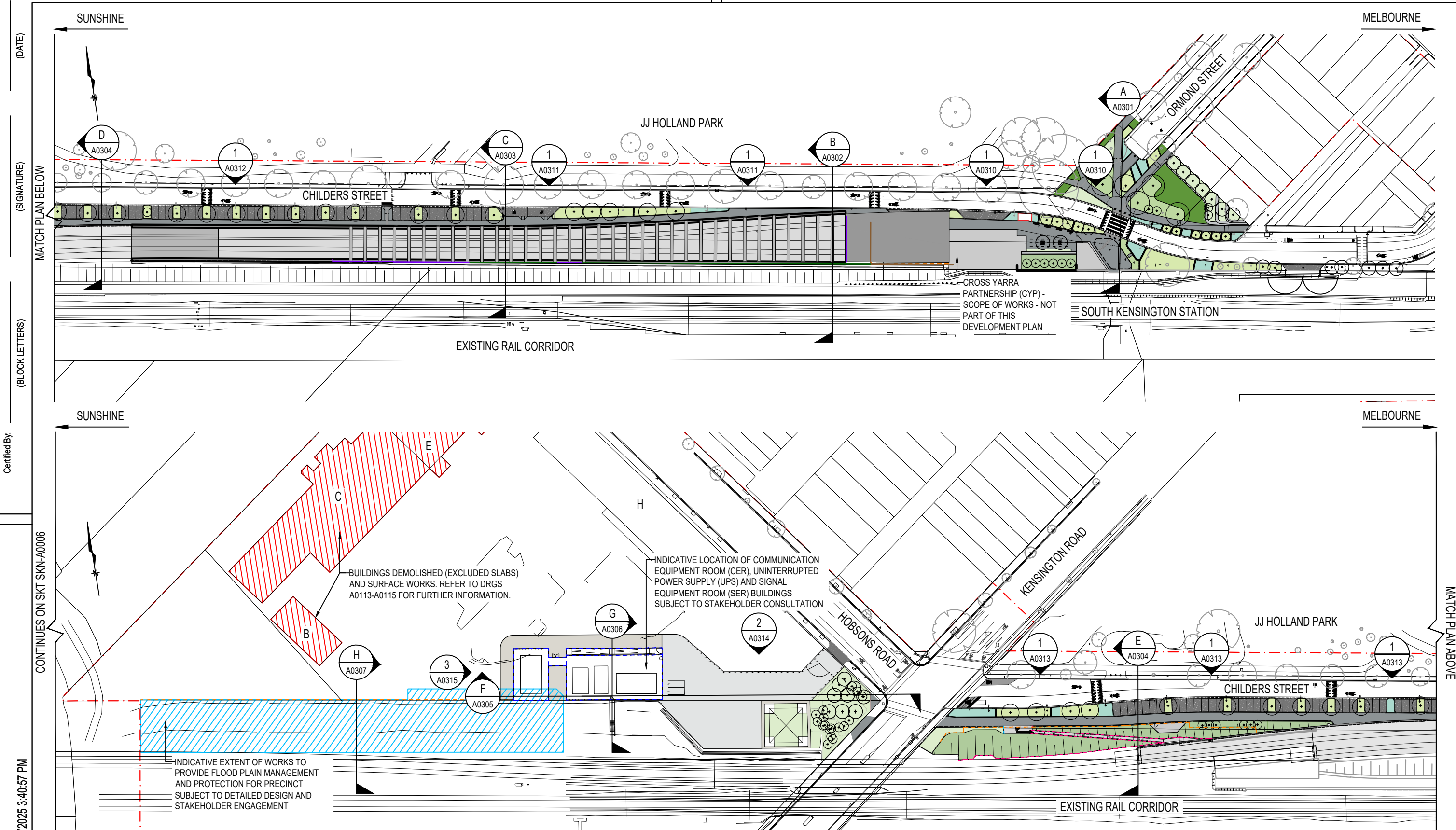
  
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ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN LEGEND AND NOTES					Drawn By T BLACK	Designed By T BLACK
			File Name RIA-AEC-SKT-110-910-10-0002		Checked By A ROBERTS	Ind. Review
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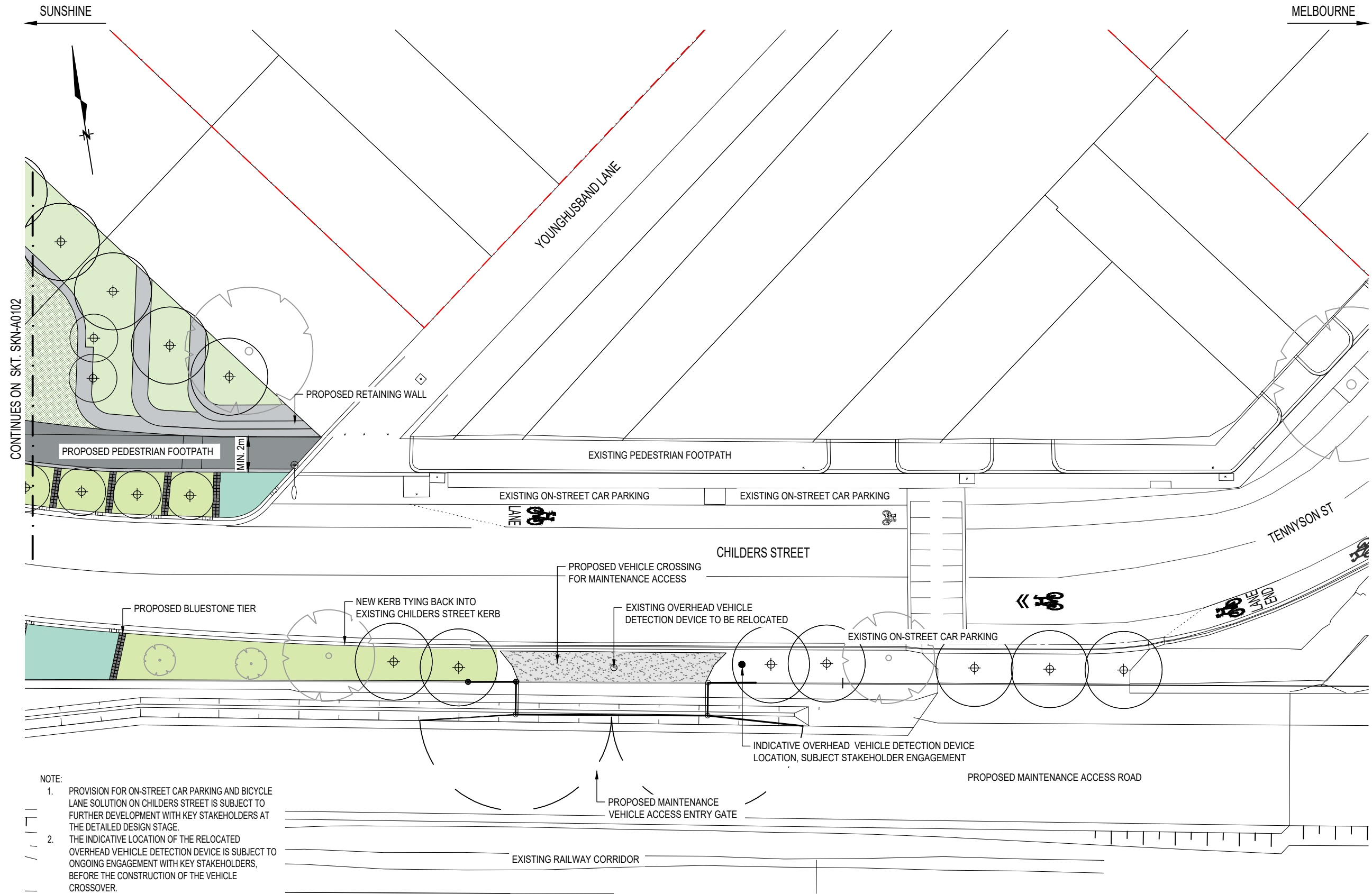
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			File Name RIA-AEC-SKT-110-910-10-0003			Approval Date 25/02/2025
			Sheet No. 01 of 01			Drawing Number
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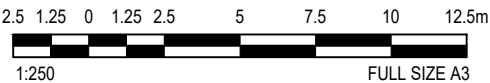
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- NOTE:
1. PROVISION FOR ON-STREET CAR PARKING AND BICYCLE LANE SOLUTION ON CHILDERS STREET IS SUBJECT TO FURTHER DEVELOPMENT WITH KEY STAKEHOLDERS AT THE DETAILED DESIGN STAGE.
  2. THE INDICATIVE LOCATION OF THE RELOCATED OVERHEAD VEHICLE DETECTION DEVICE IS SUBJECT TO ONGOING ENGAGEMENT WITH KEY STAKEHOLDERS, BEFORE THE CONSTRUCTION OF THE VEHICLE CROSSOVER.

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**RAIL PROJECTS**  
VICTORIA

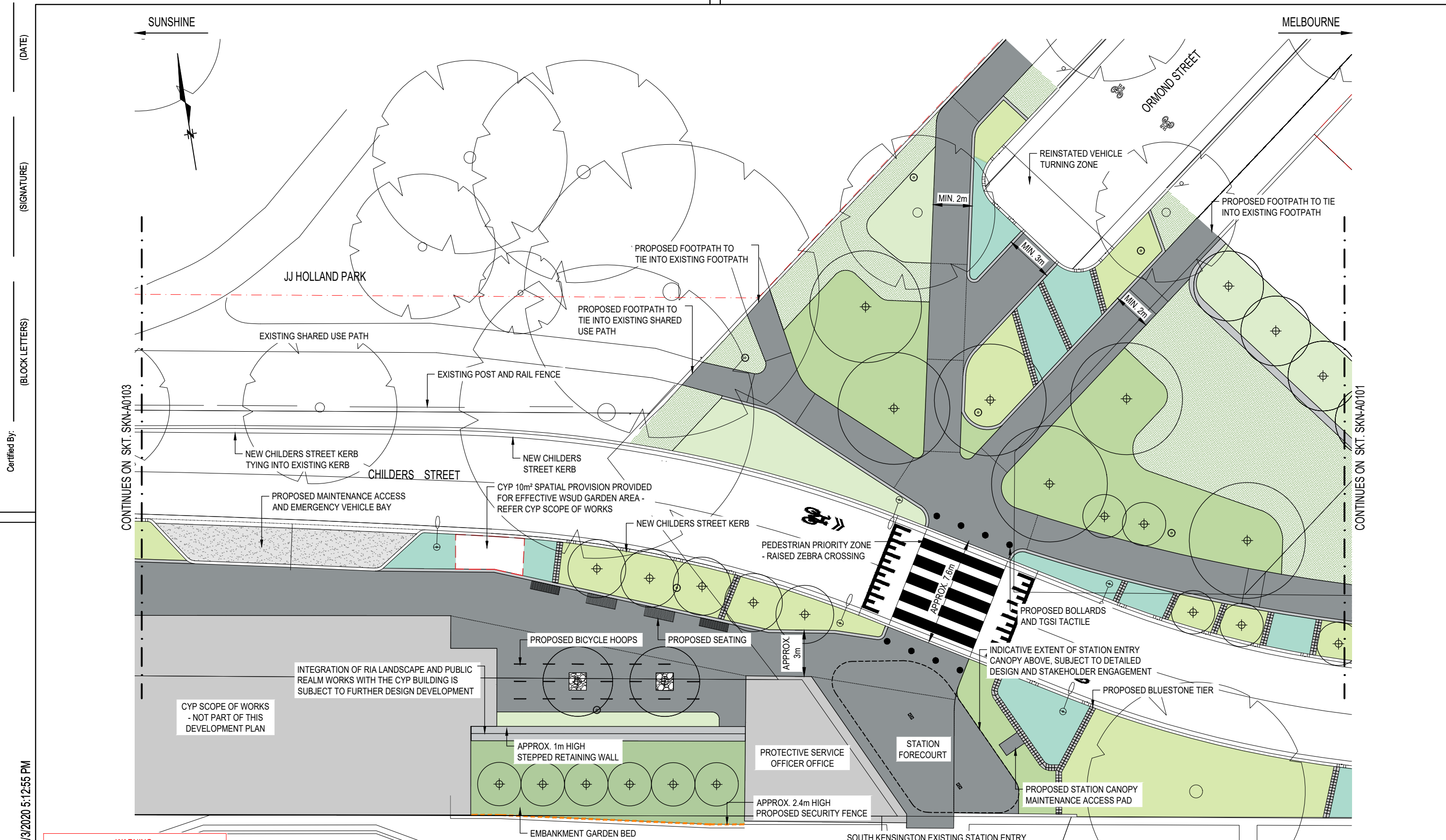
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Project Title RAIL INFRASTRUCTURE ALLIANCE			Project Drawing Number RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0101		Rev G
ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN LANDSCAPE PLAN - SHEET 1			<b>PUBLIC TRANSPORT VICTORIA</b> <b>PT</b>		Drawn By T BLACK Designed By T BLACK
Up Location East. North. ID#			File Name RIA-AEC-SKT-110-910-10-0101 Sheet No. 01 of 01		Checked By A ROBERTS Ind. Review
Down Location East. North. ID#			In Serv.		Approved A BIGORNIA Approval Date 25/02/2025
Datum MGA Z55			Scale 1:250	Sheet Size A3	Drawing Number Revision





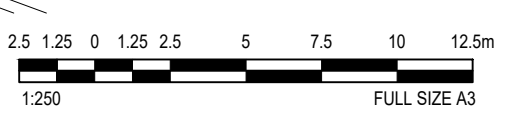
Certified By: (DATE) (SIGNATURE) (BLOCK LETTERS)

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07/13/2020 6:01:38 PM

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**DEVELOPMENT PLAN SUBMISSION**

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

METRO GATEWAY

Franchisee / Lessee

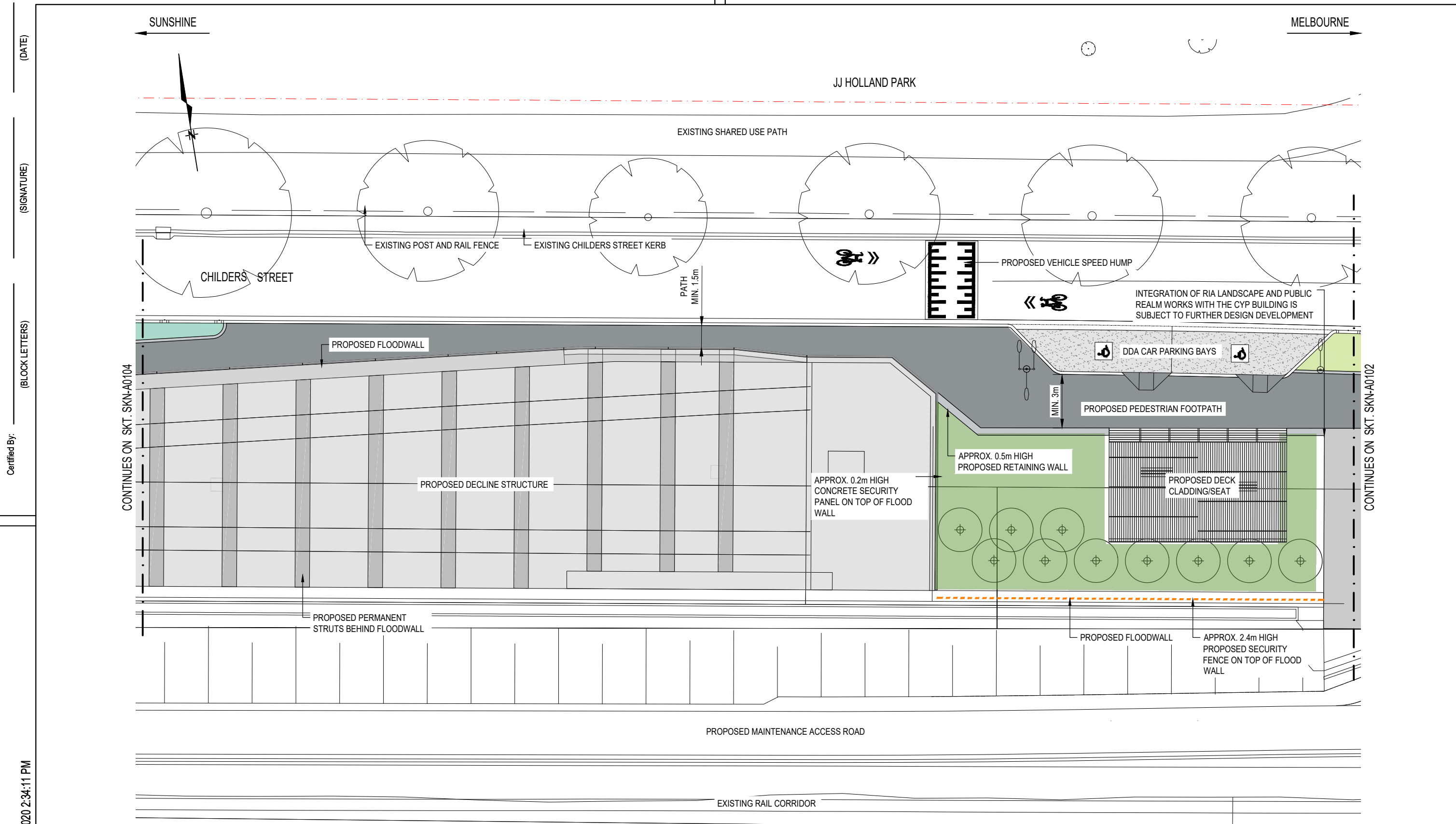
**RAIL PROJECTS VICTORIA**

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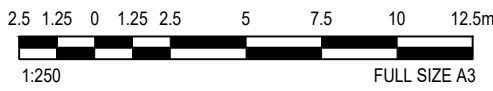
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Project Title <b>RAIL INFRASTRUCTURE ALLIANCE</b>			Project Drawing Number <b>RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0102</b>		Rev <b>E</b>
<b>ARCHITECTURAL</b> <b>SOUTH KENSINGTON</b> <b>WESTERN PORTAL</b> <b>DEVELOPMENT PLAN</b> <b>LANDSCAPE PLAN - SHEET 2</b>			<b>PUBLIC TRANSPORT VICTORIA</b>		Drawn By T BLACK
Up Location East. North. ID#			File Name RIA-AEC-SKT-110-910-10-0102		Designed By T BLACK
Down Location East. North. ID#			Sheet No. <b>01 of 01</b>		Checked By A ROBERTS
Datum MGA Z55			In Serv.		Approved K MUNRO
Scale 1:250			Sheet Size A3		Approval Date 14/07/20
					Drawing Number
					Revision



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**DEVELOPMENT PLAN SUBMISSION**

06/30/2020 1:29:17 PM PLOT DATE: 7/13/2020 2:34:11 PM


Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
CYP		F	07/06/23	DEVELOPMENT PLAN AMENDMENT - CYP		C EVISTON		C JACKSON
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

  
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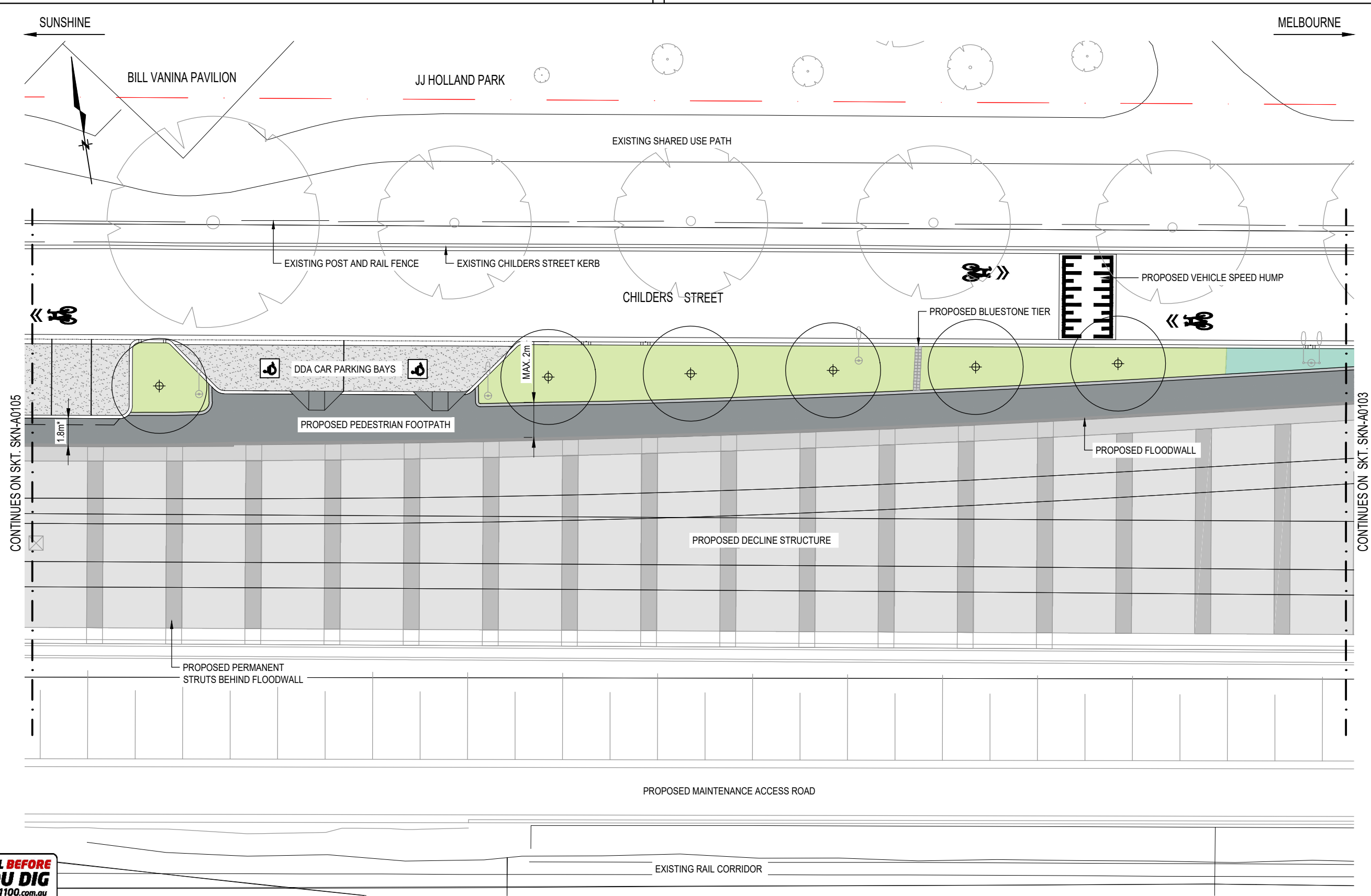
Project Title <b>RAIL INFRASTRUCTURE ALLIANCE</b>			Project Drawing Number <b>RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0103</b>		Rev <b>F</b>
<b>ARCHITECTURAL</b> <b>SOUTH KENSINGTON</b> <b>WESTERN PORTAL</b> <b>DEVELOPMENT PLAN</b> <b>LANDSCAPE PLAN - SHEET 3</b>			 File Name RIA-AEC-SKT-110-910-10-0103 Sheet No. <b>01 of 01</b>		Drawn By C EVISTON Checked By C EVISTON Approved C JACKSON Drawing Number
Up Location East. North. ID#	Down Location East. North. ID#	Datum MGA Z55	In Serv.	Scale 1:250	Sheet Size A3
			Ind. Review Approval Date 07/06/23 Revision		



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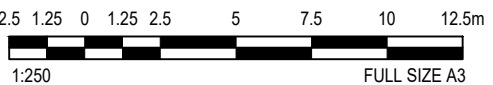
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NOTE: \* MIN. 1200 CLEAR PATH WIDTH AND 600 ALLOWANCE FOR OVERHANG FROM ADJACENT 90-DEGREE CAR PARKING SPACES

DEVELOPMENT PLAN SUBMISSION

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

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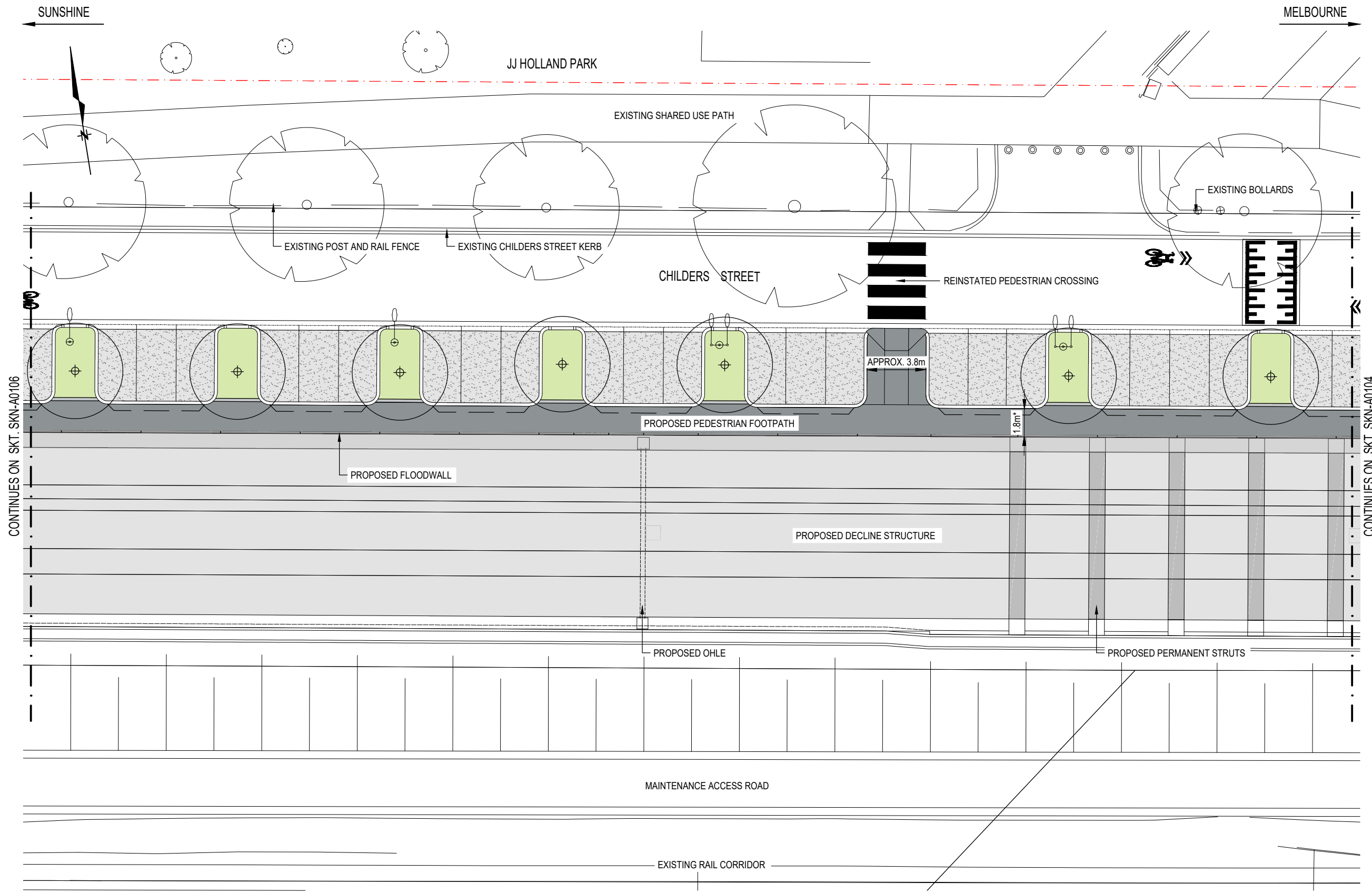
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Project Title			Project Drawing Number		Rev
RAIL INFRASTRUCTURE ALLIANCE			RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0104		E
ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN LANDSCAPE PLAN - SHEET 4			File Name RIA-AEC-SKT-110-910-10-0104	Drawn By T BLACK	Designed By T BLACK
Up Location East. North. ID#			Sheet No. 01 of 01	Checked By A ROBERTS	Ind. Review
Down Location East. North. ID#			In Serv.	Approved K MUNRO	Approval Date 14/07/20
Datum MGA Z55			Scale 1:250	Sheet Size A3	Drawing Number Revision

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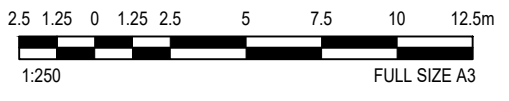
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Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

METRO GATEWAY

Franchisee / Lessee

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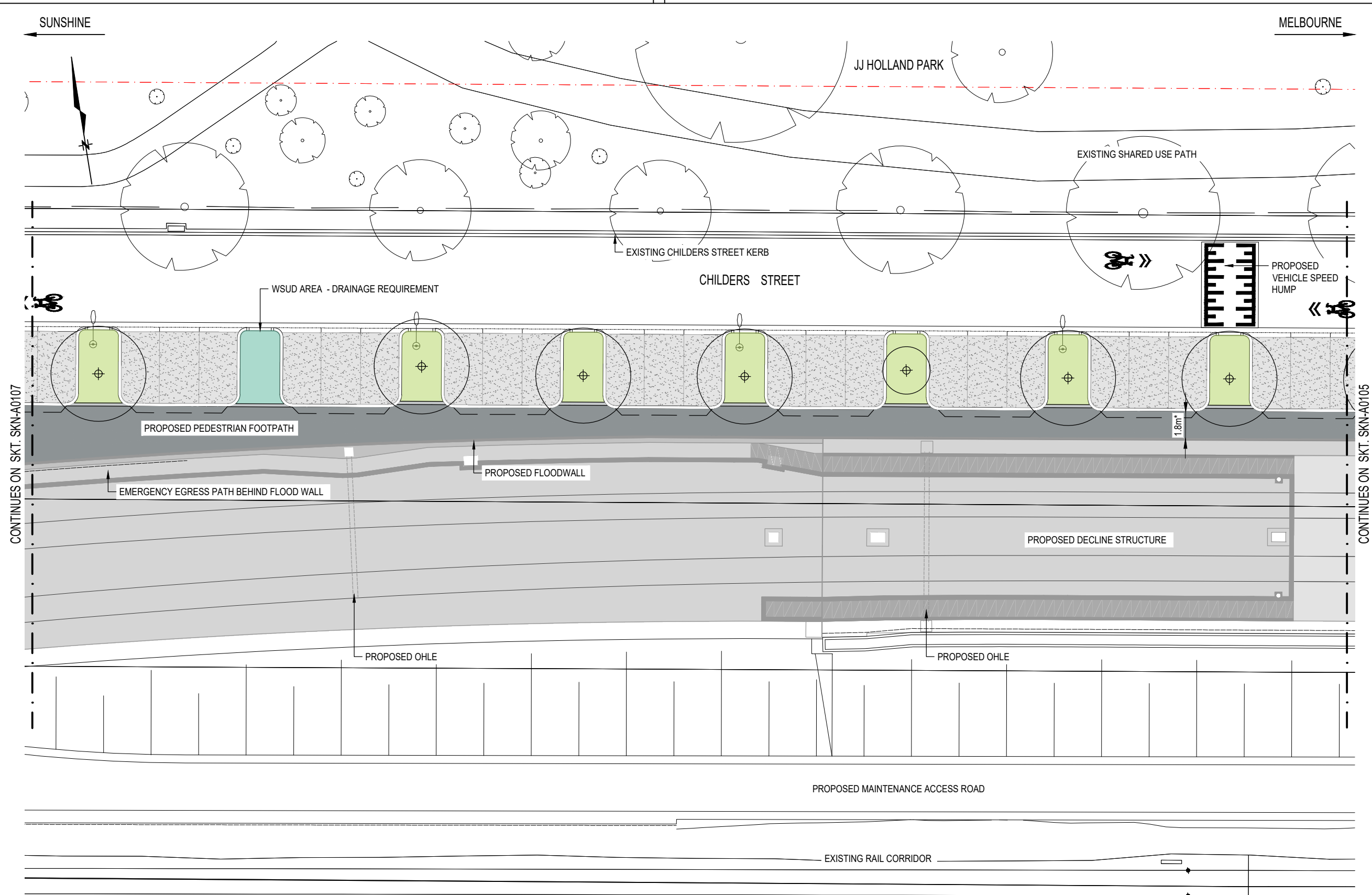
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Project Title <b>RAIL INFRASTRUCTURE ALLIANCE</b>			Project Drawing Number <b>RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0105</b>		Rev <b>E</b>
<b>ARCHITECTURAL</b> <b>SOUTH KENSINGTON</b> <b>WESTERN PORTAL</b> <b>DEVELOPMENT PLAN</b> <b>LANDSCAPE PLAN - SHEET 5</b>			<b>PUBLIC TRANSPORT VICTORIA PT</b>		Drawn By T BLACK Designed By T BLACK
Up Location East. North. ID#			File Name RIA-AEC-SKT-110-910-10-0105 Sheet No. <b>01 of 01</b>		Checked By A ROBERTS Ind. Review
Down Location East. North. ID#			In Serv.		Approved K MUNRO Approval Date 14/07/20
Datum MGA Z55			Scale 1:250		Sheet Size A3
			Drawing Number		Revision

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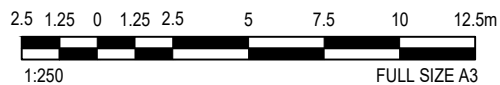
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**DEVELOPMENT PLAN SUBMISSION**

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RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

METRO GATEWAY

Franchisee / Lessee

**RAIL PROJECTS VICTORIA**

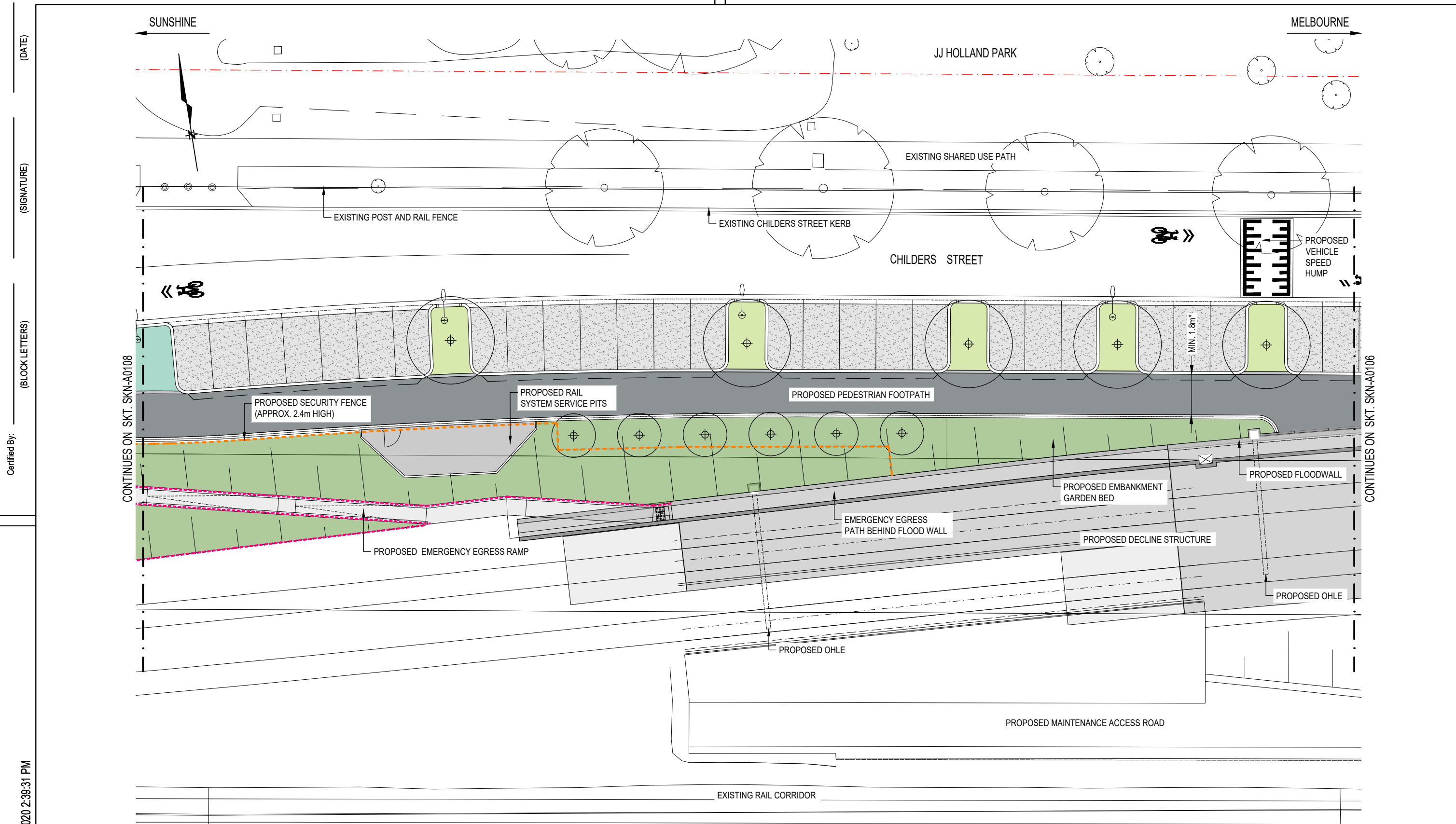
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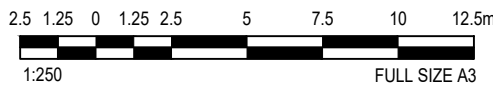
Project Title <b>RAIL INFRASTRUCTURE ALLIANCE</b>			Project Drawing Number <b>RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0106</b>		Rev <b>E</b>
<b>ARCHITECTURAL</b> <b>SOUTH KENSINGTON</b> <b>WESTERN PORTAL</b> <b>DEVELOPMENT PLAN</b> <b>LANDSCAPE PLAN - SHEET 6</b>			<b>PUBLIC TRANSPORT VICTORIA</b> <b>PT</b>		Drawn By T BLACK Designed By T BLACK
Up Location East. North. ID#			File Name RIA-AEC-SKT-110-910-10-0106 Sheet No. <b>01 of 01</b>		Checked By A ROBERTS Ind. Review
Down Location East. North. ID#			In Serv.		Approved K MUNRO Approval Date 14/07/20
Datum MGA Z55			Scale 1:250 Sheet Size A3		Drawing Number Revision





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**DEVELOPMENT PLAN SUBMISSION**


Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

  
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Project Title <b>RAIL INFRASTRUCTURE ALLIANCE</b>			Project Drawing Number <b>RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0107</b>		Rev <b>E</b>
<b>ARCHITECTURAL</b> <b>SOUTH KENSINGTON</b> <b>WESTERN PORTAL</b> <b>DEVELOPMENT PLAN</b> <b>LANDSCAPE PLAN - SHEET 7</b>			 File Name RIA-AEC-SKT-110-910-10-0107 Sheet No. <b>01 of 01</b>		Drawn By T BLACK Designed By T BLACK Checked By A ROBERTS Ind. Review Approved K MUNRO Approval Date 14/07/20 Drawing Number Revision
Up Location East. North. ID#	Down Location East. North. ID#	Datum MGA Z55	In Serv.	Scale 1:250	Sheet Size A3

Certified By: (DATE) (SIGNATURE) (BLOCK LETTERS)

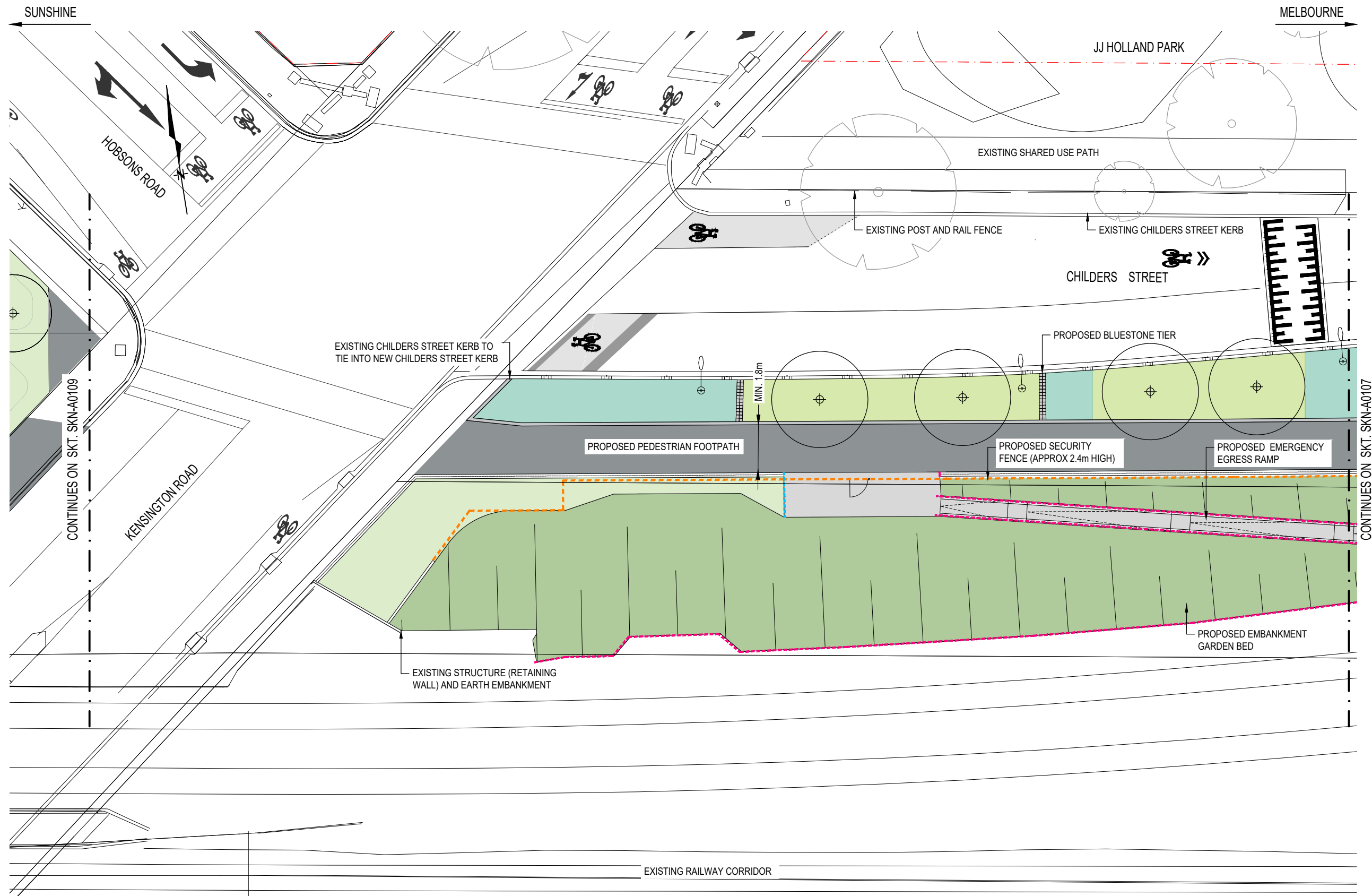
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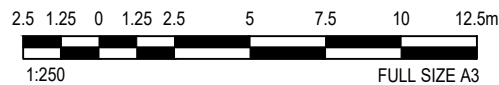
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Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

METRO GATEWAY

Franchisee / Lessee

**RAIL PROJECTS VICTORIA**

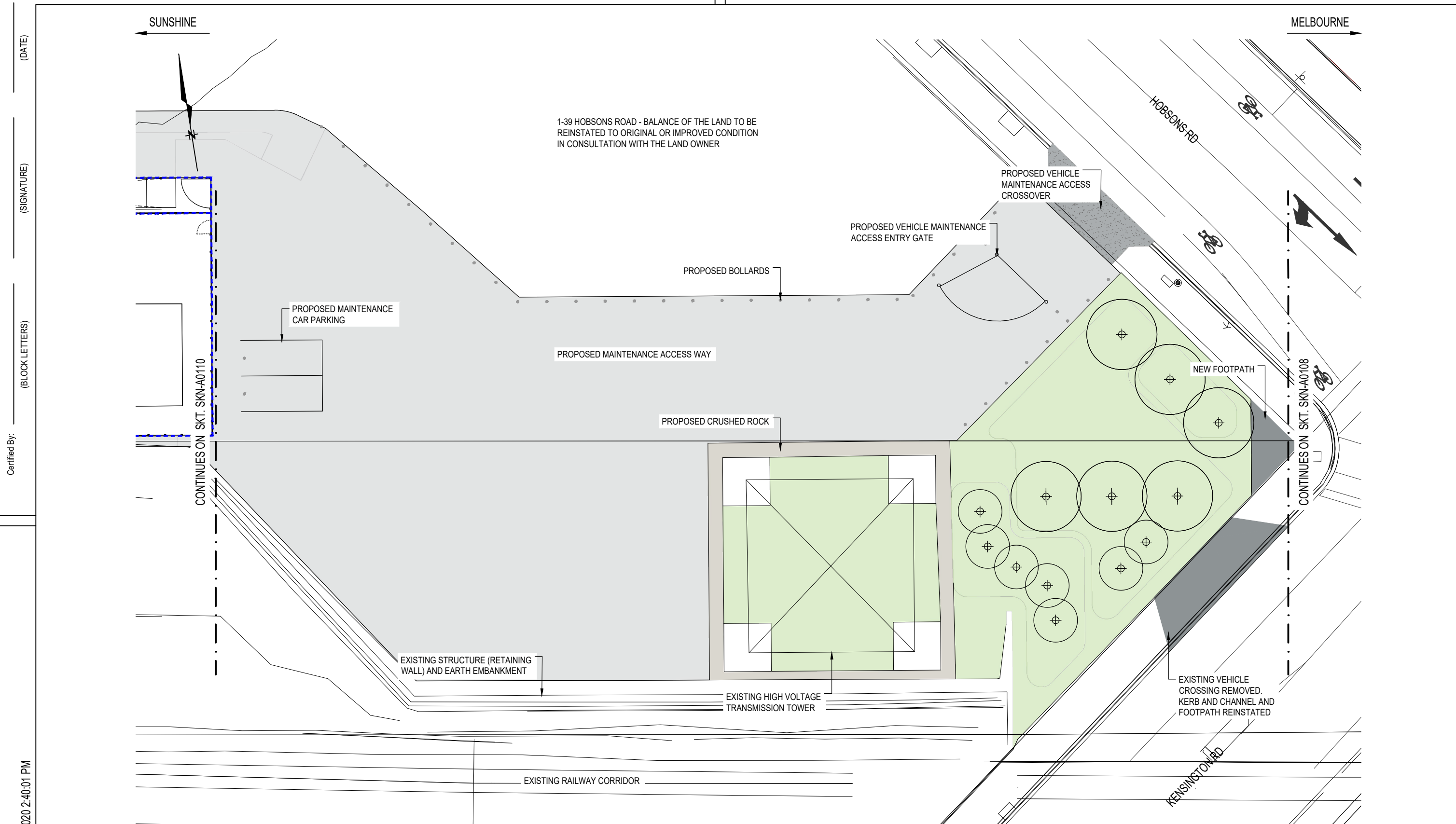
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Project Title <b>RAIL INFRASTRUCTURE ALLIANCE</b>			Project Drawing Number <b>RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0108</b>		Rev <b>E</b>
<b>ARCHITECTURAL</b> <b>SOUTH KENSINGTON</b> <b>WESTERN PORTAL</b> <b>DEVELOPMENT PLAN</b> <b>LANDSCAPE PLAN - SHEET 8</b>			<b>PUBLIC TRANSPORT VICTORIA</b> <b>PT</b>		Drawn By T BLACK Designed By T BLACK
Up Location East. North. ID#			File Name RIA-AEC-SKT-110-910-10-0108 Sheet No. <b>01 of 01</b>		Checked By A ROBERTS Ind. Review
Down Location East. North. ID#			In Serv.		Approved K MUNRO Approval Date 14/07/20
Datum MGA Z55			Scale 1:250	Sheet Size A3	Drawing Number Revision



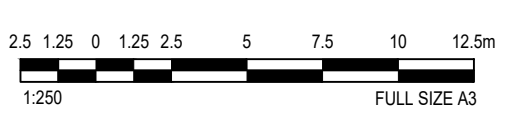


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**DEVELOPMENT PLAN SUBMISSION**

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE OF DEVELOPMENT PAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		




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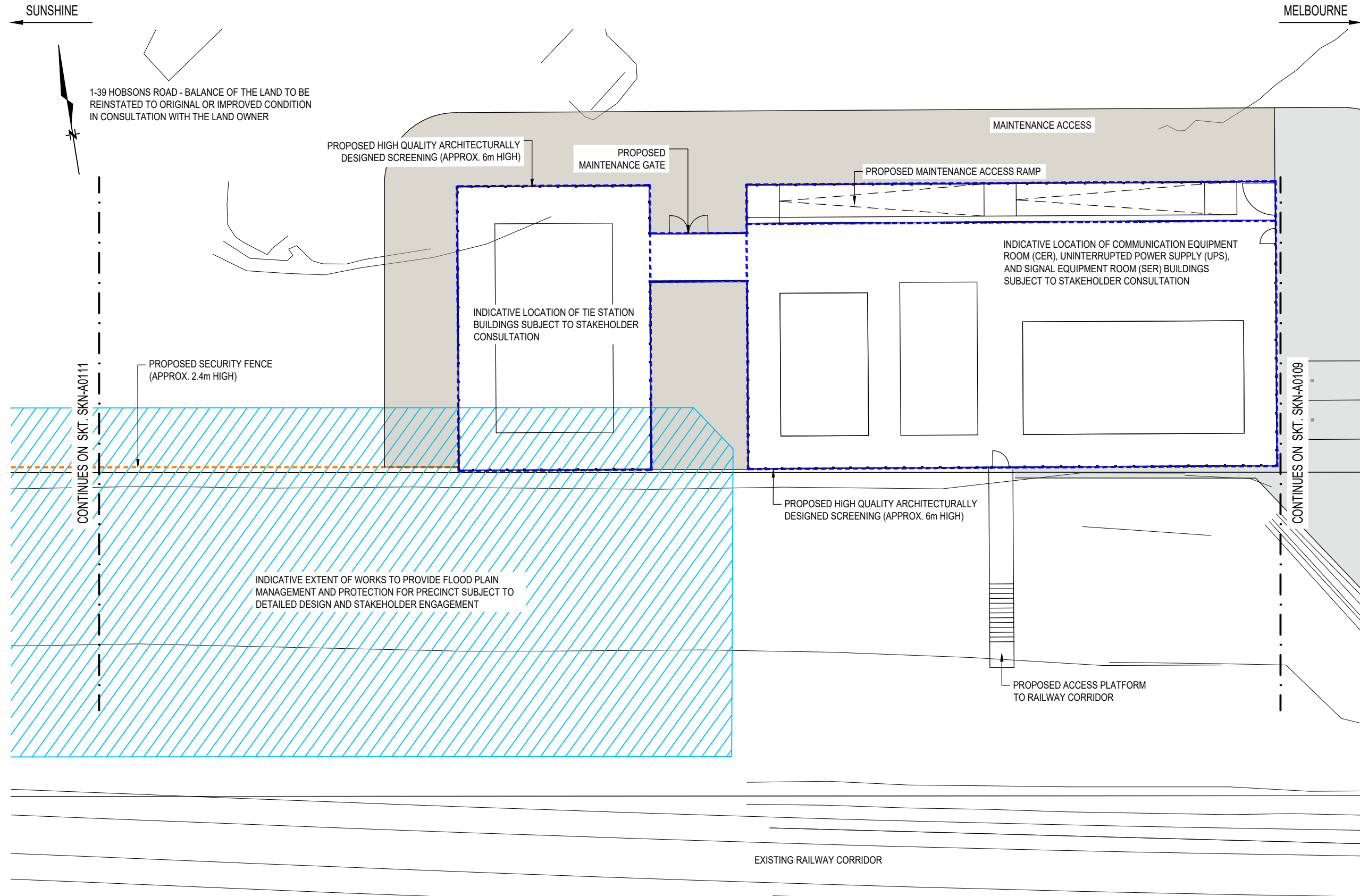
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Project Title RAIL INFRASTRUCTURE ALLIANCE			Project Drawing Number RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0109		Rev E
ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN LANDSCAPE PLAN - SHEET 9			 File Name RIA-AEC-SKT-110-910-10-0109 Sheet No. 01 of 01		Drawn By T BLACK Designed By T BLACK Checked By A ROBERTS Ind. Review Approved K MUNRO Approval Date 14/07/20 Drawing Number Revision
Up Location East. North. ID#	Down Location East. North. ID#	Datum MGA Z55	In Serv.	Scale 1:250	Sheet Size A3

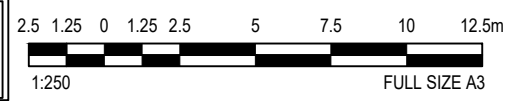
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**DEVELOPMENT PLAN SUBMISSION**



Franchisee / Lessee




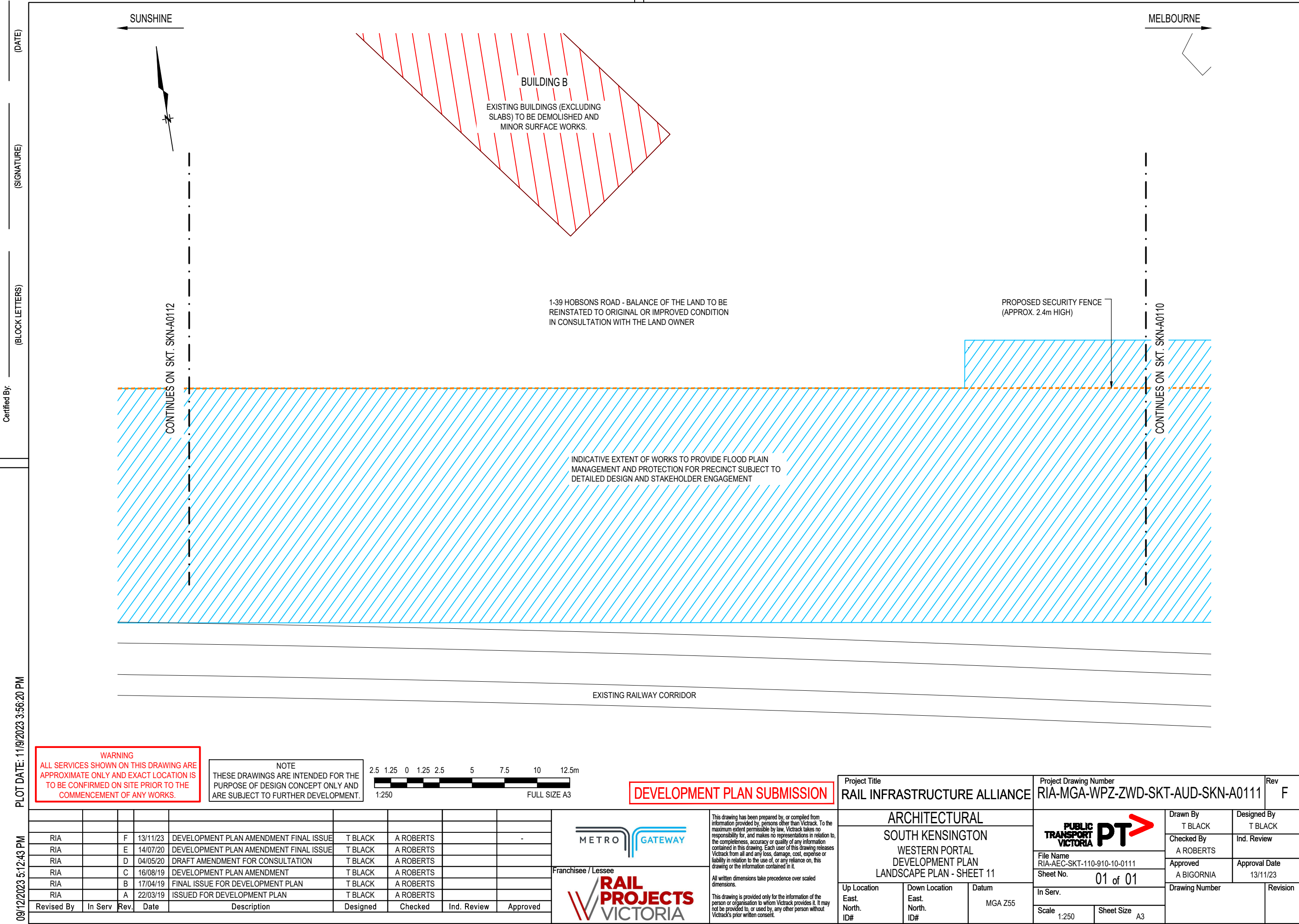
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Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		G	22/02/25	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	E WOOD	A ROBERTS		
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

Project Title RAIL INFRASTRUCTURE ALLIANCE			Project Drawing Number RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0110		Rev G
ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN LANDSCAPE PLAN - SHEET 10					Drawn By T BLACK
			File Name RIA-AEC-SKT-110-910-10-SKN-0110		Designed By T BLACK
Up Location East. North. ID#			Down Location East. North. ID#		Ind. Review A ROBERTS
Datum MGA Z55			In Serv.		Approval Date 25/02/2025
Scale 1:250			Sheet Size A3		Drawing Number
					Revision

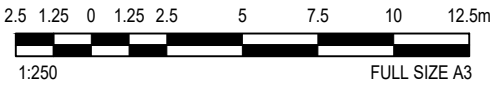


Certified By: \_\_\_\_\_ (DATE) \_\_\_\_\_ (SIGNATURE) \_\_\_\_\_ (BLOCK LETTERS)

PLOT DATE: 11/09/2023 3:56:20 PM  
09/12/2023 5:12:43 PM

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**DEVELOPMENT PLAN SUBMISSION**

RIA		F	13/11/23	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS			-
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS			
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS			
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS			
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS			
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS			
Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved	

Franchisee / Lessee

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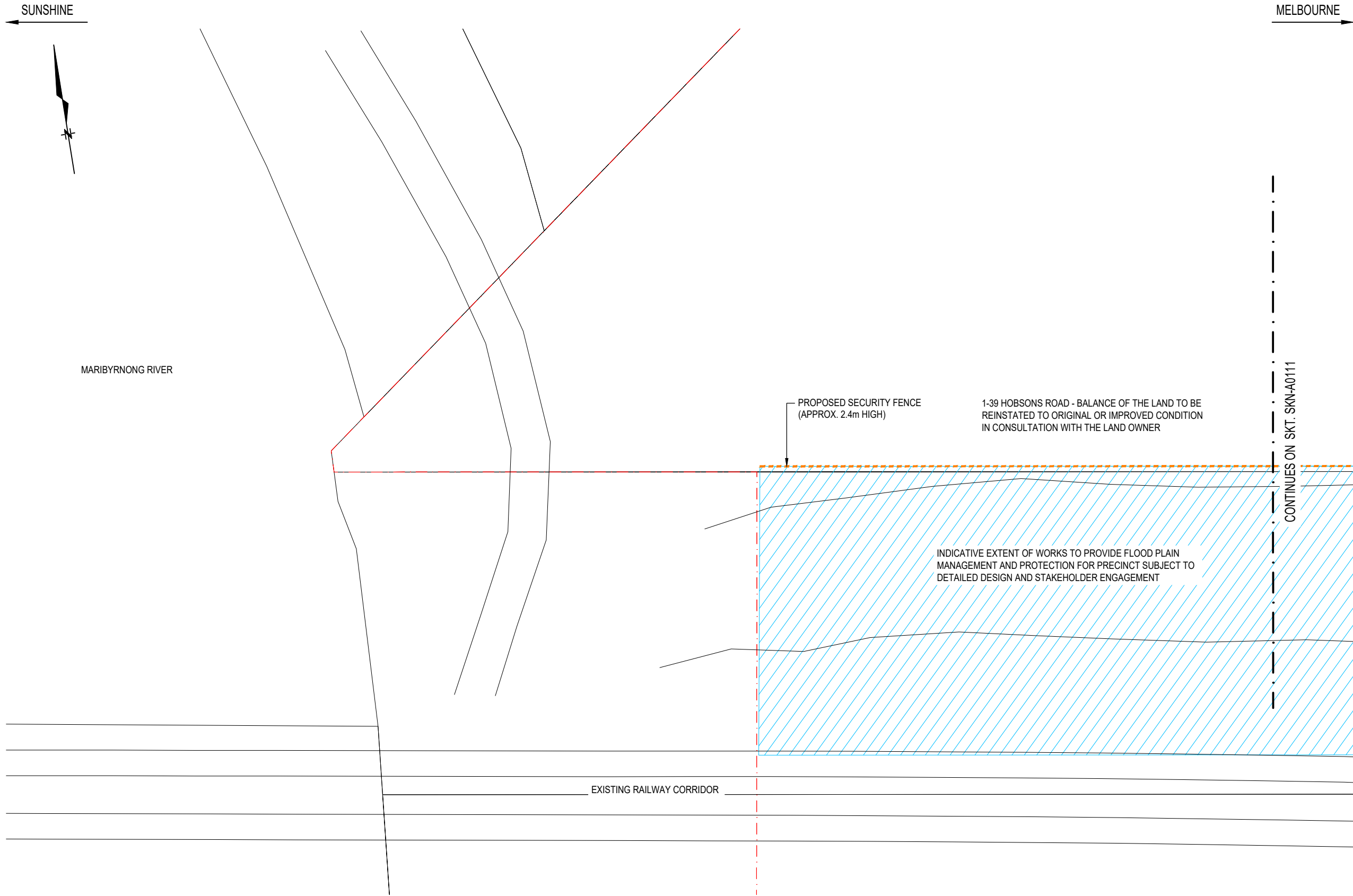
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Project Title RAIL INFRASTRUCTURE ALLIANCE			Project Drawing Number RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0111		Rev F
ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN LANDSCAPE PLAN - SHEET 11					Drawn By T BLACK Designed By T BLACK
Up Location East. North. ID#			Down Location East. North. ID#		Ind. Review A ROBERTS
Datum MGA Z55			In Serv.		Approval Date 13/11/23
Scale 1:250			Sheet Size A3		Drawing Number
					Revision

Certified By: (DATE) (SIGNATURE) (BLOCK LETTERS)

PLOT DATE: 7/13/2020 2:42:04 PM

06/30/2020 3:08:59 PM



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1:250

2.5 1.25 0 1.25 2.5 5 7.5 10 12.5m

FULL SIZE A3

DEVELOPMENT PLAN SUBMISSION

METRO GATEWAY

Franchisee / Lessee

RAIL PROJECTS VICTORIA

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Project Title

RAIL INFRASTRUCTURE ALLIANCE

Project Drawing Number

RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0112

Rev

E

ARCHITECTURAL

SOUTH KENSINGTON

WESTERN PORTAL

DEVELOPMENT PLAN

LANDSCAPE PLAN - SHEET 12

Up Location

East.

North.

ID#

Down Location

East.

North.

ID#

Datum

MGA Z55

PUBLIC TRANSPORT VICTORIA

PT

File Name

RIA-AEC-SKT-110-910-10-0112

Sheet No.

01 of 01

In Serv.

Scale 1:250

Sheet Size A3

Drawn By

T BLACK

Checked By

A ROBERTS

Approved

K MUNRO

Drawing Number

Designed By

T BLACK

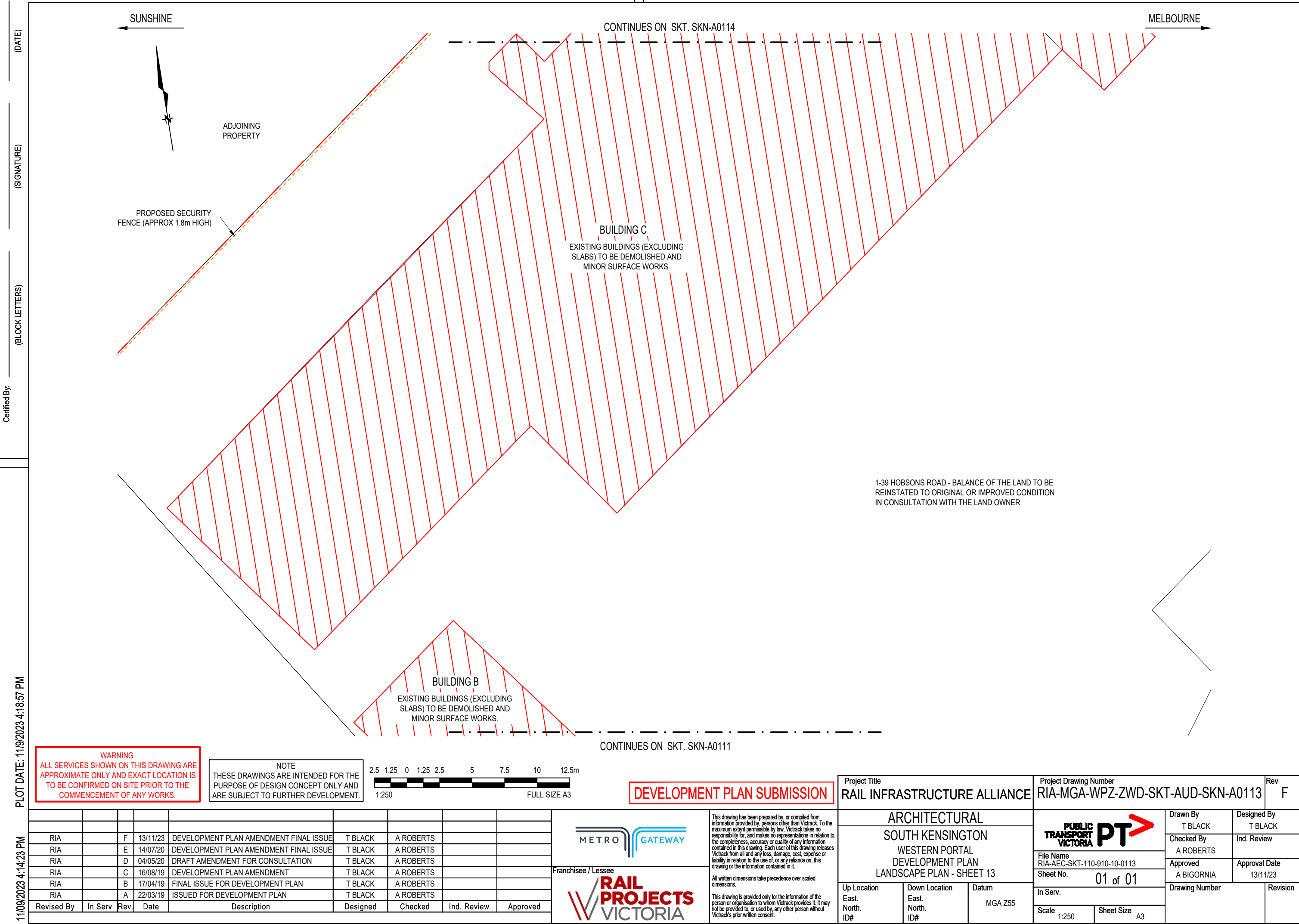
Ind. Review

Approval Date

14/07/20

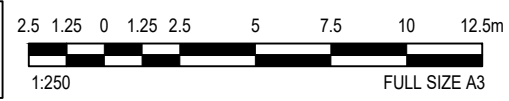
Revision





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**DEVELOPMENT PLAN SUBMISSION**

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		F	13/11/23	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

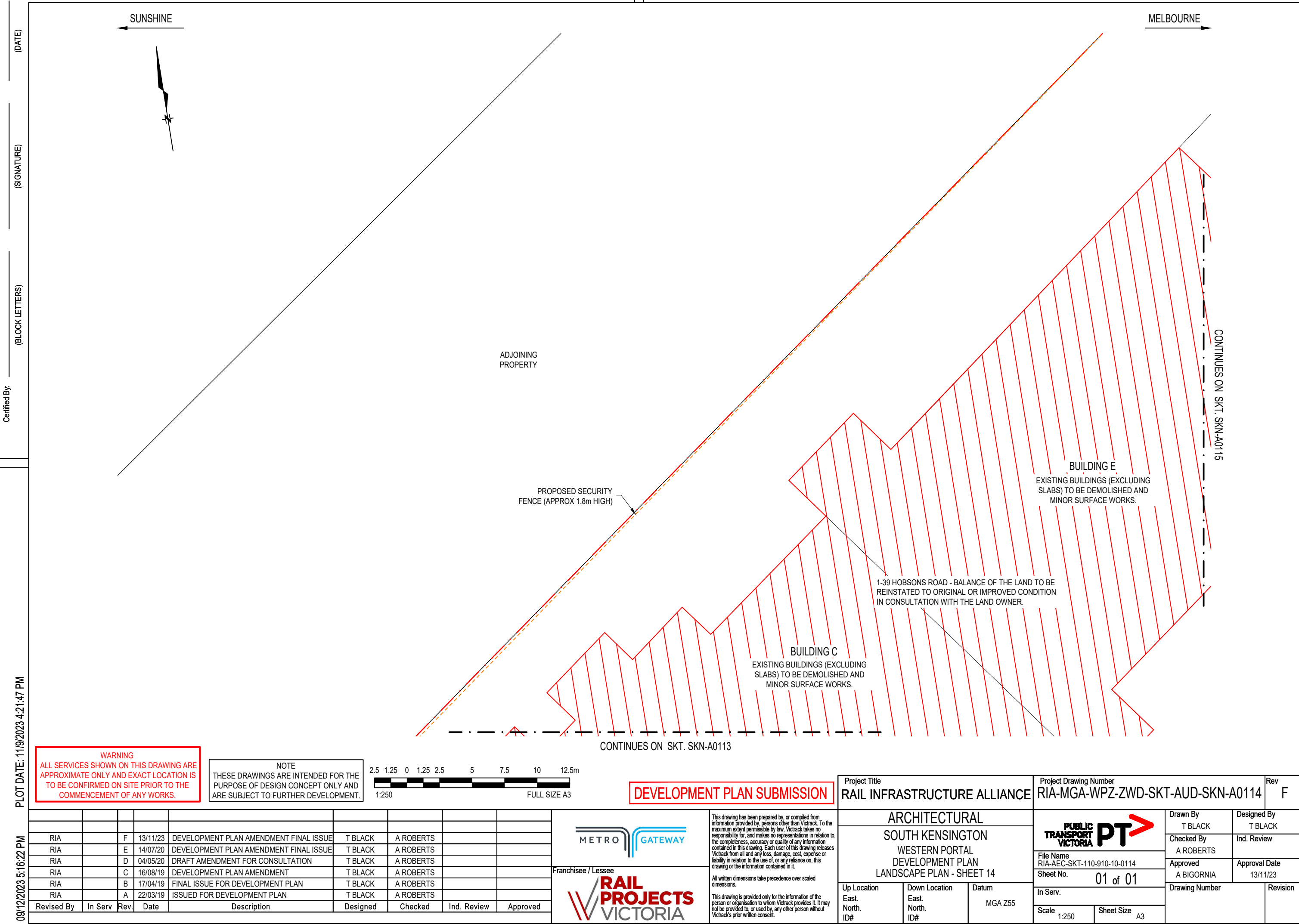
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Project Title RAIL INFRASTRUCTURE ALLIANCE			Project Drawing Number RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0113		Rev F
ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN LANDSCAPE PLAN - SHEET 13					Drawn By T BLACK
			File Name RIA-AEC-SKT-110-910-10-0113		Designed By T BLACK
			Sheet No. 01 of 01		Checked By A ROBERTS
			In Serv.		Ind. Review
			Scale 1:250		Approval Date 13/11/23
			Sheet Size A3		Drawing Number
			Up Location East. North. ID#		Revision
			Down Location East. North. ID#		
			Datum MGA Z55		



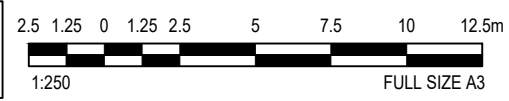
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PLOT DATE: 11/9/2023 4:21:47 PM

09/12/2023 5:16:22 PM

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**DEVELOPMENT PLAN SUBMISSION**

RIA		F	13/11/23	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS			
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS			
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS			
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS			
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS			
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS			
Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved	

Franchisee / Lessee

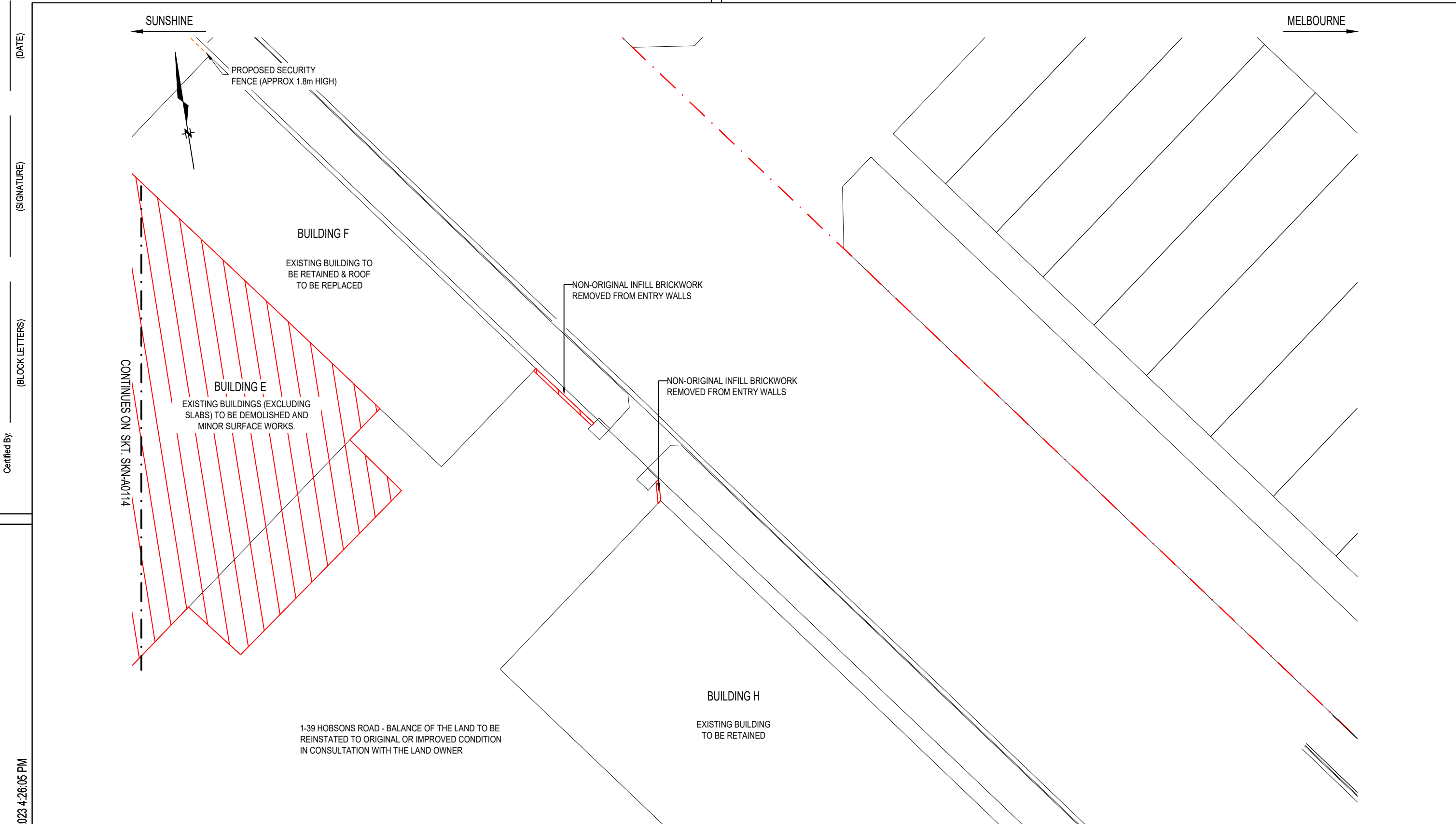
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Project Title RAIL INFRASTRUCTURE ALLIANCE			Project Drawing Number RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0114		Rev F
ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN LANDSCAPE PLAN - SHEET 14					Drawn By T BLACK
Up Location East. North. ID#			File Name RIA-AEC-SKT-110-910-10-0114 Sheet No. 01 of 01		Checked By A ROBERTS
Down Location East. North. ID#			In Serv. Scale 1:250		Designed By T BLACK
Datum MGA Z55			Sheet Size A3		Ind. Review
			Drawing Number		Approval Date 13/11/23
					Revision





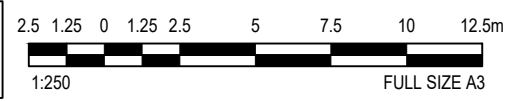
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PLOT DATE: 11/09/2023 4:26:05 PM

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**DEVELOPMENT PLAN SUBMISSION**

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		F	13/11/23	AMENDMENT CONSULTATION	T BLACK	A ROBERTS		
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

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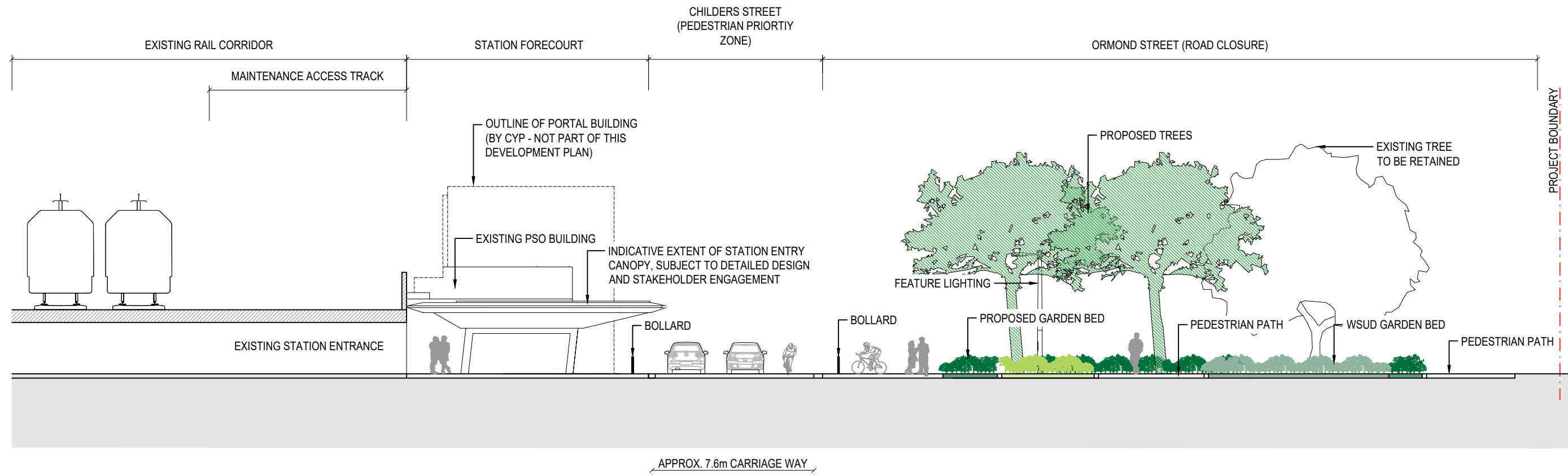
Project Title RAIL INFRASTRUCTURE ALLIANCE			Project Drawing Number RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0115		Rev F
ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN LANDSCAPE PLAN - SHEET 15					Drawn By T BLACK Designed By T BLACK
Up Location East. North. ID#			File Name RIA-AEC-SKT-110-910-10-0115 Sheet No. 01 of 01		Checked By A ROBERTS Ind. Review
Down Location East. North. ID#			In Serv. Scale 1:250 Sheet Size A3		Approved A BIGORNIA Approval Date 13/11/23
Datum MGA Z55			Drawing Number		Revision

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SECTION  
SCALE 1:200

A

A0003

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Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

METRO

GATEWAY

Franchisee / Lessee

RAIL PROJECTS

VICTORIA

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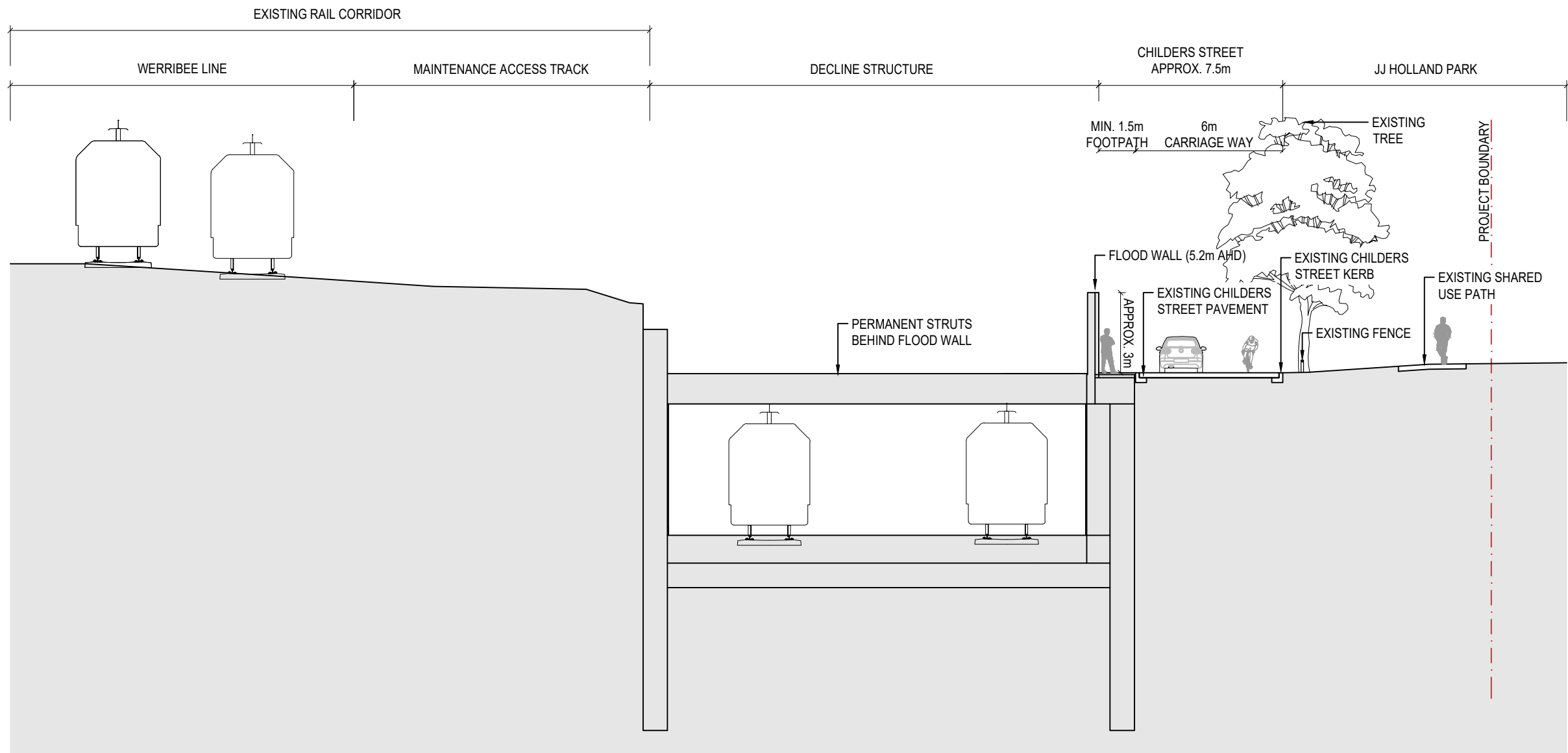
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Project Title RAIL INFRASTRUCTURE ALLIANCE			Project Drawing Number RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0301		Rev E
ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN CROSS SECTIONS - SHEET 1			<div><div><div>PUBLIC TRANSPORT VICTORIA</div><div>PT</div></div><div>File Name RIA-AEC-SKT-110-910-10-0301</div><div>Sheet No. 01 of 01</div></div>		Drawn By T BLACK Designed By T BLACK Checked By A ROBERTS Ind. Review Approved K MUNRO Approval Date 14/07/20
Up Location East. North. ID#	Down Location East. North. ID#	Datum MGA Z55	In Serv.	Scale 1:200	Sheet Size A3

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06/30/2020 1:31:54 PM PLOT DATE: 7/13/2020 2:42:43 PM



SECTION B  
SCALE 1:200  
A0003

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Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
CYP		F	07/06/23	DEVELOPMENT PLAN AMENDMENT - CYP				C JACKSON
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

METRO GATEWAY

Franchisee / Lessee

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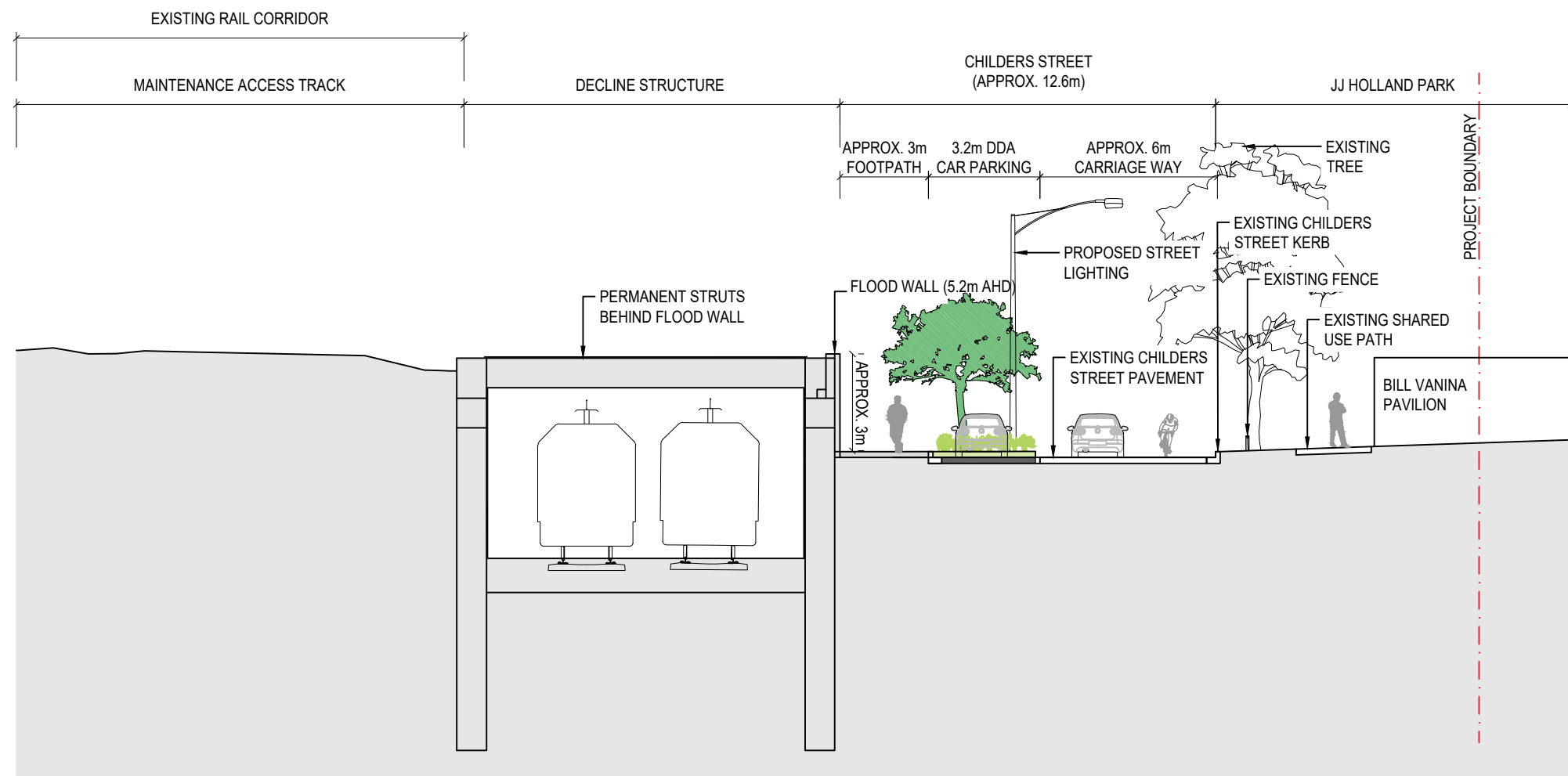
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Project Title RAIL INFRASTRUCTURE ALLIANCE			Project Drawing Number RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0302		Rev F
ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN CROSS SECTIONS - SHEET 2			<b>PUBLIC TRANSPORT VICTORIA</b> <b>PT</b>		Drawn By C EVISTON
Up Location East. North. ID#			File Name RIA-AEC-SKT-110-910-10-0302 Sheet No. 01 of 01		Ind. Review
Down Location East. North. ID#			Approved C JACKSON Approval Date 07/06/23		Approval Date
Datum MGA Z55			In Serv.		Revision
			Scale 1:200	Sheet Size A3	

Certified By: (BLOCK LETTERS)

(SIGNATURE)

(DATE)



SECTION C  
SCALE 1:200  
A0003

NOTE: \* MIN. 1200 CLEAR PATH WIDTH AND 600 ALLOWANCE FOR OVERHANG FROM ADJACENT 90-DEGREE CAR PARKING SPACES

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DEVELOPMENT PLAN SUBMISSION

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
CYP		F	07/06/23	DEVELOPMENT PLAN AMENDMENT - CYP		C EVISTON		C JACKSON
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

METRO GATEWAY

Franchisee / Lessee

**RAIL PROJECTS VICTORIA**

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Project Title RAIL INFRASTRUCTURE ALLIANCE			Project Drawing Number RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0303		Rev F
ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN CROSS SECTIONS - SHEET 3			<div><b>PUBLIC TRANSPORT VICTORIA</b> <b>PT</b></div>		Drawn By C EVISTON
Up Location East. North. ID#			File Name RIA-AEC-SKT-110-910-10-0303 Sheet No. 01 of 01		Ind. Review
Down Location East. North. ID#			Approved C JACKSON Approval Date 07/06/23		Approval Date
Datum MGA Z55			In Serv.		Revision
			Scale 1:200	Sheet Size A3	

Certified By:

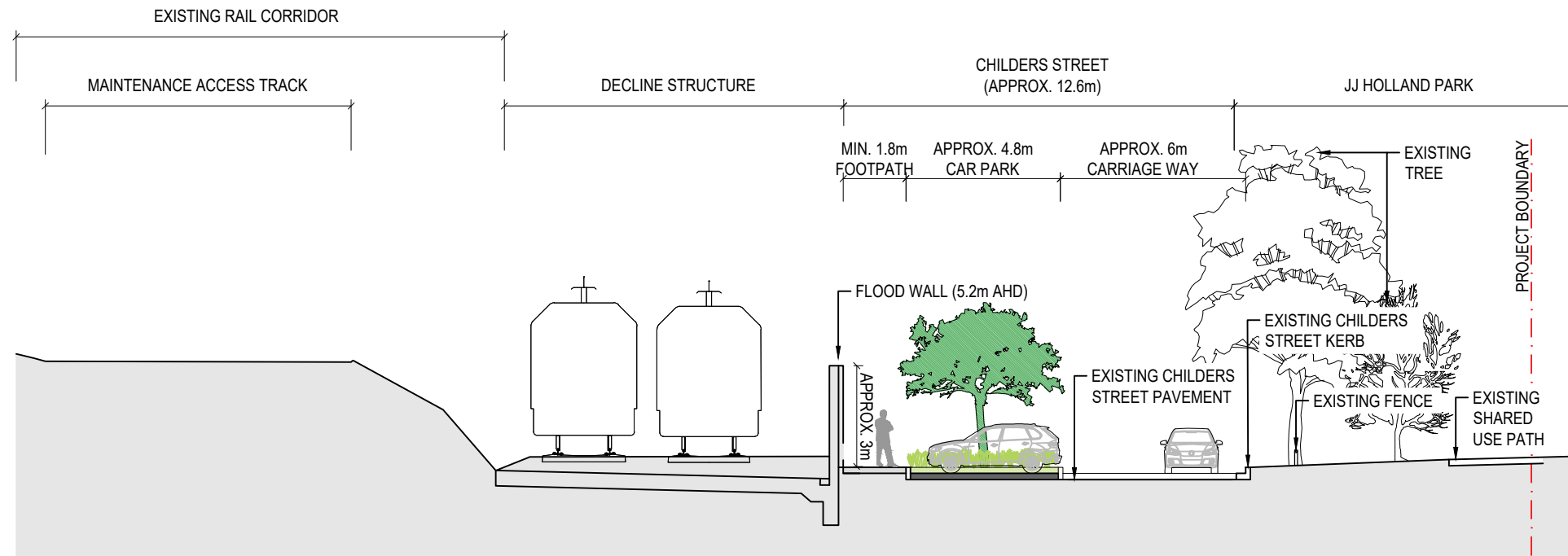
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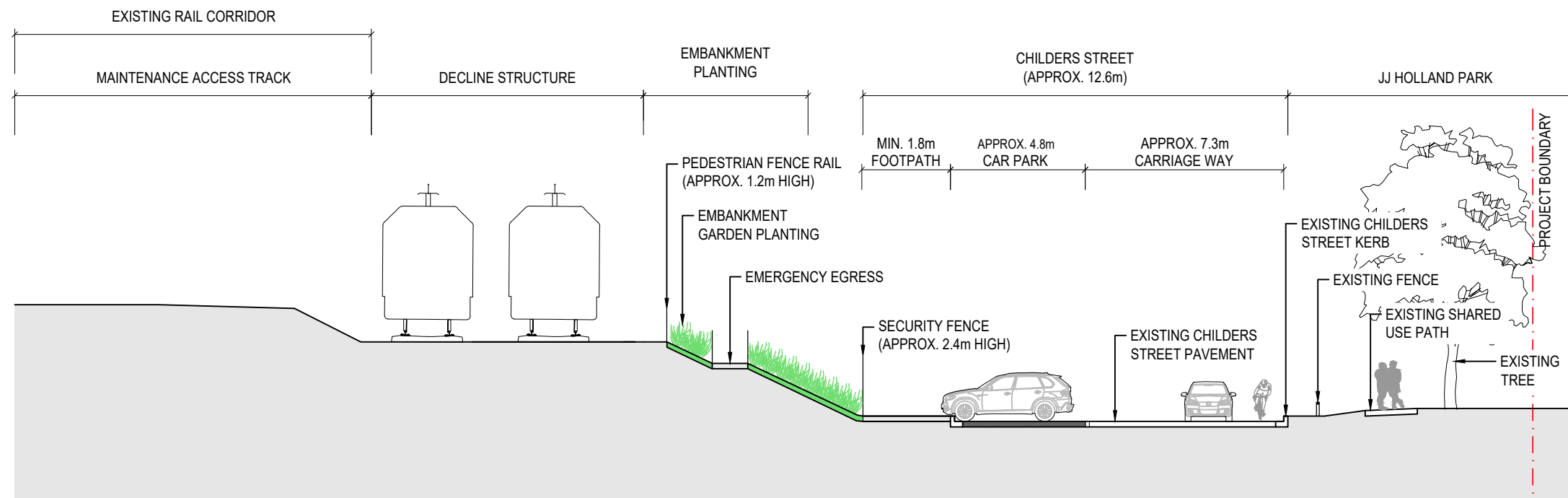
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PLOT DATE: 7/13/2020 2:43:15 PM

06/30/2020 1:32:05 PM



SECTION D  
SCALE 1:200  
A0003



SECTION E  
SCALE 1:200  
A0003

NOTE: \* MIN. 1200 CLEAR PATH WIDTH AND 600 ALLOWANCE FOR OVERHANG FROM ADJACENT 90-DEGREE CAR PARKING SPACES

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Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
CYP		F	07/06/23	DEVELOPMENT PLAN AMENDMENT - CYP				C JACKSON
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

Franchisee / Lessee

**METRO GATEWAY**

**RAIL PROJECTS VICTORIA**

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Project Title <b>RAIL INFRASTRUCTURE ALLIANCE</b>			Project Drawing Number <b>RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0304</b>		Rev <b>F</b>
<b>ARCHITECTURAL</b> <b>SOUTH KENSINGTON</b> <b>WESTERN PORTAL</b> <b>DEVELOPMENT PLAN</b> <b>CROSS SECTIONS - SHEET 4</b>			<b>PUBLIC TRANSPORT VICTORIA PT</b>		Drawn By C EVISTON
Up Location East. North. ID#			Down Location East. North. ID#		Ind. Review
Datum MGA Z55			File Name RIA-AEC-SKT-110-910-10-0304		Approval Date 07/06/23
In Serv.			Sheet No. <b>01 of 01</b>		Revision
Scale 1:200			Sheet Size A3		



Certified By:

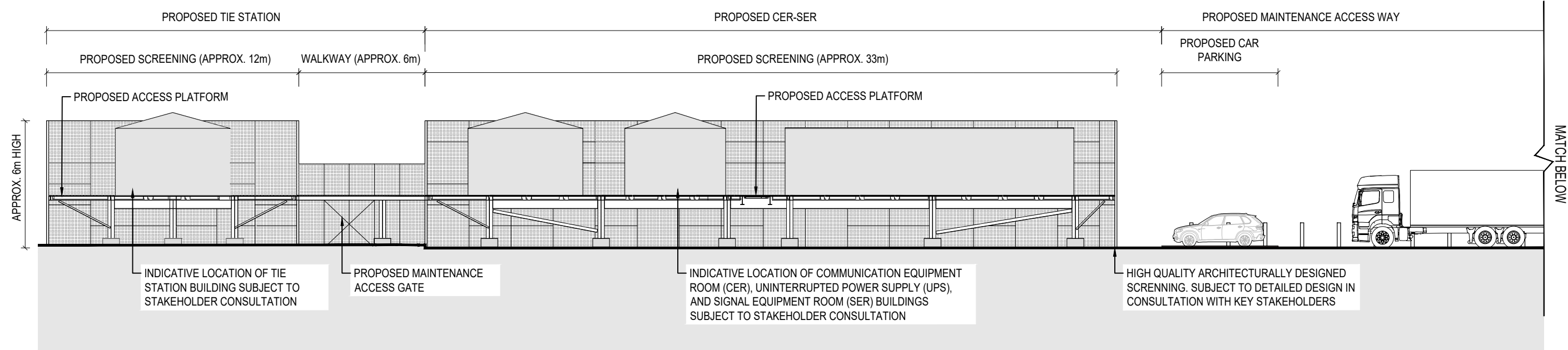
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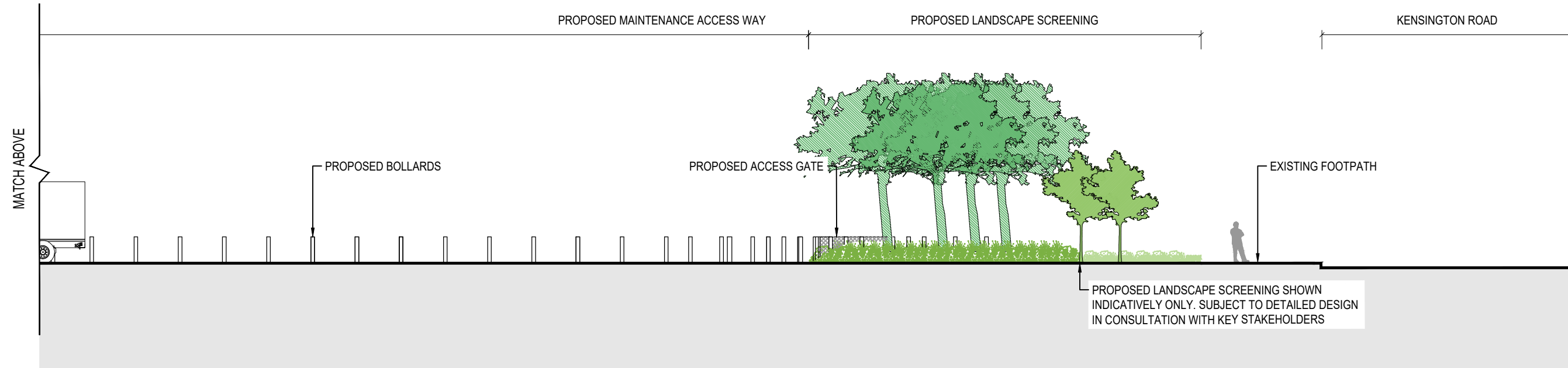
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01/29/2025 2:37:58 PM



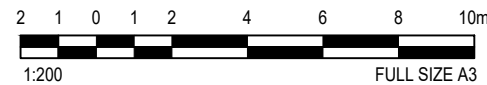
SECTION F  
SCALE 1:200  
A003




SECTION F  
SCALE 1:200  
A003

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Project Title RAIL INFRASTRUCTURE ALLIANCE			Project Drawing Number RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0305				Rev G	
ARCHITECTURAL  WESTERN PORTAL DEVELOPMENT PLAN CROSS SECTIONS - SHEET 5					Drawn By T BLACK		Designed By T BLACK	
					Checked By A ROBERTS		Ind. Review	
			File Name RIA-AEC-SKT-110-910-10-0305		Approved		Approval Date	
			Sheet No. 01 of 01		A BIGORNIA		25/02/2025	
			In Serv.					
Up Location East. North. ID#	Down Location East. North. ID#	Datum MGA Z55	Scale 1:200	Sheet Size A3	Drawing Number			Revision

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		G	25/02/25	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	E WOOD	A ROBERTS		
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		



Certified By:

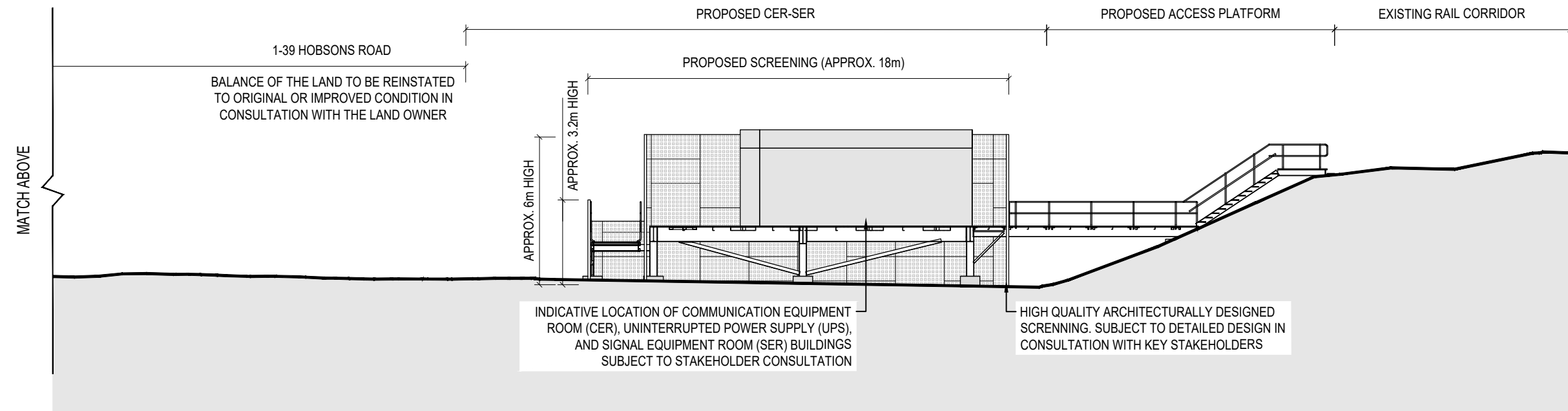
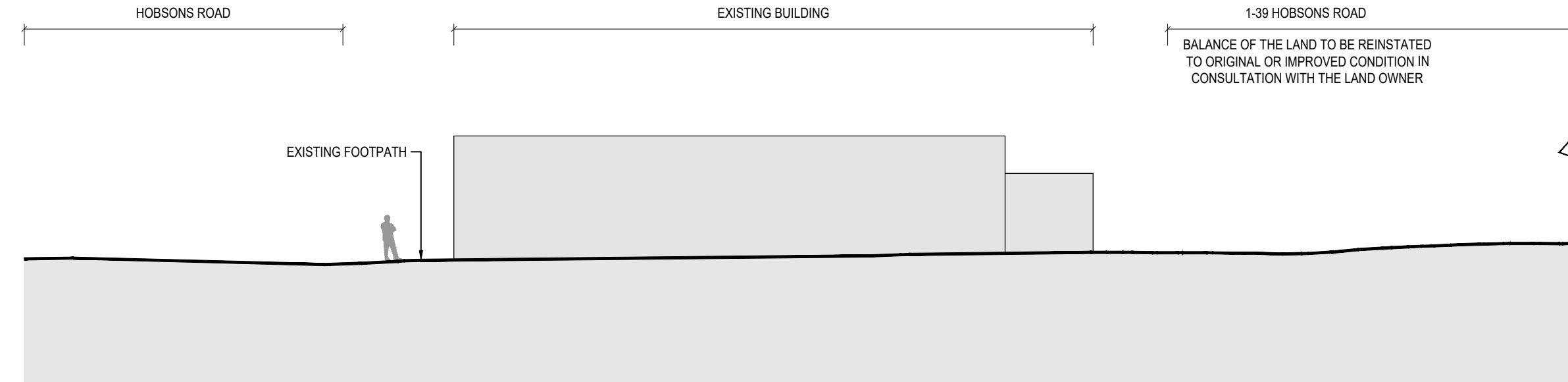
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(DATE)

PLOT DATE: 7/13/2020 2:44:07 PM

06/30/2020 3:08:25 PM



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**DEVELOPMENT PLAN SUBMISSION**

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

Franchisee / Lessee

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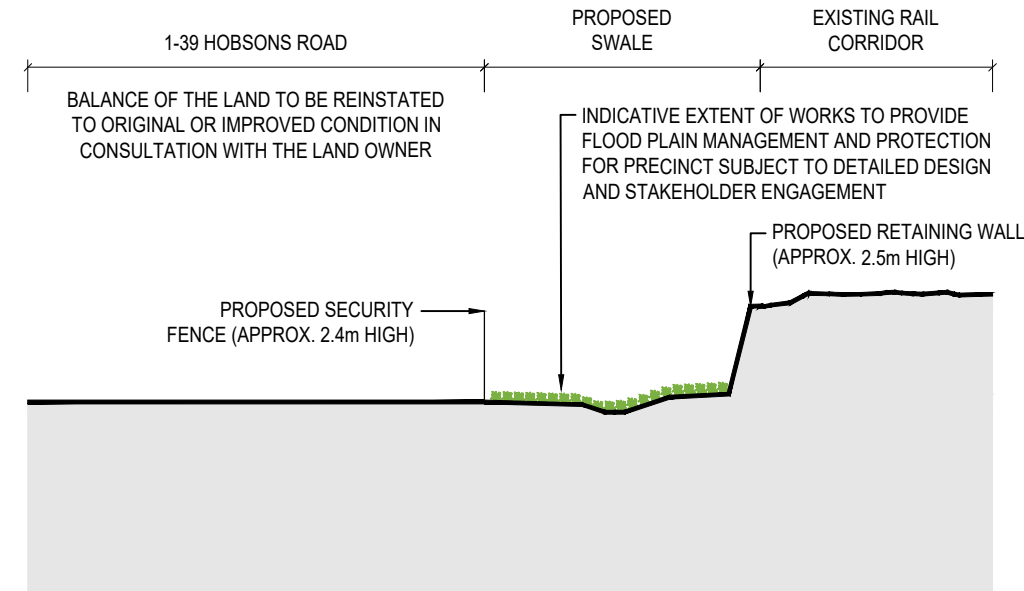
Project Title <b>RAIL INFRASTRUCTURE ALLIANCE</b>			Project Drawing Number <b>RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0306</b>		Rev <b>E</b>
<b>ARCHITECTURAL</b>			<b>PUBLIC TRANSPORT VICTORIA PT</b>		Drawn By T BLACK
<b>WESTERN PORTAL DEVELOPMENT PLAN CROSS SECTIONS - SHEET 6</b>			File Name RIA-AEC-SKT-110-910-10-0306		Designed By T BLACK
Up Location East. North. ID#			Sheet No. <b>01 of 01</b>		Checked By A ROBERTS
Down Location East. North. ID#			In Serv.		Approved K MUNRO
Datum MGA Z55			Scale 1:200 Sheet Size A3		Approval Date 14/07/20
					Drawing Number
					Revision

Certified By:

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(SIGNATURE)

(DATE)

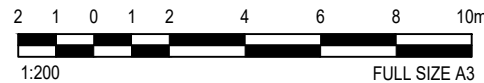


SECTION  
SCALE 1:200

H  
A003

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**DEVELOPMENT PLAN SUBMISSION**

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

METRO

GATEWAY

Franchisee / Lessee

RAIL PROJECTS

VICTORIA

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Project Title RAIL INFRASTRUCTURE ALLIANCE			Project Drawing Number RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0307		Rev E
ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN CROSS SECTIONS - SHEET 7			<div><div><div>PUBLIC TRANSPORT VICTORIA</div><div>PT</div></div><div>File Name RIA-AEC-SKT-110-910-10-0307</div><div>Sheet No. 01 of 01</div></div>		Drawn By T BLACK Designed By T BLACK Checked By A ROBERTS Ind. Review Approved K MUNRO Approval Date 14/07/20
Up Location East. North. ID#	Down Location East. North. ID#	Datum MGA Z55	In Serv.	Scale 1:200	Sheet Size A3

(DATE)

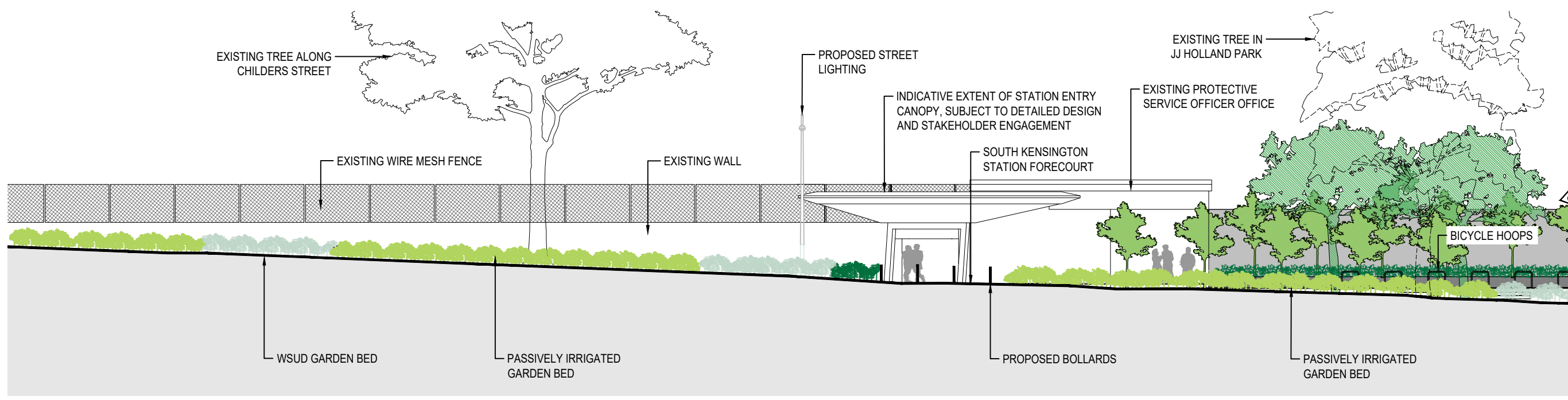
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Certified By:

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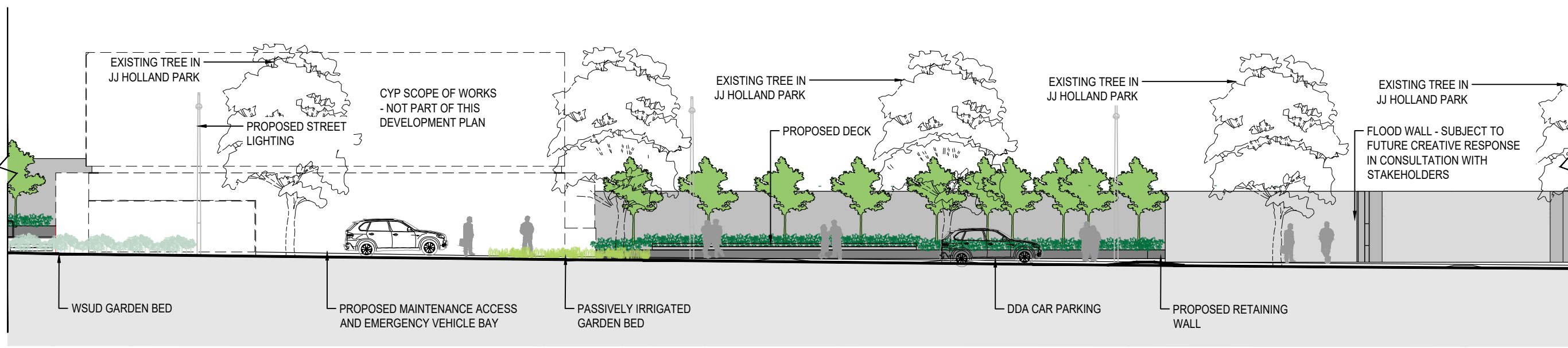
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ELEVATION  
SCALE 1:200

1

A003



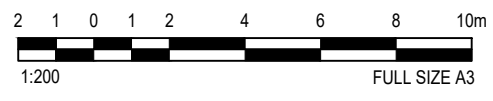
ELEVATION  
SCALE 1:200

1

A003

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**DEVELOPMENT PLAN SUBMISSION**

RIA	E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS				
RIA	D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS				
RIA	C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS				
RIA	B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS				
RIA	A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS				
Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved	

METRO

GATEWAY

Franchisee / Lessee

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VICTORIA

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Project Title RAIL INFRASTRUCTURE ALLIANCE			Project Drawing Number RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0310		Rev E
ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN ELEVATIONS - SHEET 1			<div><div><div>PUBLIC TRANSPORT VICTORIA</div><div>PT</div></div><div>File Name RIA-AEC-SKT-110-910-10-0310</div><div>Sheet No. 01 of 01</div></div>		Drawn By T BLACK
Up Location East. North. ID#			Down Location East. North. ID#		Designed By T BLACK
Datum MGA Z55			In Serv.		Ind. Review
Scale VARIES			Sheet Size A3		Approved K MUNRO
					Approval Date 14/07/20
					Drawing Number
					Revision

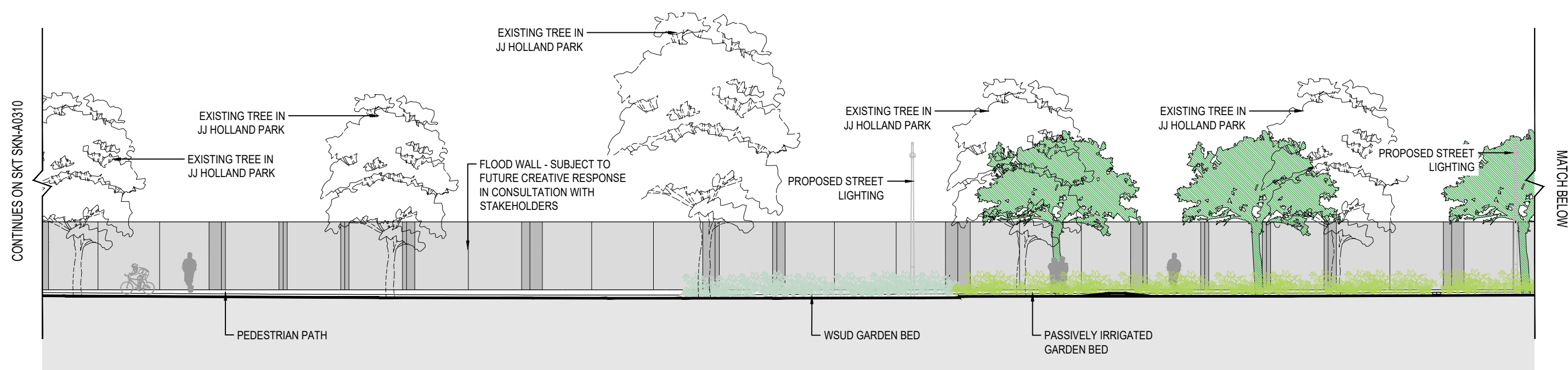


Certified By: (SIGNATURE) (DATE)

(BLOCK LETTERS)

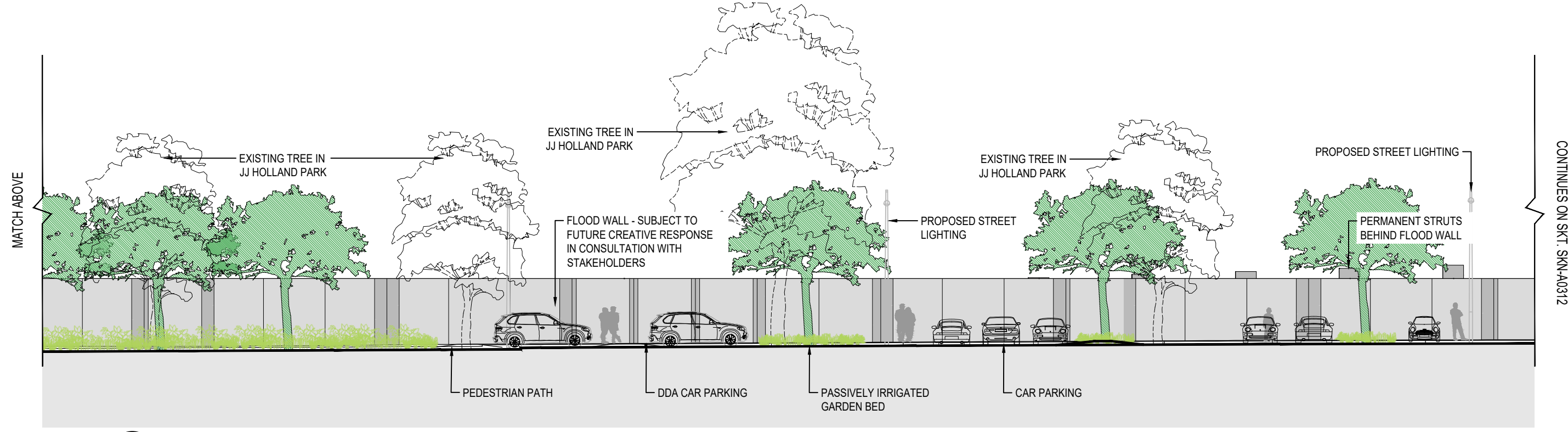
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06/30/2020 1:32:52 PM



ELEVATION  
SCALE 1:200

1  
A003



ELEVATION  
SCALE 1:200

1  
A003

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**FINAL DESIGN**

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

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Project Title RAIL INFRASTRUCTURE ALLIANCE			Project Drawing Number RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0311		Rev E
ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN ELEVATIONS - SHEET 2					Drawn By T BLACK
Up Location East. North. ID#			File Name RIA-AEC-SKT-110-910-10-0311		Checked By A ROBERTS
Down Location East. North. ID#			Sheet No. 01 of 01		Approved K MUNRO
Datum MGA Z55			In Serv.		Approval Date 14/07/20
Scale 1:200			Sheet Size A3		Drawing Number
					Revision

(DATE)

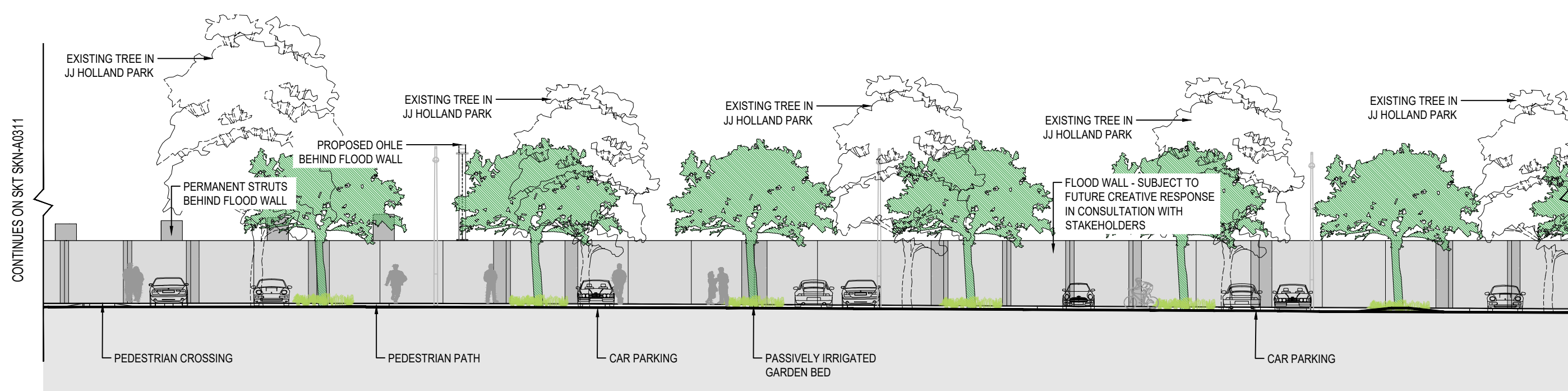
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Certified By:

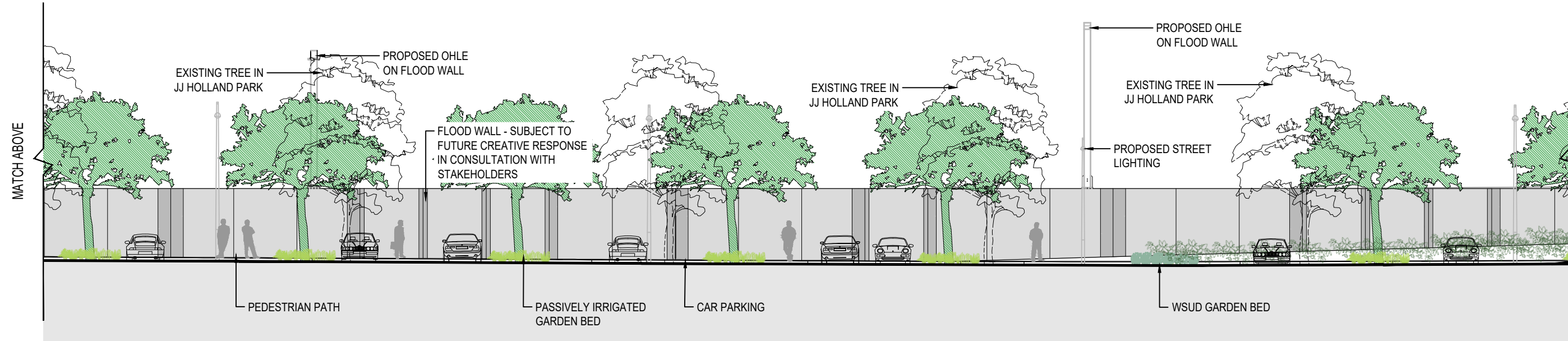
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ELEVATION  
SCALE 1:200

1  
A003



ELEVATION  
SCALE 1:200

1  
A003

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**DEVELOPMENT PLAN SUBMISSION**

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

METRO

GATEWAY

Franchisee / Lessee

**RAIL PROJECTS**  
VICTORIA

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Project Title RAIL INFRASTRUCTURE ALLIANCE			Project Drawing Number RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0312		Rev E
ARCHITECTURAL SOUTH KENSINGTON WESTERN PORTAL DEVELOPMENT PLAN ELEVATIONS - SHEET 3			<b>PUBLIC TRANSPORT VICTORIA</b> <b>PT</b>		Drawn By T BLACK
Up Location East. North. ID#			File Name RIA-AEC-SKT-110-910-10-0312		Checked By A ROBERTS
Down Location East. North. ID#			Sheet No. 01 of 01		Approved K MUNRO
Datum MGA Z55			In Serv.		Approval Date 14/07/20
Scale 1:200			Sheet Size A3		Drawing Number
					Revision



Certified By:

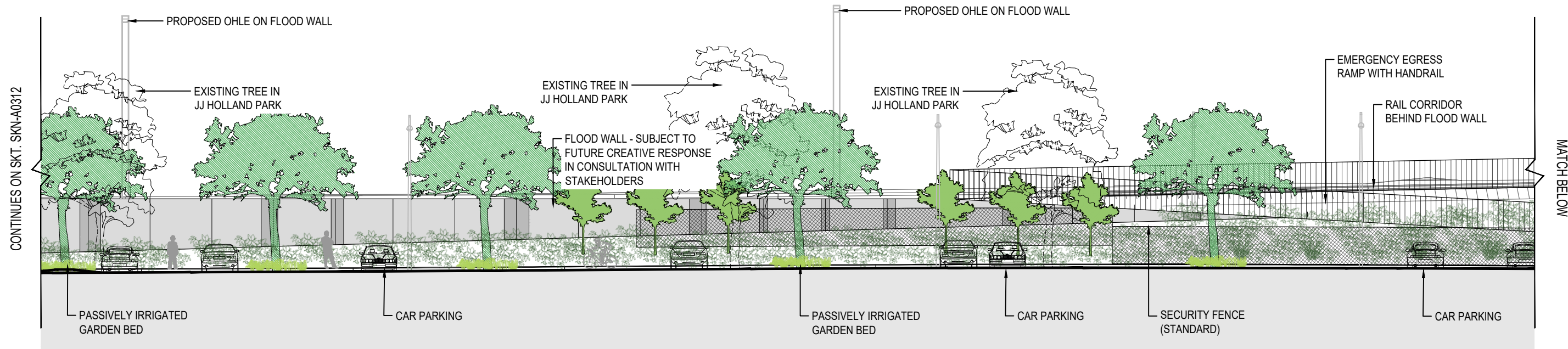
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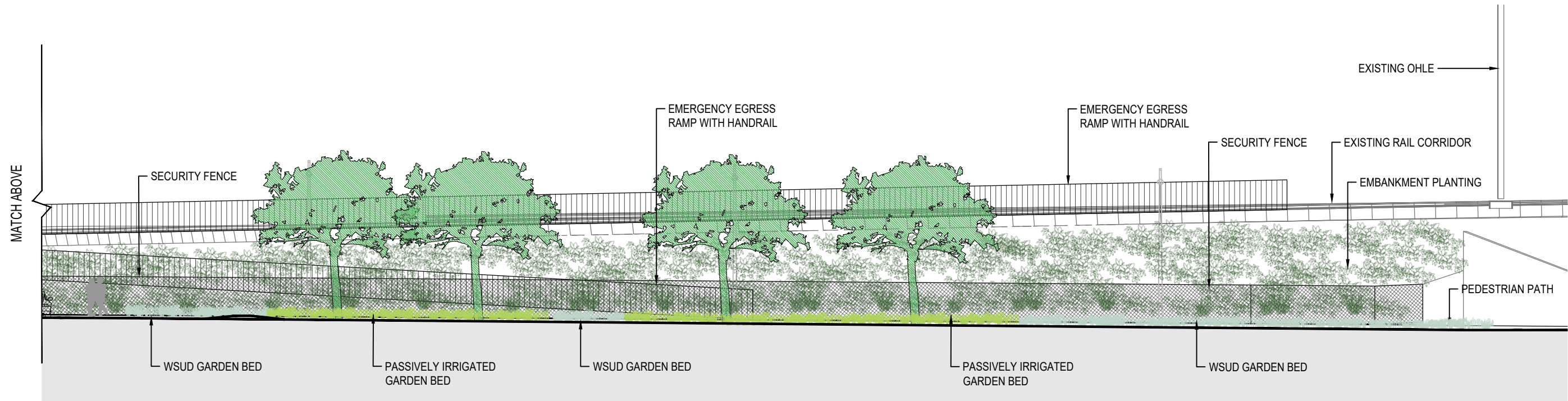
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06/30/2020 1:33:06 PM



ELEVATION  
SCALE 1:200

1  
A003



ELEVATION  
SCALE 1:200

1  
A003

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2 1 0 1 2 4 6 8 10m  
1:200 FULL SIZE A3

**DEVELOPMENT PLAN SUBMISSION**

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

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Project Title <b>RAIL INFRASTRUCTURE ALLIANCE</b>			Project Drawing Number <b>RIA-MGA-WPZ-ZWD-SKT-AUD-SKN-A0313</b>		Rev <b>E</b>
<b>ARCHITECTURAL</b> <b>SOUTH KENSINGTON</b> <b>WESTERN PORTAL</b> <b>DEVELOPMENT PLAN</b> <b>ELEVATIONS - SHEET 4</b>			<b>PUBLIC TRANSPORT VICTORIA PT</b>		Drawn By T BLACK
Up Location East. North. ID#			File Name RIA-AEC-SKT-110-910-10-SKN-0313		Designed By T BLACK
Down Location East. North. ID#			Sheet No. <b>01 of 01</b>		Checked By A ROBERTS
Datum MGA Z55			In Serv.		Approved K MUNRO
Scale 1:200			Sheet Size A3		Approval Date 14/07/20
					Drawing Number
					Revision



(DATE)

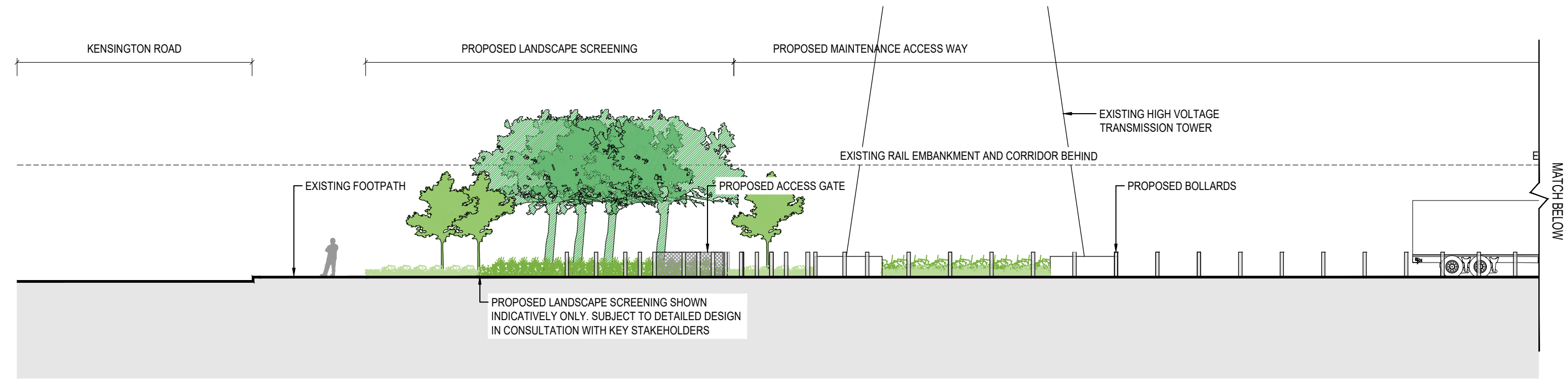
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Certified By:

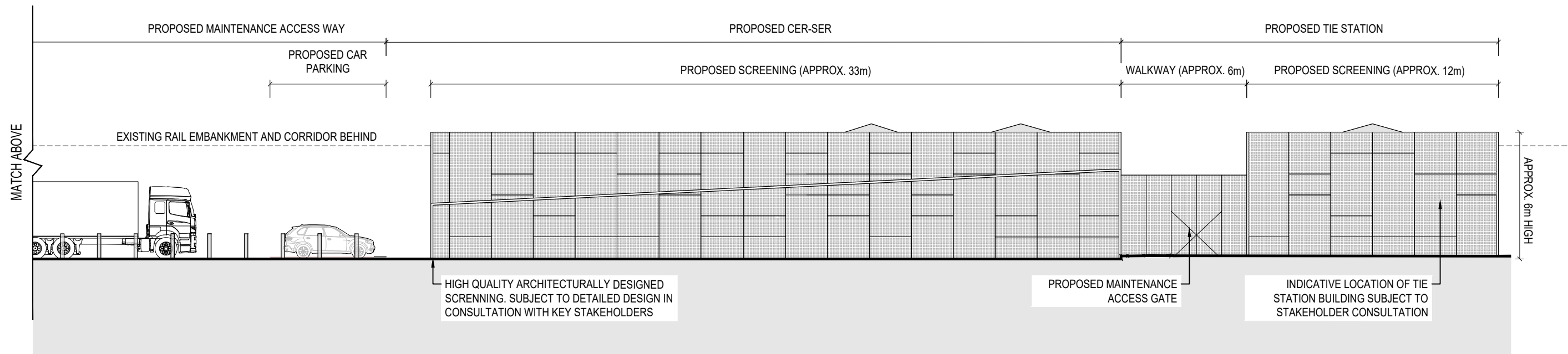
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01/29/2025 3:02:06 PM



ELEVATION  
SCALE 1:200

2  
A003



ELEVATION  
SCALE 1:200

2  
A003

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**DEVELOPMENT PLAN SUBMISSION**

METRO GATEWAY

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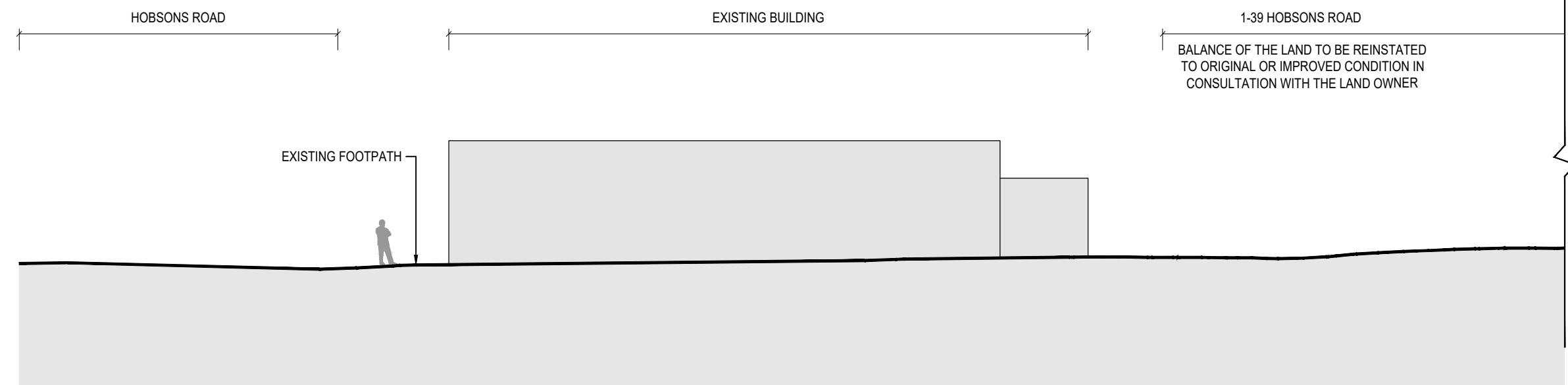
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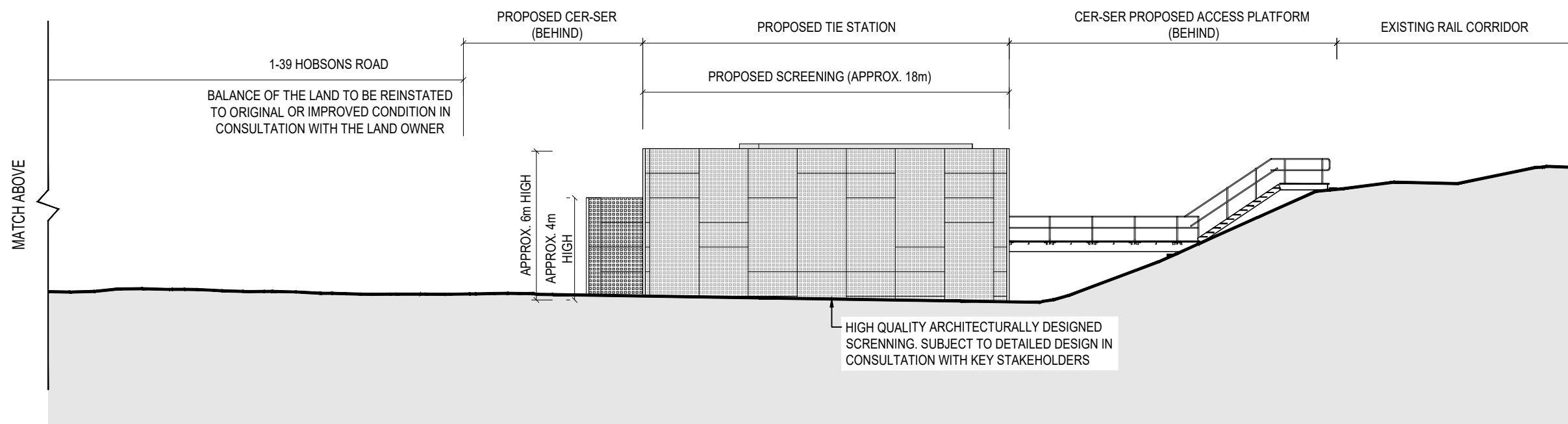
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RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

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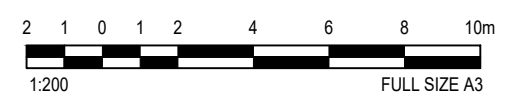
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**DEVELOPMENT PLAN SUBMISSION**

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
RIA		G	25/02/25	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	E WOOD	A ROBERTS		
RIA		E	14/07/20	DEVELOPMENT PLAN AMENDMENT FINAL ISSUE	T BLACK	A ROBERTS		
RIA		D	04/05/20	DRAFT AMENDMENT FOR CONSULTATION	T BLACK	A ROBERTS		
RIA		C	16/08/19	DEVELOPMENT PLAN AMENDMENT	T BLACK	A ROBERTS		
RIA		B	17/04/19	FINAL ISSUE FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		
RIA		A	22/03/19	ISSUED FOR DEVELOPMENT PLAN	T BLACK	A ROBERTS		

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					Designed By T BLACK
Up Location East. North. ID#			File Name RIA-AEC-SKT-110-910-10-SKN-0315 Sheet No. 01 of 01		Checked By A ROBERTS
					Ind. Review
Down Location East. North. ID#			Approved K MUNRO		Approval Date 25/02/2025
Datum MGA Z55			In Serv.		Drawing Number
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## APPENDIX C: WESTERN PORTAL URBAN DESIGN STRATEGY DESIGN RESPONSE

Table 8 Western Portal Urban Design Strategy Objectives

Section	Clause	Design Guideline	Development Plan Response
3.1	<b>Make New and Improved Connections</b>		
	3.1.c.1	<p>Station precinct environments must support safe and predictable movements that are prioritised along the following transport hierarchy:</p> <ul style="list-style-type: none"> <li>• active transport - pedestrian and cycling, including people entering the station as well as passing the station entrances</li> <li>• sustainable transport - train, tram, bus and coach</li> <li>• emergency and short-term vehicles — emergency vehicles, service vehicles, commercial / private transport, taxi ranks, kiss-and-ride</li> <li>• private transport — disabled-access car parking, staff and maintenance car parking, park and ride car parking.</li> </ul>	<p>The design of the Western Portal satisfies Clause 3.1.c.1 which seeks to support safe and predictable movement around stations. Specifically, works associated with the Station Forecourt:</p> <ul style="list-style-type: none"> <li>• Provide a sense of greater safety around the station entrance through the creation a place where people can meet, wait or use as passive open spaces.</li> <li>• Create logical, stronger and safer connections between the station and key pedestrian and cycling routes along Childers Street and through JJ Holland Park through location, design, streetscaping and materials that clearly prioritise pedestrians and cyclists.</li> </ul>

Section	Clause	Design Guideline	Development Plan Response
	3.1.c.2	<p>Provide for integration of all transport modes in line with the modal hierarchy above:</p> <ul style="list-style-type: none"> <li>• Locate, orient and design station entries to connect via public routes into the wider pedestrian network.</li> <li>• Ensure clear visual and physical connections to nearby bus, tram and taxi stops and kiss-and-ride facilities.</li> <li>• 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 Domain Stations.</li> </ul>	<p>The Western Portal satisfies Clause 3.1.c.2 by improving the integration of all relevant transport modes near South Kensington station. This is achieved by:</p> <ul style="list-style-type: none"> <li>• Enhancing pedestrian connections between the station and the broader area through the creation of a Station Forecourt that prioritises pedestrians.</li> <li>• Retaining pedestrian links along Childers Street that connect with existing bus routes along Kensington Road.</li> <li>• Maximising bicycle parking facilities within the Station Forecourt.</li> <li>• Incorporating traffic calming measures along Childers Street in front of the station entrance and the pavement surface of the Station Forecourt</li> <li>• Softening the bend of Childers Street at the station entrance to emphasize the area as a pedestrian prioritised space and to discourage vehicle speed</li> </ul> <p>The final design resolution of the pedestrian prioritised space (and exact road alignment outside the station entrance) will be subject to detailed design and further consultation with Council, and will include the consideration of formal pedestrian crossings to further emphasize the prioritisation of users in this area.</p>
	3.1.c.3	<p>Minimise conflicts between transport modes and intersecting routes of travel:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Define pathways and promote awareness of crossing transport modes, e.g. using changes in surface treatments and other visual cues.</li> <li>• Ensure that above-ground station infrastructure does not create unnecessary barriers or obstructions to pedestrian or cycle flows in the streets.</li> <li>• Integrate balustrades and other required barriers and safety devices into the overall precinct design.</li> </ul>	<p>The design response satisfies Clause 3.1.c.3. The transition from South Kensington station to Childers Street prioritises pedestrians and contains shade, shelter and amenities for the commuters and the community. This is expected to minimise conflicts between intersecting routes as people exit South Kensington station and use the public space south of Childers Street.</p> <p>Further, design treatments and approaches along Childers Street provide a more coherent approach to the management of the various vehicular (recreational, commuter and commercial), pedestrian and cyclists users of this space.</p> <p>Materials within the Station Forecourt and along Childers Street will also help to promote pedestrian prioritisation and safety devices such as balustrades and bollards will be integrated into the overall design of the precinct.</p> <p>Pedestrian access and material and finishes of the Western Portal are also addressed in Section 5.4.2 and 5.4.8 and Appendices A and B of this Plan.</p>

Section	Clause	Design Guideline	Development Plan Response
	3.1.c.4	<p>Support ease of wayfinding:</p> <ul style="list-style-type: none"> <li>• Create well-structured paths and clear sightlines so that wayfinding is intuitive and reliance on directional signage is minimised.</li> <li>• Orient station 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</li> <li>• Design stations to capitalise on view lines to existing local landmarks and spaces that will assist with orientation.</li> <li>• Create new visual markers and treatments that will assist with orientation and recognition of specific locations.</li> <li>• Provide clear, consistent and easy-to-follow directional signage, responding to the particular local requirements and nearby destinations.</li> <li>• Establish appropriate links between directional signage provided as part of Metro Tunnel and directional signage used in surrounding precincts.</li> </ul>	<p>Council has already undertaken a significant amount of wayfinding throughout the precinct to assist pedestrians, cyclists and users of JJ Holland Park.</p> <p>In accordance with Clause 3.1.c.4, the proposed design response enhances the existing wayfinding elements in the area through the creation of an identifiable and visible Station Forecourt precinct at the entrance of South Kensington station, by enhanced and logical / visible connections with JJ Holland Park and by including signage that will be complementary to and consistent with existing signage in the area.</p> <p>Materials, finishes and any new wayfinding signage will be consistent with the approach taken by Council and consistent with existing signage in the precinct.</p>

Section	Clause	Design Guideline	Development Plan Response
	<b>3.1.c.5</b>	<p>Create and improve strategic walking and cycling routes that connect the stations into surrounding areas:</p> <ul style="list-style-type: none"> <li>• Create opportunities for public pedestrian links through non-ticketed areas of station buildings to provide safe crossings of major streets.</li> <li>• Create convenient and safe alignments of footpaths and walking routes that facilitate access to the stations and to other destinations in the precinct.</li> <li>• Consider the needs of future growth, long-term development patterns, and changes to demand.</li> <li>• 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.</li> <li>• 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.</li> <li>• Provide bike paths, shared paths and on-street bike lanes, with widths and treatments that maximise safety and allow for future growth in demand.</li> </ul>	<p>The design response for the Station Forecourt and Childers Street improves the integration of key walking and cycling routes near South Kensington station by:</p> <ul style="list-style-type: none"> <li>• Enhancing pedestrian connections between the station and the broader area through the creation of a Station Forecourt and other treatments, including road crossings, that prioritise pedestrians.</li> <li>• Retaining pedestrian links along Childers Street that connect with existing bus routes along Kensington Road.</li> <li>• Creating well-designed pedestrian prioritised space to minimise conflicts between pedestrians, cyclists and vehicles.</li> <li>• Reinstate Childers Street to ensure that shared-lane marking is on the Street to indicate that it is meant to be shared by bicycles and cars and maximise bicycle parking facilities within the Station Forecourt.</li> <li>• Maintaining the continuity of pedestrian and cyclist access throughout the precinct and the opportunity to connect to future corridor.</li> <li>• Ensuring that all works throughout the precinct provide path widths and designs that are universally accessible.</li> <li>• Providing new pedestrian and station user space and amenity for existing and likely future users.</li> <li>• Infrastructure, including the CER/SER building and the tie station, is sited adjacent to the railway corridor to minimise the extent of the Project footprint at 1-3 and 5-39 Hobsons Road and ensures that the design does not preclude the potential for a future connection to the Maribyrnong River</li> </ul>
	<b>3.1.c.6</b>	<p>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.</p>	<p>The proposed design provides for universally accessible paved spaces at the station entrance and through to the Precinct's pedestrian network. This is achieved by ensuring paved spaces provide required gradients and include kerb ramps and tactile paving at safe crossing points. The design response also ensures continuous connection between DDA compliant car parking and key destinations, including the station and community building at JJ Holland Park. Universal access is maintained throughout the extent of works within the Development Plan area and is also presented in Section 5.4.2 and Section 5.4.3 of this Plan and shown in Appendices A and B.</p>



Section	Clause	Design Guideline	Development Plan Response
	<b>3.1.c.7</b>	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.	<p>Childers Street will be reinstated as a two-way carriageway as part of the proposed works capable of managing recreational, commuter, commercial and emergency service traffic demands. It will include a variety of traffic calming measures, enhancement of the shared car and cyclist zone, additional pedestrian crossings and shared pedestrian and vehicle areas.</p> <p>Maintenance access to 1-3 Hobsons Road will also be provided in order to provide access to the transmission tower, CER/SER building and the tie station at the site.</p>
	<b>3.1.c.8</b>	Provide for vehicle parking, as appropriate, with consideration of locations and arrangements, management systems (ticket machines etc.) and motorcycle parking.	<p>In accordance with EPR T7, vehicle parking along Childers Street (between Kensington Road and Ormond Street) will be reinstated along the southern side of Childers Street for users of JJ Holland Park and rail commuters during the week. The minimum number of car spaces provided is 87 (including four DDA compliant car parks).</p> <p>The realignment of Childers Street between Ormond and Tennyson Streets has allowed for the creation of open space and ensures the provision of improved and safe pedestrian, cyclist and vehicular connections through the precinct.</p> <p>Although the installation of a maintenance access point to the rail corridor will result in a further minor reduction to car parking in this location, a minimum of five car parking spaces to the east of South Kensington Station will be reinstated as part of the works.</p> <p>In addition, there will be a 12.5 metre bay for maintenance access and emergency egress vehicles. The reduction in car parking reflects the need to provide a greater diversity of car parking type (i.e. DDA car spaces are larger) and the balancing of improved landscaping, open space, WSUD opportunities, access and parking arrangements. This change also allows for additional DDA compliant wheelchair passing areas along the footpath south of Childers Street. Parking will continue to be managed by Council.</p> <p>As part of the 2025 Amendment to the Western Portal Development Plan, the relocation of a vehicle crossover and line marking that allows for a maintenance access point, as noted above, does not result in any additional loss of car parking along Childers Street.</p> <p>Vehicular car parking is also presented in Section 5.4.2 of this Plan and shown in Appendices A and B.</p>

Section	Clause	Design Guideline	Development Plan Response
3.2	<b>Making Great Public Places</b>		
	3.2.c.1	<p>Ensure that all aspects of the design are of a high quality in concept, resolution and execution. Designs must be:</p> <ul style="list-style-type: none"> <li>• fit for purpose</li> <li>• responsive to all users' needs</li> <li>• responsive to the site and associated cultural values</li> <li>• sustainable.</li> </ul>	<p>The proposed design creates a high quality public environment which is fit for purpose, responsive to site and user needs and sustainable through:</p> <ul style="list-style-type: none"> <li>• Creation of a more generous station entrance which includes high quality pavement and canopy, as well as soft landscape, bicycle hoops and seating opportunities.</li> <li>• Creating additional passive recreation space through the Station Forecourt/Ormond Street public space and strengthening the landscape character through the use of feature and multi-storey planting in garden beds in the station entrance precinct that tie into the landscape character of the area.</li> <li>• Reinstatement of Childers Street with traffic calming measures to ensure that it prioritises pedestrians and cyclists, particularly at the station entrance; and provides for continuous street tree planting, including sections of substantially vegetated street frontage.</li> <li>• Providing a high quality park edge through a creative response to be attached to the proposed flood wall that reflects the characteristics and heritage of JJ Holland Park along the length of the park's zones. Landscaped 'islands' evenly spaced amongst car parking on the south side of Childers Street have been provided in order to assist in reducing the visual presence of the flood wall and urban heat capture within the Precinct. These will also allow rainwater infiltration, passive irrigation, rainwater collection and treatment.</li> <li>• The use of bollards and landscaping at 1-3 Hobsons Road in lieu of security fencing will provide an improved public realm at the site.</li> <li>• An architectural treatment is incorporated into the design of the CER/SER buildings and the tie station to provide security and ensure that the built form is consistent with other elements of the surrounding precinct, recognising the public interface that the building will have.</li> <li>• Incorporating floodplain management works into the rail corridor and 1-3 Hobsons Road and providing high-quality fencing will enhance the interface with the property at 1-3 Hobsons Road.</li> <li>• Information regarding the public realm design concept for the Western Portal is also presented in Section 5.4.1, 5.4.2 and 5.4.5 of this Plan and Appendix A and B.</li> </ul>

Section	Clause	Design Guideline	Development Plan Response
	<b>3.2.c.2</b>	<p>Design spaces to be activated by public use:</p> <ul style="list-style-type: none"> <li>• Provide seating and other infrastructure to encourage people to inhabit the space.</li> <li>• Support the programming of spaces for a range of event scales and types.</li> <li>• Accommodate opportunities for street trading activities as consistent with local authority policies and guidelines.</li> <li>• Locate, design and manage activities in underground stations, including business opportunities, to contribute to activation of the wider precinct.</li> <li>• Support appropriate uses of public streets and spaces to support social and recreational needs of the precinct.</li> </ul>	<p>The design response activates public use principally through the creation of a Station Forecourt at South Kensington station that better connects JJ Holland Park and Ormond Street to the station entrance.</p> <p>The design of the Station Forecourt/Ormond Street public space and the broader precinct includes seating and infrastructure that will encourage people to use the space and as a commuter, enhancing the safety of the area.</p> <p>The public realm design concept for the Western Portal is also presented in Section 5.4.1, 5.4.2 and 5.4.5 of this Plan and Appendix A and B.</p>
	<b>3.2.c.3</b>	<p>Provide safe environments that promote safe behaviour and the feeling of safety:</p> <ul style="list-style-type: none"> <li>• Design spaces with consideration of Crime Prevention Through Environmental Design principles.</li> <li>• Support complementary mixes of activities, activation and passive surveillance that contribute to other users' interest and safety.</li> <li>• Maximise visual connectivity between spaces to enable passive surveillance, and arrange uses to maximise passive surveillance.</li> <li>• 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.</li> </ul>	<p>The design response satisfies Clause 3.2.c.3 by including:</p> <ul style="list-style-type: none"> <li>• Natural and passive surveillance that discourages potential offenders and intruders, including more coherent spaces and the new Station Forecourt that seeks to connect with key view lines through JJ Holland Park and provides new areas for people to engage in normal behaviour and observe those around them.</li> <li>• Lighting is proposed which increases natural surveillance and to discourage would-be offenders and improve safety.</li> <li>• The inclusion of seating and landscaped elements that will encourage people to use the Station Forecourt/Ormond Street public space and as a commuter, enhancing the safety of the area.</li> <li>• Bollards in lieu of security fencing to provide an improved public realm</li> <li>• Landscaping and altered layout at the intersection of Kensington Road and Hobsons Road will provide improved sight-lines at that corner.</li> <li>• Crime prevention through environmental design is also presented in Section 5.4.4 of this Plan.</li> </ul>

Section	Clause	Design Guideline	Development Plan Response
	3.2.c.4	<p>Respect heritage and respond to local cultural and indigenous heritage issues:</p> <ul style="list-style-type: none"> <li>• Retain and protect significant heritage elements including spaces, views, vegetation, natural and designed landforms, and built fabric.</li> <li>• Design new works to complement heritage elements.</li> <li>• Integrate interpretative elements into designs to reflect local cultural and indigenous heritage where appropriate.</li> </ul>	<p>The proposed design response respects the local heritage of JJ Holland Park and the wider area, through the proposed design of the flood wall. The creative response to be attached to the flood wall will create visual interest, break up the visual bulk of the surface and remove flat surfaces that are susceptible to graffiti. The creative response will be repeated in a pattern across the flood wall. The flood wall location has been determined based on functional and size requirements to operate the trains, space requirements to accommodate drainage and MTM network requirements.</p> <p>The CER/SER buildings and the tie station are located adjacent to the railway corridor to minimise the impact to the heritage elements at 1-3 and 5-39 Hobsons Road, and are architecturally treated to ensure that the built form integrates with other infrastructure elements in the area. This minimises the footprint at 1-39 Hobsons Road and the balance of land will be returned to a suitable condition at the end of the Project.</p> <p>The demolition of buildings at 5-39 Hobsons Road was required in accordance with recommendations outlined in structural and heritage reports commissioned by the Project, in order to ensure the ongoing safety of the site and the public. Whilst the demolition of these buildings results in a loss of heritage values, the structural issues and Melbourne Planning Scheme provisions (which anticipates future development impacting on the heritage values of this site) make the demolition acceptable in this instance.</p> <p>The retained buildings F and H to the Hobsons Road frontage have been protected from further deterioration with roof repairs and replacement works undertaken and removal of the non-original brick infill sections of the entry walls. These works enable the long-term conservation of the remaining heritage buildings and ensures a continued reference to the former industrial use heritage values to Hobsons Road streetscape.</p> <p>Prior to demolition, archival photographic recordings of the buildings were undertaken in accordance with Heritage Victoria's specification to record buildings of heritage significance. The photographic record is accompanied by a written history of the site and its operation as a Glue Works which is included as part of heritage interpretation strategy for the site. Recording the site and the interpretation strategy acknowledges and respect the history and heritage values of the place.</p>

Section	Clause	Design Guideline	Development Plan Response
	3.2.c.5	<p>Make provision for stormwater drainage and management:</p> <ul style="list-style-type: none"> <li>• Incorporate pollution control measures to protect water quality.</li> <li>• Integrate the provision of pits, covers and grates and discharges into drains with other aspects of the design.</li> <li>• Incorporate stormwater capture and reuse as appropriate.</li> <li>• Incorporate drainage swales, bio-filtration beds and soil drainage as appropriate.</li> <li>• Respond to existing and future local flood levels and overland flow paths.</li> </ul>	<p>The high tide mark of the Maribyrnong River is a constraint to drainage along Childers Street as it raises the water table and reduces the ground's capacity to absorb rainwater. The design response satisfies Clause 3.2.c.5 by integrating the following WSUD initiatives:</p> <ul style="list-style-type: none"> <li>• Including approximately 100m<sup>3</sup> of storage for stormwater detention (size to be confirmed) under the 90 degree parking along Childers Street.</li> <li>• Integration of pits, covers and grates and discharges to drains that seek to protect water quality.</li> <li>• The use of rain gardens (bio-retention systems) along Childers Street to maximise the amount of stormwater that is collected, used and treated, within the Development Plan area and the broader precinct.</li> <li>• Use of permeable surfaces within the Station Forecourt/Ormond Street public space wherever possible to enhance rainwater infiltration and passive irrigation.</li> <li>• The addition of a soil nail wall and swale for floodplain management and protection works. This contributes to the total required flood storage capacity of approximately 2,100m<sup>3</sup>.</li> </ul> <p>In addition, the design will also not preclude the potential future installation of a water detention tank beneath the Ormond Street public space.</p> <p>Stormwater drainage and management for the Western Portal is presented in Section 5.5.1 and Appendix D of this Plan.</p>



Section	Clause	Design Guideline	Development Plan Response
	3.2.c.6	Select and design paving and surface finishes to be fit for purpose, durable, sustainable and easy to maintain, and to enhance the character and use of the space.	<p>The design response uses paving and surface finishes that will enhance the public realm and are durable, sustainable and fit for purpose. This includes:</p> <ul style="list-style-type: none"> <li>• An extension of use of surrounding pavement materials into the Precinct, including asphalt pavement for roadways and footpaths, and parts of the Station Forecourt/Ormond Street public space.</li> <li>• High quality, stone pavement areas at the station entrance and Station Forecourt, as a focal point for orientation and local identity.</li> <li>• Appropriate surface finishes within 1-3 and 5-39 Hobsons Road site to reflect its potential for future redevelopment.</li> <li>• A swale within the railway corridor to assist with floodplain management. This floodplain management solution will be designed in consultation with the City of Melbourne and Melbourne Water.</li> </ul> <p>Materials and finishes for the Western Portal are also presented in Section 5.4.8 of this Plan.</p>
	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.	<p>The design response integrates street furniture, including bench seating into the overall design of Childers Street and the Station Forecourt. Typically, low height retaining walls that define garden beds have been used as seating opportunities at the Station Forecourt/Ormond Street public space as the natural location of where people would pause, wait to meet or get picked up. This also aligns with the existing approach to garden beds at the Bill Vanina Pavilion in JJ Holland Park.</p>

Section	Clause	Design Guideline	Development Plan Response
	<b>3.2.c.8</b>	<p>Provide lighting for amenity, wayfinding, visual comfort, road safety and personal security:</p> <ul style="list-style-type: none"> <li>• Provide a high quality of illumination with respect to supporting people's perception at night, including minimisation of glare and the use of white light to improve colour rendition and people's ability to recognise detail.</li> <li>• Contribute positively to and integrate with the character of the area.</li> <li>• Incorporate feature lighting as appropriate to express the hierarchy and functionality of spaces.</li> <li>• Minimise light spill to adjacent sensitive land uses.</li> <li>• Use responsible management systems, efficient technology and other forms of best practice energy conservation.</li> <li>• Reinstate existing CCTV infrastructure where affected by the project.</li> </ul>	<p>The proposed lighting design for the Western Portal enhances lighting for amenity, wayfinding, visual comfort, safety and personal security. New street lighting and public realm lighting will be provided along Childers Street and within the Station Forecourt. The design response provides a high quality of illumination that will positively integrate into the character of the area and minimise light spill to adjacent sensitive land uses.</p>
	<b>3.2.c.9</b>	<p>Provide access to public amenities including public toilets.</p>	<p>Existing public amenities in and around the Development Plan area include:</p> <ul style="list-style-type: none"> <li>• Car parking</li> <li>• JJ Holland Park</li> <li>• Childers Street as a street shared by bicycles and vehicles</li> <li>• The existing paths along the northern and southern sides of Childers Street which accommodate for pedestrians.</li> </ul> <p>The reinstatement of Childers Street, its car parking and pathways will occur as part of the works. No additional amenities are proposed as part of the scope and extent of the works.</p>
	<b>3.2.c.10</b>	<p>Provide access to public transport facilities including passenger shelters, other forms of weather protection, ticket sales and validation machines, etc.</p>	<p>The design response achieves the objectives of Clause 3.2.c.10 by incorporating shelters and seating areas within the Station Forecourt. The design solution for the Station Forecourt is also presented in 5.4.1, 5.4.2 and 5.4.5 of this Plan and Appendices A and B.</p>

Section	Clause	Design Guideline	Development Plan Response
	<b>3.2.c.11</b>	<p>Incorporate public art in appropriate places:</p> <ul style="list-style-type: none"> <li>• Integrate site responsive art into the project design where appropriate.</li> <li>• Design the settings of existing artworks, memorials and monuments to be retained to respect the works' cultural values and formal design qualities.</li> <li>• 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.</li> </ul>	<p>The design response will also include an integrated art installation at the Station Forecourt/Ormond Street public space precinct which will be the subject of a procurement process to brief, select an artist and commission artwork that further draws on the history of the local neighbourhood. Integrated Art in the precinct will be designed in accordance with the Metro Tunnel Integrated Art Strategy and in consultation with Council and key stakeholders. Any public art within the precinct commissioned by RIA as part of the Metro Tunnel Project will respond to the <i>Metro Tunnel Creative Strategy</i>.</p> <p>This approach is also presented in Section 5.4.5 of this Plan.</p>
	<b>3.2.c.12</b>	<p>Provide signage as appropriate and in accordance with Public Transport Victoria (PTV), VicRoads, land manager and authority standards and guidelines, including:</p> <ul style="list-style-type: none"> <li>• traffic and parking management signs</li> <li>• street signs, place / building name signage, and address numbers</li> <li>• pedestrian directional signs and tourist information - interpretive signage and commemorative plaques</li> <li>• temporary or events signage.</li> </ul>	<p>Signage, where required, will be in accordance with PTV, VicRoads, land manager and authority standards and guidelines.</p>
	<b>3.2.c.13</b>	<p>Integrate any advertising elements with public infrastructure and ensure that they complement the character, functionality and amenity of the precinct:</p> <ul style="list-style-type: none"> <li>• Advertising must not detract from directional or wayfinding signs.</li> <li>• Advertising must not dominate the public realm or detract from the architectural design intent of the stations.</li> <li>• Advertising must be minimised within heritage areas.</li> <li>• Advertising should be minimised at locations that are prominent in views from significant heritage sites and public parks.</li> <li>• Advertising must be in accordance with local government, VicRoads and PTV guidelines.</li> <li>• 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.</li> </ul>	<p>No advertising is proposed as part of this Plan.</p>

Section	Clause	Design Guideline	Development Plan Response
	<b>3.2.c.14</b>	<p>Incorporate plantings as an integral part of site designs:</p> <ul style="list-style-type: none"> <li>• Provide shade and shelter, screening, ornament and define of a sense of place that relates to each site and its landscape context.</li> <li>• 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.</li> <li>• Avoid containerised planting conditions and provide contiguous root zones where possible.</li> <li>• Contribute to increased biodiversity and resilience of plant communities in accordance with urban forest strategies.</li> <li>• Offset any vegetation loss.</li> <li>• Ensure that plantings are designed to complement and protect the functionality of other infrastructure including public lighting, CCTV surveillance systems and underground utilities.</li> </ul>	<p>The landscape and urban realm design provides improved shade and shelter and create a stronger sense of place for all users.</p> <p>The design satisfies Clause 3.2.c.14 by ensuring that:</p> <ul style="list-style-type: none"> <li>• Plantings will have good soil conditions to encourage growth and longevity.</li> <li>• Proposed hardscaping materials include permeable paving materials where they might encroach within tree's drip zones.</li> <li>• Selected plants will be suitable for the micro and local climate and contribute towards the biodiversity and resilience of plant communities within the area.</li> <li>• Any vegetation loss as a result of the Western Portal is appropriately offset through the landscape design response and the introduction of new plantings. Tree removals will be undertaken in accordance with the RIA Tree Management Plan which includes maximising possible tree retention and a protocol for tree removal established in consultation with Council.</li> <li>• Tree removal associated with the relocation of the vehicle crossover, will be undertaken in accordance with the RIA Tree Management Plan as documented in the approved Development Plan (2019). Removed trees will be replaced with trees of similar species, increasing the overall tree canopy along the rail corridor.</li> <li>•</li> </ul>
	<b>3.2.c.15</b>	<p>Address irrigation including passive irrigation and opportunities for rainwater infiltration into the soil, options for non-potable water supplies, irrigation zones and system types, control systems and equipment.</p>	<p>The design response satisfies Clause 3.2.c.15 by including passive irrigation to the landscape proposed on embankments above the Western Portal structure and within the rail embankment south of 1-3 Hobsons Road.</p> <p>Integrated WSUD initiatives for the Western Portal is presented in Section 5.5.1 and Appendix D of this Plan.</p>
<b>3.3</b>	<b>Balance Line-wide Consistency with Site Responsiveness</b>		



Section	Clause	Design Guideline	Development Plan Response
	3.3.c.1	<p>Operational elements of the public transport system, involving the public and staff, must be consistent with the transport system as a whole both 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:</p> <ul style="list-style-type: none"> <li>• ticket systems and barriers</li> <li>• timetable displays, directional signs and other information used to access platforms and services</li> <li>• ticket sales and other assistance</li> <li>• safety systems.</li> </ul>	<p>Alterations to the operational elements of the public transport system are not proposed or required as part of the scope and extent of the Western Portal.</p>
	3.3.c.2	<p>The character of individual stations may vary between sites, and should be responsive to their physical, social and functional context:</p> <ul style="list-style-type: none"> <li>• The architecture of the stations should be of a contemporary high quality that clearly expresses function and important civic role.</li> <li>• Station entries should be of an appropriate scale, form and design to support wayfinding and accessibility while responding to the local urban environment.</li> </ul>	<p>Alterations to South Kensington station are not proposed or required as part of the scope and extent of the Western Portal. Nevertheless, in accordance with Clause 3.3.c.2, the creation of the Station Forecourt and architectural treatments to the public realm at the entrance of the station seek to respond to and improve the physical, social and functional context of being a station on the metropolitan railway network.</p>
	3.3.c.3	<p>Locate and design above-ground infrastructure to integrate sensitively with its surroundings and to ensure the amenity and functionality of spaces it occupies:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Respond to the setting and complement the design of adjoining buildings and open space.</li> <li>• Give each element of Metro Tunnel 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.</li> <li>• 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.</li> </ul>	<p>Works associated with the Western Portal include a number of above-ground infrastructure elements. The design response satisfies Clause 3.3.c.3 ensuring that the above-ground infrastructure complements the local context. The design response achieves this by:</p> <ul style="list-style-type: none"> <li>• Ensuring that above-ground infrastructure including retaining walls and flood walls complement adjoining areas of public space along Childers Street and at the station entrance and JJ Holland Park opposite.</li> <li>• Creating a design response for the Station Forecourt that acts as a landmark for wayfinding and includes architectural treatments that reflect the public function of the station entrance. The Station Forecourt includes a canopy that encompasses the existing Protective Services Officers (PSO) building and the station entrance, to provide weather protection for station users. The existing station entrance and the PSO façade will be enhanced to provide a sense of address to the station entrance. Mitigating potential detrimental impacts associated with the proposed above-ground structures through works along Childers Street, including the proposed treatment of the flood wall, additional landscaping that will also soften views of infrastructure from the surrounding</li> </ul>

Section	Clause	Design Guideline	Development Plan Response
		<ul style="list-style-type: none"> <li>Where fragmentation is unavoidable, design structures and spaces to support the activation and use of surrounding spaces.</li> <li>Avoid obstructing views to building frontages or important pedestrian pathways.</li> <li>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.</li> <li>Where possible, locate above-ground 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.</li> <li>Design all structures to complement and coordinate with existing nearby structures and service infrastructure, with consideration of their cumulative impact on the visual character and uses of spaces.</li> <li>Where appropriate, minimise the visual impact of structures with screen plantings that are consistent in character with the site.</li> <li>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.</li> <li>Minimise inactive and blank walls visible from the public realm, especially between ground and first floor levels.</li> <li>Maximise levels of solar access, passive surveillance and views into, through and between pedestrian routes and open spaces.</li> <li>Integrate acoustic treatments, where required, into the form and design of structures and equipment to minimise requirements for additional noise abatement screens.</li> <li>Minimise opportunities for, and likely damage from, graffiti and vandalism.</li> </ul>	<p>area, enhanced pedestrian connections and upgraded hardscapes.</p> <ul style="list-style-type: none"> <li>Ensuring that CER/SER buildings and the tie station is set back from Kensington Road, adjacent to the railway corridor, so that it reads as part of the railway corridor and can be screened as part of a future redevelopment.</li> <li>The CER/SER building, the tie station and floodplain management works adjacent to the current corridor will be adopted as part of the rail corridor in the future. This will limit the footprint of works at 1-3 and 5-39 Hobsons Road and does not preclude a future connection nor future redevelopment of the site.</li> <li>In addition to the above, developing high quality architectural solutions for all above ground structures that avoid blank and inactive built forms with landscaping and detailed finishes that are appropriate to their use.</li> </ul> <p>The public realm design concept for the Western Portal and how it integrates with its surrounds is also presented in Section 5.4.1, 5.4.2 and 5.4.5 of this Plan and Appendix A and B.</p>

Section	Clause	Design Guideline	Development Plan Response
	<b>3.3.c.4</b>	<p>Design streetscapes and open spaces to integrate with their context:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Use furniture and material palettes that respond to the changed context created by Metro Tunnel, including increases in pedestrian activity and heightened prominence in certain locations.</li> <li>• 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).</li> </ul> <p>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.</p>	<p>In accordance with Clause 3.3.c.4, the proposed design response integrates works with existing conditions around the precinct, including the works proposed by the CYP <i>Western Portal Development Plan May 2018</i>.</p> <p>The design response ensures that works undertaken read as a single cohesive entity that integrates with surrounding public space, residential and industrial areas by paying particular attention to interfaces between the Western Portal and surrounding infrastructure and development, and the careful selection of compatible planting solutions and materials, colours, finishes and colours.</p> <p>These initiatives will continue to be developed with key stakeholders and are consistent with relevant local plans and strategies.</p> <p>The public realm design concept for the Western Portal is also presented in Section 5.4.1, 5.4.2 and 5.4.5 of this Plan and Appendix A and B.</p> <p>Material palettes are presented in Section 5.4.8 of this Plan.</p> <p>Architectural, landscape, public realm and urban design plans can be found in Appendices A and B.</p>
<b>3.4</b>	<b>Support Integrated Site Redevelopment</b>		
	<b>3.4.c.1</b>	<p>Avoid limiting future redevelopment potential of residual properties acquired for the project at the Western Portal and Eastern Portal.</p>	<p>135 Ormond Street, Kensington has been acquired for the Metro Tunnel. In line with UDAAP, Council and local community feedback, the creation of a larger Station Forecourt, combined with the localised levels across this part of the Development Plan area require the site to be retained as part of the public realm.</p> <p>Land at 1-3 and 5-39 Hobsons Road, Kensington has also been acquired for the Metro Tunnel. The Project avoids limiting future redevelopment of the site by minimising the footprint of necessary rail infrastructure and maximising the amount of future developable land in accordance with strategic planning policies and objectives. The floodplain management solution will be located within the rail corridor as much as practicable, and the CER/SER building and the tie station adjacent to the current corridor will be adopted as part of the rail corridor in the future. This will also limit the footprint of works at 5-39 Hobsons Road.</p> <p>Demolition works does not limit the future redevelopment potential at 5-39 Hobsons Road and is consistent with the outcomes contemplated in IPO2, that seeks to 'support the conversion of industrial uses to residential/commercial uses on land fronting Hobsons Road'.</p>
	<b>3.4.c.2</b>	<p>Consider future precinct-wide redevelopment at Arden, as well as over-site development of the station.</p>	<p>Not applicable to this Plan.</p>

Section	Clause	Design Guideline	Development Plan Response
	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.	Not applicable to this 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.	<p>The design response satisfies Clause 3.4.c.4 by ensuring that permanent infrastructure is located within the existing railway corridor wherever possible. Where permanent infrastructure extends into the public realm, the design response seeks to integrate and minimise the appearance of infrastructure through good design practice.</p> <p>The VicTrack boundary will be realigned to include the CER/SER buildings once works are complete. The design solution anticipates a future public area to interface with the rail corridor and ensures that an appropriate interface is provided.</p> <p>The public realm design concept for the Western Portal is also presented in Section 5.4.1, 5.4.2 and 5.4.5 of this Plan as well as Appendices A and B.</p>
	3.4.c.5	Development plans for station infrastructure should consider, and integrate with, over-site development to provide for coordinated design outcomes.	Not applicable to this Plan.
	3.4.c.6	Consolidate infrastructure within over-site developments so as to minimise impacts on the public realm, including: <ul style="list-style-type: none"> <li>• minimise above ground infrastructure in the public realm.</li> <li>• minimise constraints on surface features and uses in the public realm due to underground infrastructure.</li> </ul>	<p>This Plan addresses the Western Portal only and does not need to consider over-site development.</p> <p>The design of the CER/SER buildings and the tie station will allow for future development at 1-3 and 5-39 Hobsons Road.</p>
	3.4.c.7	Integrate redevelopment for complementary uses with the station entries in the CBD, including: <ul style="list-style-type: none"> <li>• over-site development of properties acquired at the La Trobe-Little La Trobe Sub-Precinct and the Cocker Alley Sub-Precinct</li> <li>• redevelopment of the City Square underground car park</li> <li>• reconstruction of the eastern and western shards in Federation Square.</li> </ul>	Not applicable to this Plan.
	3.4.c.8	Not preclude possible future bridging across, decking over or development above rail cuttings at South Yarra.	Not applicable to this Plan.



Section	Clause	Design Guideline	Development Plan Response
3.5	<b>Design to Help Manage Construction Impacts</b>		
	3.5.c.1	<p>Maintain circulation and transport operations during the construction process:</p> <ul style="list-style-type: none"> <li>• Redirect pedestrian and cyclist movements as necessary to ensure safe access around construction work sites, businesses and properties immediately adjacent to construction work sites.</li> <li>• Provide for universal access, amenity, and safety.</li> <li>• Provide for emergency and maintenance access, deliveries, access for construction projects on nearby sites, and public events.</li> <li>• Provide temporary bus and tram stops, including shelters, where appropriate.</li> <li>• Provide awnings for weather protection, where appropriate.</li> <li>• Provide directional signage and temporary signs for businesses and properties obscured by construction activities.</li> </ul>	<p>RIA will satisfy Clause 3.5.c.1 through the maintenance of circulation and transport operations during the construction process. Where there may be short term impacts to pedestrians or cyclists, this will be managed through consultation with relevant road management authorities and addressed in the WTMP's.</p> <p>In addition, aspect specific management plans will be in place to manage construction impacts as required.</p>
	3.5.c.2	<p>Protect the viability of, and amenity for, activities at and near construction work sites:</p> <ul style="list-style-type: none"> <li>• Apply principles of Crime Prevention Through Environmental Design to arrangements of access routes, hoardings and other features during the construction period.</li> <li>• Ensure that the location of temporary works sites and temporary infrastructure requirements align with future land use renewal, public realm activation and uplift opportunities.</li> </ul>	<p>RIA will comply with Clause 3.5.c.2 through the protection of the viability of, and amenity for, activities at and near the construction work sites at South Kensington station that might be affected by construction activities through the incorporation of CPTED principles and wayfinding material, as required.</p> <p>Perceived safety will be enhanced and opportunities for anti-social behaviours, vandalism and illegal squatting will be removed through the demolition of these dilapidated and deteriorating buildings.</p> <p>In addition, aspect specific management plans will be in place to manage construction impacts as required.</p>

Section	Clause	Design Guideline	Development Plan Response
	3.5.c.3	<p>Protect features from damage:</p> <ul style="list-style-type: none"> <li>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 arboricultural care in preparation for and during construction including advanced root pruning and irrigation.</li> <li>Protect, relocate, reinstate or upgrade underground and overhead services as appropriate.</li> <li>Protect and / or temporarily remove, restore and reinstall monuments and artworks.</li> <li>Conserve, salvage and reuse materials where possible and appropriate including bluestone kerbs and cobblestones, street furniture, etc.</li> </ul>	<p>RIA will comply with Clause 3.5.c.3 through the minimisation of impacts on trees, services and materials, and will reinstate or replace trees, services and materials.</p> <p>There are no trees to be removed as part of this Development Plan that require approval under Clause 4.7 of the Incorporated Document. In addition, aspect specific management plans will be in place to manage construction impacts as required.</p> <p>Demolition works at 5-39 Hobsons Road enables construction crews to access the site and to undertake roof repairs and replacement works for Building F, which is located adjacent to Hobsons Road. These works were conducted in accordance with the Environmental Performance Requirements CH6, CH11 and CH23, which is outlined in Appendix D.</p>

Section	Clause	Design Guideline	Development Plan Response
	3.5.c.4	<p>Maintain an attractive presentation to surrounding areas:</p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• 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.</li> <li>• Design enclosures, hoardings, screens and other temporary features with increasing quality in proportion to the time they will be present.</li> <li>• 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.</li> <li>• Provide opportunities to convey information about the history of the site and the Metro Tunnel to the community including explanation of the project objectives, scope of works, construction impacts, innovations and progress.</li> <li>• 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 festivities.</li> <li>• Recognise the potential of acoustic sheds, in particular those at CBD North, CBD South and Domain to be designed to contribute to the image and identity of the city.</li> </ul>	<p>RIA will comply with Clause 3.5.c.4 through the preparation of an Urban Design Management Plan whereby impacts on amenity to the surrounding area during construction will be appropriately managed. In addition, aspect specific management plans will be in place to manage construction impacts as required.</p> <p>JJ Holland Park will not be occupied during the construction process.</p> <p>The works has limited temporary access to public car parking at 5-39 Hobsons Road during the construction phase to offset the short-term loss of Childers Street car parking, until parking on Childers Street is completed. This public temporary offset car park will be managed throughout the various stages of construction along Childers Street in consultation with Council and other relevant stakeholders. This will ensure that adequate offset parking is provided for the precinct.</p>

Section	Clause	Design Guideline	Development Plan Response
3.6	<b>Design For The Future</b>		
	3.6.c.1	<p>Anticipate growth of Melbourne's population and future changes in activity patterns and development in response to the new Metro Tunnel services:</p> <ul style="list-style-type: none"> <li>Reinstate or redesign open spaces and infrastructure to a standard that responds to heavier pedestrian traffic, heightened public profile and other changes that will be generated by Metro Tunnel, e.g. through the use of higher standards of materials and finishes, more robust surfaces, widened footpaths, etc.</li> <li>Design to maximise long term flexibility in the management of, and options for improvement, of nearby spaces and infrastructure.</li> </ul>	<p>The design response satisfies Clause 3.6.c.1 by enhancing pedestrian and cyclist connections along Childers Street by:</p> <ul style="list-style-type: none"> <li>Enhancing pedestrian and cyclist connections between the station and JJ Holland Park and along Childers Street to accommodate potential heavier traffic loads.</li> <li>Prioritising pedestrian and cyclist movement over vehicular movement in design.</li> <li>Using a mix of robust materials and finishes that will enhance the amenity of the area and withstand the demands of a highly populated urban area.</li> <li>Not precluding the achievement of future strategic objectives by others such as potential bicycle and pedestrian corridors and network upgrades or the potential re-development of the Hobsons Road site for mixed use development.</li> </ul> <p>Materials, finishes and design solutions are also presented in Section 5.4.1 and 5.4.8 of this Plan and Appendix A and B.</p>
	3.6.c.2	<p>Although RPV will take possession of various areas to enable construction of Metro Tunnel, 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:</p> <ul style="list-style-type: none"> <li>Streets, spaces and assets that will be managed and maintained by a particular agency must be designed to the satisfaction of that agency.</li> <li>Boundaries between areas and assets included in the project area and scope of works, but which are ultimately to be managed by other agencies, must be delineated and the implications of that long-term management responsibility must be reflected in the design.</li> <li>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.</li> </ul>	<p>In accordance with the requirements of Clause 3.6.c.2, RPV and RIA are working closely with key stakeholders including agencies such as Council, VicRoads and MTM, who will manage the land upon completion of the works.</p> <p>Streetscapes will be completed to the satisfaction of Council and the design solution provides clear delineation between assets to minimise conflicts in the long-term management and maintenance of the precinct.</p>



Section	Clause	Design Guideline	Development Plan Response
	3.6.c.3	<p>Allow for long-term flexibility in the uses of public spaces and in the provision of facilities and services:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>	<p>The design response incorporates a new Station Forecourt and alterations to broader the Development Plan area that responds to Clause 3.6.c.3 by:</p> <ul style="list-style-type: none"> <li>Creating a public space that enhance connections between the station and JJ Holland Park and allows for flexible use as both part of the station and the park.</li> <li>Toilet facilities have consciously been avoided to limit the duration of use of the public area proximate to the station entrance and local residents.</li> <li>Improving and increasing access opportunities are provided to and through the precinct.</li> <li>Ensuring that all underground structures have been designed to withstand vehicular loadings as appropriate to a trafficable roadway.</li> </ul> <p>Works at 1-3 and 5-39 Hobsons Road are located within the existing and future proposed rail corridor, in order to maximise the future development potential of 5-39 Hobsons Road. Additionally, the design response of the CER/SER building, the tie station and associated works will ensure that any land take at the site is minimised. Nevertheless, it is anticipated that 5-39 Hobsons Road will need to provide a shared path in the future and the design solution anticipates a future public interface with the rail corridor.</p> <p>The public realm design concept for the Western Portal and how it integrates with its surrounds is also presented in Section 5.4.1 and 5.4.2 and Appendices A and B of this Plan.</p>

Section	Clause	Design Guideline	Development Plan Response
	3.6.c.4	<p>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:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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).</li> <li>• 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.</li> <li>• Any new or relocated underground services should, if possible, be clustered into compact corridors and away from likely areas of planting.</li> <li>• Overhead power or telecommunication lines should be placed underground where possible to avoid interference with tree canopies.</li> </ul>	<p>The design response seeks to support the healthy growth of canopy trees in accordance with Clause 3.6.c.4 through landscaping along Childers Street and within the new Station Forecourt by:</p> <ul style="list-style-type: none"> <li>• Locating trees where their root structures will not come into conflict with underground structures that will impact the health and lifespan of the tree.</li> <li>• Incorporating WSUD solutions to help protect trees through periods of drought and extreme heat.</li> <li>• Creating garden beds and landscaping opportunities that raise the finished surface level to create satisfactory depth and cover for canopy trees.</li> <li>• Where possible, relocated underground services have been relocated into areas with other underground services to create service clusters and maximise tree planting opportunities.</li> </ul> <p>Refer to Appendix A and B for further information regarding the landscaping design solutions. Soil depth and quality management is presented in Section 5.5.1 and Appendix D of this Plan.</p>
	3.6.c.5	<p>Create robust and durable landscapes:</p> <ul style="list-style-type: none"> <li>• Select plants with consideration of climate, microclimate and likely climate change.</li> <li>• Design to ensure resistance to wear due to intensive use of urban spaces and potential vandalism.</li> <li>• Minimise requirements for irrigation while ensuring appropriate landscape qualities and amenity of public spaces.</li> <li>• Design to suit relatively low-level maintenance regimes without reliance on a high level of horticultural skill.</li> </ul>	<p>The design response satisfies Clause 3.6.c.5 by creating a robust and durable landscape that:</p> <ul style="list-style-type: none"> <li>• Contains planting species that are appropriate for the microclimate and planting conditions they are located in and resistant to changes in their environment</li> <li>• Incorporates hardwearing, durable surfaces that are graffiti resistant and will appropriately service a highly urbanised area</li> <li>• Landscaped areas will be designed to require low levels of irrigation and maintenance and adopt WSUD techniques wherever possible.</li> </ul> <p>Refer to Section 5.4.8 for the durability and robustness of the design response and Appendix A and B for further information regarding plans and materials.</p>

Section	Clause	Design Guideline	Development Plan Response
	<b>3.6.c.6</b>	<p>Respond to changing climate and microclimate conditions to improve thermal comfort and create enjoyable places for use throughout the year:</p> <ul style="list-style-type: none"> <li>• Incorporate climate change adaptation measures.</li> <li>• Use trees and awnings to provide shade and shelter and to mitigate the urban heat island effect.</li> <li>• Minimise tree loss as a result of construction.</li> <li>• 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.</li> </ul>	<p>The design response satisfies Clause 3.6.c.6 through a number of techniques that seek to respond to changing climate and microclimate conditions. These techniques improve the thermal comfort and amenity of Childers Street and the Station Forecourt through:</p> <ul style="list-style-type: none"> <li>• Incorporation of water gardens that retain and reuse stormwater from the paved surfaces within the landscaped areas of the precinct.</li> <li>• Maximising the tree planting and therefore the tree canopy along Childers Street and the Station Forecourt/Ormond Street public space.</li> <li>• Reduction in the use of hard pavement within the Station Forecourt/Ormond Street public space.</li> <li>• The selection of plants that will be suitable for the micro and local climate and contribute towards the biodiversity and resilience of plant communities within the area.</li> </ul>
	<b>3.6.c.7</b>	<p>Integrate water-sensitive urban design initiatives:</p> <ul style="list-style-type: none"> <li>• Incorporate rainwater collection, treatment, storage and re-use systems.</li> <li>• Maximise the proportion of stormwater from within the project area that is treated, evaporated or retained within the project footprint.</li> <li>• Use permeable surfaces where possible to allow rainwater infiltration and passive irrigation.</li> </ul>	<p>The high tide mark of the Maribyrnong River is a constraint to drainage along Childers Street as it raises the water table and reduces the ground's capacity to absorb rainwater. The design response satisfies Clause 3.6.c.7 by integrating the following WSUD initiatives:</p> <ul style="list-style-type: none"> <li>• Including approximately 100m<sup>3</sup> of storage for stormwater detention (size to be confirmed) under the 90 degree parking along Childers Street.</li> <li>• Integration of pits, covers and grates and discharges to drains that seek to protect water quality.</li> <li>• The use of rain gardens (bio-retention systems) along Childers Street to maximise the amount of stormwater that is collected, used and treated, within the Development Plan area and the broader precinct.</li> <li>• Use of permeable surfaces within the Station Forecourt/Ormond Street public wherever possible to enhance rainwater infiltration and passive irrigation.</li> <li>• The addition of a soil nail wall and swale for floodplain management and protection works. This contributes to the total required flood storage capacity of approximately 2100m<sup>3</sup>.</li> </ul> <p>Integrated WSUD initiatives for the Western Portal is presented in Section 5.5.1 and Appendix D of this Plan.</p>

Section	Clause	Design Guideline	Development Plan Response
	<b>3.6.c.8</b>	<p>Practice sustainable use of materials and resources:</p> <ul style="list-style-type: none"> <li>• Use durable, high performance materials and finishes that are designed for the long-term and align with land managers' requirements.</li> <li>• Use sustainable materials with low embodied energy or lifecycle impacts.</li> <li>• Avoid and minimise waste and recycle where possible.</li> <li>• Use rainwater harvesting and passive irrigation to support plantings.</li> <li>• Apply energy efficient and renewable technologies in the design.</li> </ul>	<p>The design solution complies with Clause 3.6.c.8 by:</p> <ul style="list-style-type: none"> <li>• Adopting sustainable practices during construction that avoid and minimise waste and seek to recycle materials wherever possible.</li> <li>• Prioritising the sustainable use of materials and resources where practical within the design, that are durable, high-performance materials, including use of permeable pavement in the Ormond Street public space to reduce embodied energy and contribution to heat island effect.</li> <li>• Adopting WSUD solutions to provide passive irrigation to support plantings, including along Childers Street at the Station Forecourt.</li> <li>• Sustainable materials and resources for compensatory flood storage will be resolved as part of the design development process and is anticipated to include the swale.</li> </ul> <p>Integrated WSUD initiatives for Western Portal is presented in Section 0 and Appendix D of this Plan.</p> <p>Materials and finishes for the Western Portal are also presented in Section 5.4.8 of this Plan and within Appendix A and B.</p>
<b>4.2</b>	<b>Precinct 2: Western Portal</b>		
	<b>4.2.1.d.1</b>	Support future mixed use redevelopment of the site (Hobsons Road Mixed Use Precinct).	<p>The CER/SER building and the tie station at 1-3 and 5-39 Hobsons Road is located along the southern boundary of this site, minimising the infrastructure footprint, maximising the future redevelopment area and addressing the potential for a future public interface with the rail corridor.</p> <p>Demolition of buildings at 5-39 Hobsons Road does not preclude future development of the site. Works include removal of deteriorating buildings with significant structural and safety concerns. These works ensure that the site is safe for pedestrians, vehicles and construction crews to access. This enables opportunity to safely investigate opportunities for future use of land, which is in accordance with the <i>Hobsons Road Precinct Incorporated Plan, March 2008</i>.</p>

Section	Clause	Design Guideline	Development Plan Response
	<b>4.2.1.e.1</b>	Leave the site (Hobsons Road Mixed Use Precinct) in a condition with no added constraints to its future redevelopment, beyond those existing at present.	<p>The location of the CER/SER building and the tie station on land at 1-3 and 5-39 Hobsons Road, directly adjacent to the rail corridor on land zoned PUZ4 for Transport purposes, minimises the infrastructure footprint and ensures that the land zoned MUZ4 for mixed use development is not further encumbered. Furthermore, the floodplain management and protection works will be located within the rail corridor as much as practicable, minimising any potential additional constraints.</p> <p>Demolition of buildings on 5-39 Hobsons Road does not add constraints to its future redevelopment. Roof replacement and surface works ensure that the site is safe and in a condition with no added constraints to its future redevelopment.</p>
	<b>4.2.2.d.1</b>	Avoid physical encroachment into JJ Holland Park	The design response satisfies Clause 4.2.2.d.1 by maintaining the northern kerb of Childers Street at its existing alignment along the interface to JJ Holland Park.



Section	Clause	Design Guideline	Development Plan Response
	4.2.2.d.2	Minimise visual impacts on the park and surrounds.	<p>The design response minimises visual impacts on JJ Holland Park and surrounds in accordance with Clause 4.2.2.d.2 through a variety of landscaping and urban design techniques including:</p> <ul style="list-style-type: none"> <li>• Street tree planting on the southern side of Childers Street that will strengthen the landscape character provided by the existing trees on the northern side, creating a solid line of trees to those viewing Childers Street from JJ Holland Park.</li> <li>• Landscaped embankments along the southern side of Childers Street where the width allows it.</li> <li>• Providing significant landscaping at the Kensington Road and Ormond Street ends of Childers Street</li> <li>• Treatment of the flood wall with a highly articulated design and pattern that will also be a recessive feature pattern that reflects the park zones in the architectural design of each section of the flood wall, and the Ormond Street public space, directly facing the station entrance responds to the landscape character of JJ Holland Park. Landscaped 'islands' evenly spaced amongst car parking on the south side of Childers Street have been provided in order to assist in reducing the visual presence of the flood wall and urban heat capture within the Precinct. These will also allow rainwater infiltration, passive irrigation, rainwater collection and treatment.</li> <li>• The realignment of Childers Street will help to create a Station Forecourt and contain landscaping that will soften the appearance of the station entrance.</li> <li>• The CER/SER buildings and the tie station will be set back from Kensington Road and Hobsons Road to enable the building to be appropriately screened by future redevelopment. The detailed design solution will seek to complement other elements within the precinct to ensure that it reads as part of the Western Portal.</li> </ul>
	4.2.2.d.3	Maintain a safe east-west commuter cycling link through the area.	The design response satisfies Clause 4.2.2.d.3 by improving Childers Street as a shared cycling and vehicle space. Furthermore, the design does not preclude a future connection as part of the future redevelopment of 5-39 Hobsons Road.
	4.2.2.d.4	Maintain local vehicular access to the industrial precinct east of the station.	The design response satisfies Clause 4.2.2.d.4 and maintains local two-way vehicular access to the industrial precinct east of the station.

Section	Clause	Design Guideline	Development Plan Response
	4.2.2.d.5	Provide car parking for park users.	<p>Through consultation with key stakeholders and the community, the design response reinstates the car parking spaces along Childers Street, while also balancing this with street tree planting along Childers Street, provision for pedestrian path widening to allow for easy passing, the creation of the Station Forecourt/Ormond Street public space towards the station and a pedestrian prioritised space along Childers Street at the Station Forecourt to prioritises pedestrians.</p> <p>A minimum of eighty-seven (87) car parking spaces will be provided within the Project Land, comprising seventy-eight (78) conventional and four (4) DDA compliant car parks to the west of Ormond Street. A minimum of five (5) conventional car parks to the east of Ormond Street will be provided, with the potential for additional car parking spaces subject to detailed design. The realignment of Childers Street between Ormond and Tennyson Streets allows for the creation of a generous station forecourt and ensures the provision of improved and safe pedestrian, cyclist and vehicular connections through the precinct.</p> <p>Although the installation of a maintenance access point to the rail corridor will result in a further minor reduction to car parking in this location, a minimum of five car parking spaces to the east of South Kensington Station will be reinstated as part of the works. In addition, there will be a 12.5 metre bay for maintenance access and emergency egress vehicles.</p> <p>The reduction in car parking reflects the need to provide a greater diversity of car parking type (i.e. DDA car spaces are larger) and the balancing of improved landscaping, open space, WSUD opportunities, access and parking arrangements. This change also allows for additional DDA compliant wheelchair passing areas along the footpath south of Childers Street.</p> <p>As part of the 2025 Amendment to the Western Portal Development Plan, the relocation of a vehicle crossover and line marking that allows for a maintenance access point, as noted above, does not result in any additional loss of car parking along Childers Street.</p>
	4.2.2.d.6	Provide bicycle parking for station users	<p>The design response satisfies Clause 4.2.2.d.6 and provides eighteen bicycle hoops for station users near the station entrance and in the Ormond Street public space (total of 36 bicycle spaces) in an area that is highly visible from the Station Forecourt, Childers Street and JJ Holland Park.</p>

Section	Clause	Design Guideline	Development Plan Response
	4.2.2.d.7	Enhance the streetscape appearance and amenity for motorists, pedestrians and cyclists in Kensington Road.	<p>The design response satisfies Clause 4.2.2.d.7 with Childers Street at Kensington Road designed as a well-landscaped streetscape which will enhance the appearance from Kensington Road.</p> <p>The landscaping at the corner of Hobsons Road and Kensington Road will soften the views to the rail corridor and provide a gateway for the future mixed-use precinct at 1-3 Hobsons Road.</p>
	4.2.2.e.1	Generally maintain the northern kerb of Childers Street at its existing alignment.	The design response satisfies Clause 4.2.2.e.1 by maintaining the northern kerb of Childers Street at its existing alignment along the interface to JJ Holland Park.
	4.2.2.e.2	<p>Minimise physical encroachment of new rail infrastructure into Childers Street:</p> <ul style="list-style-type: none"> <li>• Use vertical retaining walls to support Metro Tunnel tracks, both where on a raised embankment and in a cutting.</li> <li>• 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.</li> </ul>	<p>The design response satisfies Clause 4.2.2.e.2 by seeking to minimise the physical encroachment of new rail infrastructure into Childers Street wherever the Western Portal allows. Specifically, the design response:</p> <ul style="list-style-type: none"> <li>• Maximises greening opportunities by provide landscaped embankments along the southern side of Childers Street where there are opportunities to minimise the physical encroachment of new rail infrastructure.</li> <li>• Uses a vertical retaining wall solution that maximises the preservation of space along Childers Street.</li> </ul>
	4.2.2.e.3	Design walls, fencing and acoustic screens facing JJ Holland Park to be visually recessive, to present a high quality finish, and to deter graffiti.	The design of retaining walls, flood walls and fencing on the southern side of Childers Street will satisfy Clause 4.2.2.e.3 through highly articulated design and pattern, that reflect the landscape qualities of JJ Holland Park. The design response will also break up the built form, deter graffiti and ensure that walls and fencing provide a recessive backdrop to the trees within Childers Street and JJ Holland Park.

Section	Clause	Design Guideline	Development Plan Response
	4.2.2.e.4	Provide planted screening of railway infrastructure south of Childers Street.	<p>The design response has satisfied Clause 4.2.2.e.4 through a variety of techniques including:</p> <ul style="list-style-type: none"> <li>• Street tree planting on the southern side of Childers Street that will diagonally align with existing trees on the northern side, creating a solid screen of trees to those viewing Childers Street from JJ Holland Park</li> <li>• Landscaped embankments along the southern side of Childers Street where the width allows it. A creative engagement process with the community will also be conducted to inform the design of the floodwall at the Western Portal in accordance with the Metro Tunnel Creative Strategy. This process will involve the appointment of a curator and a creative designer to work with a Creative Design Committee and local community to generate a design concept for the floodwall panels.</li> <li>• Providing significant landscaping at the Kensington Road and Ormond Street ends of Childers Street</li> <li>• Landscaped precincts, and 'islands' evenly spaced amongst car parking on the south side of Childers Street have been provided in order to assist in reducing the visual presence of the flood wall and urban heat capture within the Precinct. These will also allow rainwater infiltration, passive irrigation, rainwater collection and treatment</li> <li>• The realignment of Childers Street will help to create a larger Station Forecourt and contain landscaping that will soften the appearance of the station entrance.</li> </ul>
	4.2.2.e.5	Minimise excavation within the root zone of existing trees along the north side of Childers Street and protect the trees from damage during construction.	<p>The design response along Childers Street satisfies Clause 4.2.2.e.5. Root zones and existing underground services will be protected through a design solution that minimises excavation works along the northern side of Childers Street. During construction, any works around these trees are required to comply with EPR AR1, EPR AR3 and EPRAR4 to ensure that the trees are protected from any damage during construction.</p>

Section	Clause	Design Guideline	Development Plan Response
	4.2.2.e.6	Provide a continuous and east-west bicycle route connecting Kensington Road and Ormond Street, designed to minimise conflicts with park uses, to minimise conflicts between cyclists and vehicles, and to minimise potential safety issues resulting from limited sightlines and cross traffic near the Bill Vanina sports pavilion.	<p>The design response for Childers Street satisfies Clause 4.2.2.e.6 by:</p> <ul style="list-style-type: none"> <li>• Creating a well-designed shared space for vehicles and bicycles along Childers Street that provides a continuous east-west bicycle route between Kensington Road and Ormond Street and traffic-calming devices that do not impede cycling movements.</li> <li>• Minimising conflicts between the different users of Childers Street through: <ul style="list-style-type: none"> <li>- Traffic calming solutions and the encouragement of lower speed limits through design to reduce conflicts between cyclists and vehicles.</li> <li>- The provision of pedestrian crossings to reduce conflict between cars, bikes and pedestrians.</li> <li>- The placement of pedestrian crossings in locations that ensure sightlines between cars and pedestrians are maximised.</li> </ul> </li> </ul>
	4.2.2.e.7	Design the overpass of Kensington Road to present a high quality finish, to present well in both distant and nearby views, to ensure a high standard of visibility and lighting to paths below it, and to deter graffiti.	The Kensington Road bridge will not be altered as part of the works at the Western Portal and is not part of the scope of the Western Portal.
	4.2.3.d.1	Provide safe and functional access to South Kensington station.	Access to South Kensington station will be retained and enhanced through the better connection of the station to JJ Holland Park, the Station Forecourt/Ormond Street public space and the shared space on Childers Street. DDA access is provided throughout, including the provision of four DDA compliant parking spaces near the station.
	4.2.3.d.2	Maintain a safe east-west commuter cycling link through the area.	The design response satisfies Clause 4.2.3.d.2 by improving Childers Street as a shared cycling and vehicle corridor, providing for slowed vehicle speeds whilst accommodating cycling movements.
	4.2.3.d.3	Maintain local vehicular access to the industrial precinct east of the station.	The design response satisfies Clause 4.2.3.d.3 and maintains local two-way vehicular access to the industrial precinct east of the station.



Section	Clause	Design Guideline	Development Plan Response
	4.2.3.d.4	Provide car parking for park users	<p>Car parking along Childers Street will be reinstated as a part of the Western Portal. A minimum of eighty-seven (87) car parking spaces will be provided within the Project Land, comprising seventy-eight (78) conventional and four (4) DDA compliant car parks to the west of Ormond Street. A minimum of five (5) conventional car parks to the east of Ormond Street will be provided, with the potential for additional car parking spaces subject to detailed design. The realignment of Childers Street between Ormond and Tennyson Streets allows for the creation of a generous station forecourt and ensures the provision of improved and safe pedestrian, cyclist and vehicular connections through the precinct.</p> <p>Although the installation of a maintenance access point to the rail corridor will result in a further minor reduction to car parking in this location, a minimum of five car parking spaces to the east of South Kensington Station will be reinstated as part of the works.</p> <p>In addition, there will be a 12.5 metre bay for maintenance access and emergency egress vehicles. The reduction in car parking reflects the need to provide a greater diversity of car parking type (i.e. DDA car spaces are larger) and the balancing of improved landscaping, open space, WSUD opportunities, access and parking arrangements. This change also allows for additional DDA compliant wheelchair passing areas along the footpath south of Childers Street. As part of the 2025 Amendment to the Western Portal Development Plan, the relocation of a vehicle crossover that allows for a maintenance access point, as noted above, does not result in any additional loss of car parking along Childers Street.</p> <p>The balance of space has been used to accommodate additional street tree planting along Childers Street, provision for a pedestrian path with widenings to allow for easy passing, and the creation of the Station Forecourt/Ormond Street public space.</p>
	4.2.3.d.5	Provide bicycle parking for station users.	<p>The design response satisfies Clause 4.2.3.d.5 and provides Eighteen bicycle hoops (providing 36 spaces) for station users near the station entrance in a highly visible area.</p>

Section	Clause	Design Guideline	Development Plan Response
	4.2.3.d.6	Support redevelopment of disturbed properties after construction of the project.	135 Ormond Street has been proposed as a public space and will support further adjacent redevelopment by virtue of delivering a high-quality public space interface with adjacent properties. 1-3 and 5-39 Hobsons Road will be used during construction and the design solution will ensure that the development footprint is minimised to support future redevelopment of the site. Land not required for the CER/SER buildings and the tie station will be provided back to the State for the purposes of redevelopment in accordance with current strategic planning policies.
	4.2.3.e.1	Architecturally integrate Metro Tunnel structures in the area with the entry to South Kensington station.	South Kensington station will be integrated into the CYP portal building (already approved and not part of this Development Plan) and the flood wall, through the continuity of the use of materials and colours, including the delivery of a station entrance canopy and surface treatment of existing walls/structures immediately adjacent to the existing station entrance.
	4.2.3.e.2	Contribute to visibility of the station entry, without dominating views from JJ Holland Park or visually overwhelming the scale of nearby houses.	The CYP portal building (already approved and not part of this Development Plan) will provide the tallest built form along the railway corridor and will provide visibility of the station entrance from the furthest distance. Within proximity of the station the new, low-scale station canopy, together with the proposed Station Forecourt will provide the visual signal that the station entrance is located at the end of Ormond Street and will not dominate JJ Holland Park or nearby houses.  The design solution of the CER/SER buildings, the tie station and floodplain management will seek to complement other elements within the precinct to ensure that it reads as part of the Western Portal.
	4.2.3.e.3	Provide a forecourt to the station entry incorporating seating, lighting, bicycle parking, and car parking for JJ Holland Park users.	A Station Forecourt has been provided through realignment of Childers Street and provides for lighting, a modest station entrance canopy, public seating and bicycle parking. Car parking has been provided along Childers Street further to the west to avoid visual hazards within proximity of the pedestrian prioritised space in front of the station where pedestrians are expected to cross Childers Street.
	4.2.3.e.4	Provide canopy tree planting along the frontage to the rail corridor east of the station entry, to provide shade and visual screening.	Tree planting has been extended to the extent accommodated by road and rail interface limitations and where soil depth and underground infrastructure permits.
	4.2.3.e.5	Any re-alignment or widening of Childers Street at the station forecourt must resolve relationships between the new street and forecourt levels and sloping levels of intersecting streets, lanes, footpaths, and adjoining properties, to ensure accessibility and safety.	Childers Street has been realigned to provide more public space immediately in front of the station entrance. Through retention of 135 Ormond Street for public space, and a shortening of the road pavement of Ormond Street, levels along road and pathway surfaces have been able to be safely integrated and aligned.

Section	Clause	Design Guideline	Development Plan Response
	<b>4.2.3.e.6</b>	Maintain safe bicycle access through the area, arranged to minimise conflicts with pedestrians and car parking manoeuvres.	Pedestrians have been provided a continuous path along the railway corridor with clear crossing points into JJ Holland Park. Car parking along Childers Street will largely provide separation between moving traffic and pedestrians. Cyclists have been accommodated on-road within vehicle lanes, extending existing arrangements already present along Childers Street and Tennyson Street. Speed cushions will reduce vehicle speeds whilst accommodating cyclist movements.
	<b>4.2.3.e.7</b>	Investigate opportunities to provide additional green space at the southern end of Ormond Street, while allowing vehicular access to all adjacent properties.	Through community and stakeholder consultation, 135 Ormond Street has been retained as a public space, whilst preserving the vehicle access to the adjacent properties.
	<b>4.2.3.e.8</b>	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.	Through community and stakeholder consultation 135 Ormond Street has been retained as a public space which will improve the visual and pedestrian connections across Childers Street from the station to JJ Holland Park.

# APPENDIX D: WESTERN PORTAL ENVIRONMENTAL PERFORMANCE REQUIREMENTS DESIGN RESPONSE

Table 9 Western Portal EPRs Design Response

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Environmental Management Framework</b>	<b>EMF1</b>	Prior to commencement of Project works, prepare and implement an Environmental Management System (EMS) that is certified to ISO 14001:2015 Environmental Management Systems – requirements with guidance for use for construction and operation.	RIA has prepared and implemented an EMS that is certified to ISO 14001:2015 Environmental Management Systems – requirements with guidance for use for construction and operation.
<b>Environmental Management Framework</b>	<b>EMF2</b>	<p>Prepare a Construction Environmental Management Plan (CEMP), Site Environment Implementation Plans (SEIP), Operations Environmental Management Plan (OEMP) and other plans as required by the Environmental Performance Requirements (EPRs) and as relevant to any stage of the Project.</p> <p>Develop a program to set out the process and timing for development of an EMS, CEMP, SEIP, OEMP and other plans as required by the EPRs and as relevant to any stage of the Project.</p> <p>The process for development of and implementation of the CEMP, the SEIP and OEMP must include consultation with Councils, Heritage Victoria, the Roads Corporation, Melbourne Water, Public Transport Victoria (PTV)/DEDJTR (Transport), the Environment Protection Authority (EPA) and other stakeholders as relevant. These consultation processes must be described in the program. Plans are to be reviewed in accordance with the EMF.</p> <p>The CEMP should be prepared in accordance with EPA Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996).</p>	RIA has prepared and implemented a CEMP in accordance with EPA Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996). Site specific controls are detailed in the SEIP. Aspect specific management plans have been prepared and implemented as required by the EPRs. Consultation with relevant stakeholders has been undertaken during the preparation of the CEMP, SEIP and aspect specific management plans in accordance with EPR requirements.
<b>Environmental Management Framework</b>	<b>EMF3</b>	Prior to commencement of Project works, appoint an Independent Environmental Auditor to audit proposed plans, as required in the Incorporated Document, so as to ensure the plans comply with the EPRs and to undertake environmental audits of compliance with the approved CEMP, SEIP, OEMP (the OEMP is for Public Private Partnership (PPP) only), EPRs and approval conditions.	RPV has appointed an Independent Environmental Auditor to undertake environmental audits as required in the Metro Tunnel EMF.

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Environmental Management Framework</b>	<b>EMF4</b>	<p>Prior to commencement of Project works, develop and implement a process for the recording, management and resolution of complaints from affected stakeholders consistent with Australian Standard AS/NZS 10002: 2014 Guidelines for Complaint Management in Organisations.</p> <p>The complaints management approach will be documented in the Community and Stakeholder Engagement Management Framework required under EPR SC3 and be integrated with the Proponent and Contractors' own EMS'. The complaints management system will address requirements of the Business Support Guidelines for Construction (BSGC).</p> <p>(See EPR B2).</p>	RIA has developed a complaints management system within the CSEMP. The CSEMP was prepared in accordance with AS/NZS 10002: 2014 Guidelines for Complaint Management in Organisations, the RIA EMS and the RPV CSEMF and BSGC. The CSEMP will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.
<b>Aquatic Ecology and River Health</b>	<b>AE1</b>	Fully integrate the stormwater treatment system into the design of Melbourne Metro (all precincts) for construction to ensure that stormwater entering a receiving water body complies with SEPP (Waters of Victoria).	RIA has prepared a Surface Water Management Plan for temporary works with site specific controls in the SEIP to manage stormwater compliance with SEPP (Waters of Victoria) and SEPP (Waters). The controls follow the guidelines for major construction sites (EPA Victoria Publication 480).
<b>Aquatic Ecology and River Health</b>	<b>AE2</b>	<p>Best practice sedimentation and pollution control measures must be applied to protect waterways in accordance with Best Practice Environmental Management: Environmental Guidelines for Major Construction Sites – EPA publication 480 (1996) and in accordance with an approved CEMP.</p> <p>Control measures may include: vehicle wheel wash and rumble bars at worksite egress points, appropriate placement of material stockpiles and chemical storages, covered loads, street sweeping and water quality monitoring, where required.</p>	RIA has prepared a Surface Water Management Plan with site specific controls in the SEIP to manage stormwater compliance with Best Practice Environmental Management: Environmental Guidelines for Major Construction Sites – EPA publication 480 (1996) and the approved CEMP.



Aquatic Ecology and River Health	AE7	<p>Fully integrate the stormwater treatment system into the design of all precincts and portals to ensure that any stormwater entering a receiving water body complies with SEPP (Waters of Victoria).</p> <table><tr><td>Pollutant type</td><td>Receiving water objective</td><td>Current best practice performance objective(1)</td></tr><tr><td>Suspended solids (SS)</td><td>Comply with SEPP (not to exceed the 90th percentile of 80 mg/L) (2)</td><td>80% retention of the typical urban annual load</td></tr><tr><td>Total phosphorus (TP)</td><td>Comply with SEPP (base flow concentration not to exceed 0.08 mg/L) (3)</td><td>45% retention of the typical urban annual load</td></tr><tr><td>Total nitrogen (TN)</td><td>Comply with SEPP (base flow concentration not to exceed 0.9 mg/L) (3)</td><td>45% retention of the typical urban annual load</td></tr><tr><td>Litter</td><td>Comply with SEPP (No litter in waterways) (2)</td><td>70% reduction of typical urban annual load (4)</td></tr><tr><td>Flows</td><td>Maintain flows at pre-urbanisation levels</td><td>Maintain discharges for the 1.5 year ARI at pre-development levels</td></tr></table> <p>Notes</p> <p>(1) Best practice performance objectives are based on the Best Practice Environmental Management Guidelines for Urban Stormwater – CSIRO.</p> <p>(2) An example using SEPP (Waters of Victoria), general surface waters segment.</p> <p>(3) SEPP Schedule F7 – Yarra Catchment – urban waterways for the Yarra River main stream.</p> <p>(4) Litter is defined as anthropogenic material larger than five millimetres.</p> <p>Sedimentation and pollution control measures must be applied to protect waterways and habitat areas such as periphery surrounding</p>	Pollutant type	Receiving water objective	Current best practice performance objective(1)	Suspended solids (SS)	Comply with SEPP (not to exceed the 90th percentile of 80 mg/L) (2)	80% retention of the typical urban annual load	Total phosphorus (TP)	Comply with SEPP (base flow concentration not to exceed 0.08 mg/L) (3)	45% retention of the typical urban annual load	Total nitrogen (TN)	Comply with SEPP (base flow concentration not to exceed 0.9 mg/L) (3)	45% retention of the typical urban annual load	Litter	Comply with SEPP (No litter in waterways) (2)	70% reduction of typical urban annual load (4)	Flows	Maintain flows at pre-urbanisation levels	Maintain discharges for the 1.5 year ARI at pre-development levels	<p>The design of the Western Portal will not impact on stormwater quality as the design includes approximately 100m<sup>3</sup> of storage for stormwater detention (size to be confirmed). Specific WSUD measures will be applied to the overall design.</p> <p>Drainage has been designed to manage stormwater compliance with SEPP (Waters of Victoria) and SEPP (Waters).</p> <p>Stormwater quality modelling has been undertaken (using the MUSIC model). Based on the current design, the Project is exceeding current Best Practice Environmental Guidelines.</p>
Pollutant type	Receiving water objective	Current best practice performance objective(1)																			
Suspended solids (SS)	Comply with SEPP (not to exceed the 90th percentile of 80 mg/L) (2)	80% retention of the typical urban annual load																			
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Flows	Maintain flows at pre-urbanisation levels	Maintain discharges for the 1.5 year ARI at pre-development levels																			

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
		Moonee Ponds Creek in accordance with industry best practice. This must include water quality monitoring, where required.	
<b>Aboriginal Cultural Heritage</b>	<b>AH1</b>	Comply with a Cultural Heritage Management Plan approved under the Aboriginal Heritage Act 2006 and prepared in accordance with the Aboriginal Heritage Regulations 2007.	The Western Portal design is within the activity area defined in the approved Cultural Heritage Management Plan (CHMP 13967). Construction works will be undertaken in accordance with the requirement of the Cultural Heritage Management Plan.
<b>Air Quality</b>	<b>AQ1</b>	Prior to commencement of Project works, develop and implement plan(s) for dust management and monitoring, to minimise and monitor the impact of construction dust. Develop the plan(s) in consultation with EPA and the owners of key sensitive equipment or locations, and advise the community of the plan, in accordance with the contractors Community and Stakeholder Engagement Plan (see EPR SC4).	RIA has prepared an Air Quality Management Plan in consultation with the Environment Protection Authority (EPA) with site specific controls in the SEIP to maintain air quality in accordance with the SEPP (Air Quality Management) and SEPP (Ambient Air Quality).
<b>Air Quality</b>	<b>AQ2</b>	Manage construction activities to minimise dust and other emissions in accordance with EPA Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996).	RIA has prepared an Air Quality Management Plan to minimise dust and other emissions in accordance with EPA Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996).
<b>Air Quality</b>	<b>AQ3</b>	Control the emission of smoke, dust, fumes and other pollution into the atmosphere during construction and operation in accordance with the SEPPs for Air Quality Management and Ambient Air Quality.	RIA has prepared an Air Quality Management Plan with site specific controls in the SEIP to maintain air quality in accordance with the SEPP (Air Quality Management) and SEPP (Ambient Air Quality).  Once in operation, it is not expected that the Western Portal will produce emissions of smoke, dust, fumes and other pollutions into the atmosphere.

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Arboriculture	AR1	<p>During detailed design, review any potential tree impacts and achieve the maximum possible tree retention on both public and private land, including retaining all valuable habitat linkages or corridors where practicable.</p> <p>Comply with any requirements of Heritage Victoria if the trees are on the VHR.</p> <p>Prior to commencement of Project Works, develop and implement a plan in consultation with the relevant local council that identifies all trees in the Project Area which covers:</p> <ul style="list-style-type: none"> <li>• Trees to be removed or retained.</li> <li>• Condition and significance of the trees to be removed.</li> <li>• Options for temporary re-location of palms and reinstatement at their former location or another suitable location.</li> <li>• Options for re-location of all trees and, if feasible for the tree species, reinstatement of the trees at their former location.</li> </ul> <p>The plan should include a tree removal protocol established in consultation with the City of Melbourne, the City of Port Phillip, the City of Stonnington, the Shrine of Remembrance and Shrine Trustees, University of Melbourne and Heritage Victoria as applicable that includes a process for RPV approval of trees prior to removal.</p>	<p>Within the Development Plan area, eight trees and a row of Callistemon hedge were removed as part of the Early Works at the Western Portal in the car park and adjacent to the pathway on the south side of Childers Street. Trees will be replaced in accordance with the <i>Metro Tunnel Living Infrastructure Plan</i> and increase the overall tree canopy of the area.</p> <p>There are no trees to be removed as part of the Development Plan approved in 2019, that require approval under Clause 4.7 of the Incorporated Document. No trees within the Development Plan area are identified as trees on the VHR.</p> <p>RIA has prepared and implemented a Tree Management Plan which includes maximising possible tree retention and a protocol for tree removal established in consultation with Council.</p> <p>Tree removal associated with the relocation of the vehicle crossover, will be undertaken in accordance with the RIA Tree Management Plan as documented in the approved Development Plan. Removed trees will be replaced with trees of similar species, increasing the overall tree canopy along the rail corridor.</p>
Arboriculture	AR2	<p>Reinstate quality soils to sufficient volumes to support long-term viable growth of replacement trees. Ensure ongoing supply of water to tree root zones, especially during their establishment stage. Employ water sensitive urban design principles (WSUD) where possible.</p>	<p>There are no trees to be removed as part of the Development Plan, approved in 2019, that require approval under Clause 4.7 of the Incorporated Document.</p> <p>The reinstatement of trees removed for the Project will be undertaken in accordance with the Urban Ecology Management Plan.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Arboriculture	AR3	<p>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.</p> <p>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.</p> <p>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.</p> <p>When re-establishing trees, regard should be had to the following documents where relevant:</p> <ul style="list-style-type: none"> <li>• The City of Melbourne's Tree Retention and Removal Policy (2012) (excluding sections 8.2 and 8.3) and Urban Forest Strategy, South Yarra Urban Forest Precinct Plan, Central City Urban Forest Precinct Plan, Carlton Urban Forest Precinct Plan and Kensington Urban Forest Precinct Plan.</li> <li>• The City of Stonnington's General Local Law 2008 (No 1) and City of Stonnington Street Tree Strategy.</li> <li>• Any associated precinct plans.</li> </ul> <p>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).</p>	<p>There are no trees to be removed as part of the Development Plan, approved in 2019, that require approval under Clause 4.7 of the Incorporated Document.</p> <p>Tree removal associated with the relocation of the vehicle crossover, will be undertaken in accordance with the RIA Tree Management Plan as documented in the approved Development Plan. Removed trees will be replaced with trees of similar species, increasing the overall tree canopy along the rail corridor.</p> <p>The reinstatement of trees removed for the Project will be undertaken in accordance with the Urban Ecology Management Plan.</p>
Arboriculture	AR4	<p>Prior to commencement of construction of any Project works that could affect trees, prepare and implement Tree Protection Plans for each precinct in accordance with AS4970-2009 Protection of Trees on Development Sites. The plans must respond to the detailed design and construction methodology of the Project and ensure that trees proposed to be retained are adequately protected from the impact of construction or related activities.</p> <p>Where a Tree Protection Plan is required for a heritage place, the plan must be developed in consultation with Heritage Victoria or the relevant council (as applicable).</p>	<p>RIA has prepared a Tree Management Plan with site specific controls in the SEIP.</p> <p>The Tree Management Plan requires that retained trees within the works area or adjacent to (where relevant) will be managed through a Tree Protection Plan which is prepared by the Metro Tunnel Arborist.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Arboriculture</b>	<b>AR5</b>	For City of Melbourne trees that are to be retained and protected, a bank guarantee or bond of the trees' value will be held against the approved Tree Protection Plan for the duration of the works in accordance with the City of Melbourne Tree Retention and Removal Policy.	Any trees proposed to be retained and protected for the Western Portal will be in accordance with the City of Melbourne Tree Retention and Removal Policy.
<b>Business</b>	<b>B1</b>	Reduce the disruption to businesses from direct acquisition or temporary occupation of land, and work with business and land owners to endeavour to reach agreement on the terms for possession of the land.  Provide businesses with adequate notice (as required under the relevant legislation) of any need for relocation, as a result of the Project including the termination of leases of public or private land where the displacement is a direct consequence of the Project.	RIA has prepared a CSEMP and a Business Disruption Plan, and has undertaken consultation with business and land owners.



<p><b>Business</b></p>	<p><b>B2</b></p>	<p>Prior to commencement of relevant works, prepare a business disruption plan consistent with the contractors Community and Stakeholder Engagement Management Plan (SC4) to:</p> <ul style="list-style-type: none"> <li>• Manage potential impacts to non-acquired businesses, commercial property owners and not-for-profit organisations.</li> <li>• Ensure appropriate engagement with local councils, businesses, property owners and the community throughout construction.</li> </ul> <p>The plan must outline the stakeholder engagement measures for each precinct and include:</p> <ul style="list-style-type: none"> <li>• Adequate notice of key Project milestones.</li> <li>• Details of any changes to traffic and parking conditions and duration of impact.</li> <li>• 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.</li> <li>• Plans for notifying customers of proposed changes to business operations, including the setting of suitable timeframes for notification prior to commencement of works.</li> <li>• Measures to ensure access to businesses is maintained for customers, deliveries and consistent with EPR T10 for waste removal, unless there has been prior engagement with affected businesses (including mutually agreed mitigation measures as required). These measures could include the installation of directional and business signage to assist customers and agreed protocols for engaging with service providers (i.e. deliveries, collections, etc.).</li> <li>• Process for registering, management and resolution of complaints from affected businesses consistent with Australian Standard AS/NSZ 10002:2014 Guidelines for Complaint Management in Organisations.</li> <li>• Measures for supporting affected businesses during construction in accordance with the Business Support Guidelines for Construction (BSGC) such as marketing and promotion, local activation, way-finding programs and upskilling opportunities.</li> </ul> <p>Where implementation of BSGC support measures have been exhausted for a business, provide the opportunity for assistance in preparing a Business Plan to develop a business profile and more detailed understanding of the business and how it operates (where appropriate a financial baseline may form part of the business plan)</p>	<p>RIA has prepared a CSEMP and a Business Disruption Plan, and has undertaken consultation with business and landowners.</p>
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Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
		so that further measures can be factored into Business Disruption Plans.	
<b>Contaminated Land and Spoil Management</b>	<b>C1</b>	<p>Prior to commencement of shaft construction and prior to commencement of main works, prepare and implement a Spoil Management Plan (SMP) for each Works Package. The SMP must be in accordance with RPV's Spoil Management Strategy and any relevant regulations, standards or best practice guidelines. The SMP must be developed in consultation with the EPA. The SMP will include but is not limited to the following:</p> <ul style="list-style-type: none"> <li>• Applicable regulatory requirements.</li> <li>• Identifying nature and extent of spoil (clean fill and contaminated spoil).</li> <li>• Roles and responsibilities.</li> <li>• Identification of management measures for handling and transport of spoil for the protection of health and the environment (consistent with the transport management plan(s) as required by EPRs T2 and T3).</li> <li>• Identification, design and development of specific environmental management plans for temporary stockpile areas</li> <li>• Identifying potential sites for re-use, management or disposal of any spoil.</li> <li>• Monitoring and reporting requirements.</li> <li>• Identifying locations and extent of any prescribed industrial waste (PIW) and the method for characterising PIW spoil prior to excavation.</li> <li>• Identifying suitable sites for disposal of any PIW.</li> </ul> <p>The SMPs must include sub-plans as appropriate, including but not limited to an Acid Sulfate Soil and Rock (ASS/ASR) Management Sub-Plan (see EPR C2).</p>	<p>RIA has prepared a Spoil Management Plan which includes an Acid Sulfate Soil and Rock Management Sub-Plan. Consultation with EPA is ongoing regarding the management of spoil.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Contaminated Land and Spoil Management</b>	<b>C2</b>	<p>Prior to commencement of shaft construction and prior to commencement of main works, prepare and implement an Acid Sulfate Soil and Rock (ASS/ASR) Management Sub-Plan as a sub-plan of the overarching SMP for each Works Package. The Sub-Plan must be developed in accordance with the Industrial Waste Management Policy (Waste Acid Sulfate Soils) 1999, EPA Publication 655.1 Acid Sulfate Soil and Rock and relevant (EPA) regulations, standards and best practice guidance and in consultation with the EPA.</p> <p>This Sub-Plan will adopt the general requirements of the SMP and also:</p> <ul style="list-style-type: none"> <li>• Identify locations and extent of any potential ASS/ASR.</li> <li>• Characterise ASS/ASR spoil prior to excavation.</li> <li>• Identify and implement measures to prevent oxidation of ASS/ASR wherever possible.</li> <li>• Identify potential sites for re-use, management or disposal of any ASS/ASR.</li> </ul>	The CEMP will address management of Acid Sulfate Soil and Rock (ASS/ASR) in accordance with EPR Publication 655.1 where relevant to these works.
<b>Contaminated Land and Spoil Management</b>	<b>C4</b>	<p>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:</p> <ul style="list-style-type: none"> <li>• Consideration of the risks associated with exposure to hazardous substances for employees, visitors and general public.</li> <li>• The identification of methods to control such exposure in accordance with relevant regulations, standards and best practice guidance and to the satisfaction of WorkSafe and in consultation with EPA.</li> <li>• Method statements detailing monitoring and reporting</li> </ul>	An Occupational Health and Safety Management Plan (OHSM) will be prepared and implemented in accordance with relevant regulations, standards and best practice guidance and to the satisfaction of WorkSafe and in consultation with EPA.

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Cultural Heritage - Historical</b>	<b>CH1</b>	<p>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).</p> <p><b>Note</b></p> <p>The Project must meet the requirements of the Heritage Act 1995.</p>	<p>The former Kensington Glue Works factory, on land formerly known as 1-39 Hobsons Road, is listed in the VHI under Heritage Inventory Number H7822-0623.</p> <p>The cultural heritage values of the former Kensington Glue Works factory (HO239) on land at 5-39 Hobsons Road (part of the land formerly known as 1-39 Hobsons Road) have been considered, with the CER/SER buildings and the tie station located adjacent to the railway corridor to minimise their impact.</p> <p>Whilst the demolition of buildings within the complex due to structural and safety risks impacts heritage values, these impacts have been minimised through the retention and enhancement of buildings F and H to the Hobsons Road frontage, archival photographic recordings of the buildings prior to demolition (including written history of the site) and a heritage interpretation strategy. Consultation was undertaken with Heritage Victoria, City of Melbourne and local community and heritage groups on the demolition and heritage interpretation opportunities.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Cultural Heritage - Historical</b>	<b>CH2</b>	<p>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).</p> <p>The HMP must identify the heritage values of the place, the degree of significance of component parts, how proposed works will affect the heritage values, the mitigation measures to be adopted to avoid or minimise impacts on heritage values and any possible heritage benefits.</p>	<p>RIA has prepared a Heritage Management Plan (HMP) with site specific controls in the SEIP in consultation with relevant stakeholders.</p> <p>All works, including demolition of buildings on 5-39 Hobsons Road, are subject to the HMP and therefore do not require amendment or reference to updates of plans.</p>
<b>Cultural Heritage – Historical</b>	<b>CH4</b>	<p>Prior to commencement of relevant works, undertake archival photographic recording in accordance with Heritage Victoria's specification for the archival photographic recording of heritage places where heritage places are to be demolished or modified or their setting is to be impacted by works. The archival recording is to be provided to Heritage Victoria for places in the VHR and the relevant local council for places included in the Heritage Overlay and approved in writing. Once approved, a copy of the recording is to be lodged with the La Trobe Picture Collection, State Library of Victoria.</p>	<p>Prior to demolition, archival photographic recordings and a written history of the the former Kensington Glue Works factory and its operation as a Glue Works were undertaken in accordance with Heritage Victoria's specification to record buildings of heritage significance.</p>
<b>Cultural Heritage - Historical</b>	<b>CH6</b>	<p>Prior to the commencement of relevant works which may directly or indirectly affect heritage places, develop and implement appropriate protection measures for heritage places and their settings. This is to be done in consultation with the land owner, and Heritage Victoria or relevant council (as applicable).</p>	<p>Prior to demolition of buildings at 5-39 Hobson Road, archival photographic recordings of the buildings were undertaken in accordance with Heritage Victoria's specification to record buildings of heritage significance. The photographic record is accompanied by a written history of the site and its operation as a Glue Works is included as part of heritage interpretation strategy for the site. Consultation regarding demolition works was undertaken with the landowner, Heritage Victoria, City of Melbourne and other relevant stakeholders as applicable.</p>



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Cultural Heritage – Historical</b>	<b>CH8</b>	In consultation with Heritage Victoria, the relevant local council and/or Aboriginal Victoria (as applicable), develop and implement, a heritage interpretation strategy for places in the VHR and VHI or which explores historical and Aboriginal cultural heritage themes.  The heritage interpretation strategy should consider the RPV Creative Strategy.	The former Kensington Glue Works factory, on land formerly known as 1-39 Hobsons Road, is listed in the VHI under Heritage Inventory Number H7822-0623.  A heritage interpretation strategy has been prepared for the site, which includes a written history of the site and its operation as a Glue Works and archival photographic recordings of the buildings in accordance with Heritage Victoria's specification to record buildings of heritage significance.  The heritage interpretation strategy is sensitive of the RPV Creative Strategy and acknowledges the history represented in the industrial buildings at the Western Portal.  Consultation regarding demolition works was undertaken with Heritage Victoria, City of Melbourne and other relevant stakeholders.
<b>Cultural Heritage – Historical</b>	<b>CH10</b>	Ensure new development is responsive to heritage places in terms of height, massing, form, façade articulation, materials and impacts on their settings and key views.	The works outlined in this Plan do not propose any new development to replace demolished buildings at 5-39 Hobsons Road. As such, the onus will be on a future developer to meet Council design requirements relating to height, massing, form, façade articulation, materials and so on in accordance with Melbourne Planning Scheme provisions.  It is noted that the form and presentation of the roof works proposed to Building F ensures that the heritage fabric that interfaces with Hobsons Road is protected from further structural deterioration.

<b>Cultural Heritage – Historical</b>	<b>CH11</b>	<p>Ensure no direct impact on heritage buildings on the former Glueworks site in Kensington.</p>	<p>Land at 5-39 Hobsons Road (part of the land formerly known as 1-39 Hobsons Road) is afforded heritage protection as a result of its inclusion within the Heritage Overlay (HO239) under the Melbourne Planning Scheme. The Project has not directly impacted the heritage buildings within 5-39 Hobsons Road during design and construction work or contributed to the structural deterioration and compromised structural integrity of the site. Notably, works as part of Metro Tunnel have considered the cultural heritage values of the site and avoided impacts through the placement of rail infrastructure along the southern boundary, away from the remaining buildings.</p> <p>In accordance with the recommendations outlined in recent structural and heritage reports commissioned by the Project, the demolition of buildings at 5-39 Hobsons Road are required to ensure the ongoing safety of the site and public.</p> <p>It is acknowledged the demolition of these buildings results in a direct impact to the Gluework complex, however the structural issues and Melbourne Planning Scheme provisions (which anticipates future development impacting on the heritage values of this site) make the demolition acceptable in this instance. These structural and safety issues are due to the buildings' prolonged disuse, extensive structural deterioration, presence of asbestos, historical modifications, settlement issues, and a recent fire, which has resulted in certain buildings within the complex deteriorated to a point where the structural integrity has been compromised and they are beyond repair.</p>
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Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
			<p>The buildings were stabilised until the commencement of demolition works. Works were also undertaken to replace the roof on Building F in order to restore and protect the building from further deterioration. Efforts have been made by the Project to mitigate any impacts to the heritage significance of the site through heritage documentation of the buildings prior to demolition and heritage interpretation.</p> <p>It should be noted, CH11 was developed to protect heritage assets during construction activities for Metro Tunnel and was not developed in consideration of the relevant planning framework beyond those for heritage, nor did it consider the condition of the buildings. As such, it did not contemplate a requirement to demolish the building due to the structural and safety issues.</p>
<b>Cultural Heritage - Historical</b>	<b>CH23</b>	Ensure that, where impacted by Project works, street fabric and infrastructure is conserved and/or accurately reconstructed in consultation with Heritage Victoria and the relevant local council.	Buildings at the former Kensington Glue Works site, with interface to Hobsons Road, have been retained and enhanced through removal of brick infill sections that are not part of the original heritage fabric at the entry wall and roof repairs to an existing building to protect from further deterioration. Retention of these buildings ensures that streetscape and heritage values are protected.
<b>Flora and Fauna - Terrestrial</b>	<b>FF2</b>	Develop and implement measures to avoid the spread or introduction of weeds and pathogens during construction, including vehicle and equipment hygiene.	RIA has prepared a Tree Management Plan which includes measures to avoid the spread or introduction of weeds and pathogens during construction.

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Greenhouse Gas</b>	<b>GHG1</b>	Prior to commencement of main works, develop and implement a Sustainability Management Plan to meet, as a minimum, the Melbourne Metro sustainability targets, including achieving the specified ratings under the Infrastructure Sustainability Council of Australia's Infrastructure Sustainability Rating Tool and the Green Star Design and As Built Melbourne Metro Rail Tool.	RIA has prepared a Sustainability Management Plan.
<b>Greenhouse Gas</b>	<b>GHG2</b>	Monitor and report on how each of the best practice GHG abatement measures and sustainability initiatives identified in the Concept Design is implemented in the detailed design of the Project and whether any additional measures not included in the Concept Design are feasible.	RIA has prepared a Sustainability Management Plan with Carbon and Energy sub-plan developed in accordance with Metro Tunnel targets and requirements for greenhouse gas emission reductions.  RIA is required to report to RPV on a monthly basis regarding sustainability performance of the RIA package.
<b>Ground Movement and Stability</b>	<b>GM1</b>	Prior to commencement of shaft construction and prior to commencement of main works, develop and maintain geological and groundwater model(s) (as per EPR GW2) for each Works Package which: <ul style="list-style-type: none"> <li>• Use monitored ground movement and ground water levels prior to construction to identify pre-existing movement.</li> <li>• Inform tunnel design and the construction techniques to be applied for the various geological and groundwater conditions.</li> <li>• Assess potential drawdown and identify trigger levels for implementing additional mitigation measures to minimise potential primary consolidation settlement.</li> <li>• Assess potential ground movement effects from excavation and identify trigger levels for implementing additional mitigation measures to minimise potential ground movement effects.</li> </ul>	Ground movement modelling and monitoring has been undertaken in accordance with EPR requirements. The Western Portal design response considers the impact of ground movement from excavation and dewatering.

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Ground Movement and Stability	GM2	Design and construct the permanent structures and temporary works to limit ground movements to within appropriate acceptability criteria (to be determined in consultation with relevant stakeholders, local councils and land managers and which build upon the assumptions for criteria presented in the EES) for vertical, horizontal, and angular deformation as appropriate for Project activities during the construction and operational phase. In the design of the works and the planning of construction and mitigations, incorporate the findings of investigations reported in the EES and subsequent relevant investigations.	Ground movement modelling and monitoring has been undertaken in accordance with EPR requirements. The Western Portal design response considers the impact of ground movement from piling, excavation and dewatering and limits ground movements to within appropriate acceptability criteria as determined in consultation with relevant stakeholders.  RIA has prepared and implemented a Ground Movement Management Plan (GMMP). The GMMP includes recommendations regarding monitoring.
Ground Movement and Stability	GM4	Conduct pre-construction condition surveys for the assets predicted to be affected by ground movement, including where a property owner reasonably expects to be potentially affected and has requested a pre-construction condition survey.  Develop and maintain a data base of as-built and pre-construction condition information for each potentially affected structure identified as being in an area susceptible to damage (see EPR GM3) or where a property owner has requested a pre-construction condition survey, specifically including: <ul style="list-style-type: none"> <li>• Identification of structures/assets which may be susceptible to damage resulting from ground movement resulting from Melbourne Metro works.</li> <li>• Results of condition surveys of structures, pavements, significant utilities and parklands to establish baseline conditions and potential vulnerabilities.</li> <li>• Records of consultation with landowners in relation to the condition surveys.</li> <li>• Post-construction stage condition surveys conducted, where required, to ascertain if any damage has been caused as a result of Melbourne Metro.</li> <li>• Share pre- and post-condition assessments and records of consultation with the property owner proactively.</li> <li>• Ensure all stakeholder engagement activities are undertaken in accordance with the contractors Community and Stakeholder Engagement Management Plan.</li> </ul>	RIA has prepared and implemented a GMMP and has prepared a CSEMP.  Pre-construction condition surveys will be undertaken for assets or structures potentially impacted by ground movement in accordance with the CSEMP.  If, during design development, any third-party assets are identified as crossing the works site these will be investigated, assessed and protected as required.



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Groundwater	GW1	Design the tunnel and underground structures so that they minimise changes to groundwater levels during construction and operation to minimise impacts on groundwater dependent values, ground movement and contamination plume migration.	The Western Portal design includes engineering to minimise long-term lowering of the water table such that long term changes to the local groundwater levels, flow patterns or groundwater quality will be minimised.
Groundwater	GW2	<p>Develop a groundwater model through a process that involves ongoing referral to the Independent Environmental Auditor consistent with the Australian Groundwater Modelling Guidelines (Barnett et al, 2012). Apply the model for the detailed design phase to predict impacts associated with any changes to construction techniques or operational design features proposed during detailed design, and reconfirm that the EPRs and mitigation measures are sufficient to mitigate impacts from changes in groundwater levels, flow and quality.</p> <p>The groundwater model should be updated to address comprehensively transient calibration, aquifer specific storage parameter values and their justification, prediction of cumulative impacts during construction and uncertainty assessments.</p> <p>Ensure that the model geometry set-up (node and grid network of model and layering definition) is accurately matched into the Project's detailed design excavation geometry.</p> <p>Undertake monitoring during construction to ensure that predictions are accurate and mitigation measures are appropriate, and adjust the model if required.</p>	<p>The Western Portal design has been informed by a numerical groundwater model.</p> <p>The predictive groundwater modelling has been undertaken according to the modelling guidelines and has been subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.</p> <p>Ongoing groundwater monitoring, water level and quality, is being conducted as developed in the GWMP, to validate model predictions and implement mitigation measures.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Groundwater	GW3	<p>Prior to commencement of shaft construction and prior to commencement of main works, develop and implement a Groundwater Management Plan (GWMP) for each Works Package detailing groundwater management approaches to address the predicted impacts to groundwater dependent values during construction and to ensure protection of groundwater dependent values.</p> <p>The GWMP must be based on the detailed design phase groundwater model, and should include the following details:</p> <ul style="list-style-type: none"> <li>• Approach to collection, treatment and disposal of groundwater collected during construction in accordance with the RPV Groundwater Disposal Strategy.</li> <li>• Identifying and if necessary, specifying mitigation measures to protect groundwater dependent vegetation during periods of drawdown.</li> <li>• An approach identified in consultation with the EPA so that contaminant migration causes no significant impacts on beneficial uses or vapour intrusion into underground structures, and establish appropriate monitoring networks to measure the effectiveness of the approach.</li> <li>• Methods for minimising drawdown in areas of known PASS and establishing appropriate monitoring networks to confirm effectiveness of approach.</li> <li>• Methods for minimising drawdown at any existing recharge bores, and establishing appropriate monitoring networks to measure the effectiveness of mitigation.</li> <li>• Groundwater drawdown trigger levels for groundwater dependent values at which additional mitigation measures must be adopted.</li> <li>• Design, operation and management of groundwater injection borefields.</li> <li>• Contingency measures if impacts occur at existing active groundwater bores and surface water bodies.</li> <li>• Contingency measures should unexpected groundwater conditions be encountered.</li> </ul> <p>The GWMP must be developed in consultation with EPA and relevant water authorities.</p> <p>The GWMP should also address RPV's sustainability requirements where appropriate.</p>	<p>The GWMP for the Western Portal has been prepared and implemented prior to the commencement of the main works and includes groundwater monitoring throughout the construction phase.</p>

<p><b>Land Use and Planning</b></p>	<p><b>LU1</b></p>	<p>Prior to commencement of relevant works, develop and implement a plan for construction and operation of the Project that has as its purpose minimising impacts on existing land uses during both early works and main works, including by:</p> <ul style="list-style-type: none"> <li>• Limiting the extent of any permanent change of use within existing public open space.</li> <li>• Minimising the footprints of construction sites and any permanent infrastructure which is to be located on public land.</li> <li>• Locating and designing all Project works to avoid, to the extent practicable, any temporary and permanent loss of public open space to maximise the re-instatement potential of that land.</li> <li>• Minimising impacts to existing public open spaces and recreational facilities and the users of these facilities, including (but not limited to): JJ Holland Park, University Square, the Melbourne City Baths, City Square, Federation Square, the Shrine of Remembrance and the Shrine Reserve, Domain Parklands, Edmund Herring Memorial Oval, and the Albert Road Reserve.</li> <li>• 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.</li> <li>• Ensuring residents are notified in advance of works in accordance with EPRs SC4 and SC10.</li> </ul> <p>Such measures must be developed in consultation with affected land managers for public land, local councils and key stakeholders, as applicable.</p> <p><b>Note</b></p> <p>(1) The approach to defining key stakeholders is to be outlined in the Community and Stakeholder Engagement Management Framework (see EPR SC3).</p>	<p>Consultation with Council is ongoing regarding the design of the Western Portal in accordance with EPR requirements.</p> <p>The design of the Western Portal is located between the rail corridor and the south side of JJ Holland Park. This public space will be returned as a pedestrian and cyclist area, with car parking and landscaping at the completion of construction that incorporates the Portal and CYP structure into the public realm. Impacts to JJ Holland Park and surrounding residential areas will be minimised through the preparation of a CSEMP.</p> <p>The Western Portal works will minimise impacts to existing public open space and existing residential areas, in addition residents will be notified in advance of works being undertaken.</p> <p>Any impacts to the local road network will continue to be managed in accordance with the Transport Management Plan (TMP) and Worksite Traffic Management Plans (WTMP's) in accordance with EPR requirements.</p> <p>The CER/SER buildings and the tie station are located adjacent to the railway corridor at 1-3 and 5-39 Hobsons Road and seek to complement other elements within the precinct with an architectural treatment. The buildings set back from Kensington Road to minimise the visual impact of this infrastructure on the public realm. Any additional rail infrastructure associated with the buildings is screened by the buildings to minimise the visual impact on the public realm.</p> <p>In addition, an assessment of the Western Portal against the UDS is located at Section 5 and Appendix C.</p>
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Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Land Use and Planning	LU2	<p>Development of the Project must be generally in accordance with the relevant Open Space Master Plans (including but not limited to, the Domain Parklands, and University Square Master Plans and Chapel ReVision Structure Plan), and be consistent with the Melbourne Metro Urban Design Strategy and EPR SC8 in designing and constructing above ground infrastructure for the tunnels.</p> <p>Consultation must occur with land managers and/or agencies responsible for the implementation of the relevant Open Space Master Plans, including local councils and key stakeholders. The outputs must be consistent with EPR SC8.</p>	<p>Consultation with Council is ongoing regarding the design of the Western Portal in accordance with EPR requirements.</p> <p>No open space master plans apply to the Development Plan area, however the following plans apply to specific areas within the precinct:</p> <p><i>The JJ Holland Park Concept Plan 2008</i> applies to JJ Holland Park. The Concept Plan is discussed in Section 3.3. An assessment of the Western Portal design against the relevant master plan Urban Design Guidelines is located at Section 5 and Appendix C.</p> <p><i>The Hobsons Road Precinct Incorporated Plan – 2008</i> applies to the 5-39 Hobsons Road site. The Incorporated Plan is discussed in Section 3.3.</p>
Land Use and Planning	LU4	<p>Prior to commencement of relevant works, develop and implement a plan in consultation with the Urban Design and Architectural Advice Panel (UDAAP) to ensure the design of the Project meets the Melbourne Metro Urban Design Strategy and relevant planning schemes that considers:</p> <ul style="list-style-type: none"> <li>• Permanent above ground structures.</li> <li>• Temporary structures adopting principles of the Growing Green Guide 2014 including green walls, roofs and facades, where practicable.</li> <li>• The RPV Creative Strategy.</li> <li>• Wayfinding, signage and advertising for above ground elements of the Project.</li> </ul> <p>The strategies must be developed in consultation with relevant local councils and land managers. (See EPR LV1).</p>	<p>The design of the Western Portal has and will continue to be developed in consultation with UDAAP and Council.</p> <p>An assessment of the Western Portal design and construction against the relevant Urban Design Guidelines is located at Section 5 and Appendix C.</p> <p>In addition, the Urban Design Management Plan (Temporary Works) has been prepared for the management of urban design related construction impacts.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Landscape and Visual</b>	<b>LV1</b>	<p>Prior to commencement of relevant works, develop and implement a plan for the design of permanent and temporary works, including temporary landscaping, in consultation with relevant local councils and the Office of Victorian Government Architect to comply with the Melbourne Metro Urban Design Strategy. Avoid or minimise, to the extent practicable, visual impacts in both duration and intensity on sensitive receptors and heritage places, and maintain broader landscape character and heritage precinct values, particularly in relation to:</p> <ul style="list-style-type: none"> <li>Western Portal: JJ Holland Park.</li> </ul>	<p>Consultation with the OVGA and Council is ongoing regarding the design of the Western Portal in accordance with EPR requirements.</p> <p>Landscaping along Childers Street will respect the existing landscape character of JJ Holland Park with the view of improving the Western Portal precinct. The treatment of the flood wall will also reflect the landscape values of JJ Holland Park and present as a respectful backdrop to the open space.</p> <p>A landscaping solution will be provided at the corner of 1-3 Hobsons Road and Kensington Road to reduce the visual bulk of the CER/SER buildings and other above-ground rail infrastructure.</p> <p>The demolition, roof replacement and surface works at 5-39 Hobsons Road are consistent with outcomes of the Melbourne Metro Urban Design Strategy which seek to not constrain or preclude the future development of 5-39 Hobsons Road.</p> <p>An assessment of the Western Portal design and construction against the relevant Urban Design Guidelines is located at Section 5 and Appendix C.</p> <p>In addition, the Urban Design Management Plan (Temporary Works) has been prepared for the management of urban design related construction impacts.</p>



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Landscape and Visual</b>	<b>LV2</b>	<p>Develop and implement a plan in consultation with the Office of Victorian Government Architect, local councils and other land managers to comply with the Melbourne Metro Urban Design Strategy to re-establish and enhance public open space, recreation reserves and other valued places disturbed by temporary works. Some of these are heritage places and further consultation will be required.</p> <p>The plan must include, but not be limited to, a methodology and timeframe for storage, reinstatement or replacement of existing public art, monuments and public infrastructure such as poles (including banner poles), bins, and other street furniture such as wayfinding signage (including signage hubs).</p> <p>Where temporary works on public open space, recreation reserves and other valued places disturb trees in these locations, the plan must be consistent with measures proposed under plans and actions required under EPR AR1, AR2 and AR3 regarding reinstatement of trees.</p>	<p>Consultation with the OVGA and Council is ongoing regarding the design of the Portal in accordance with EPR requirements.</p> <p>Childers Street will be provided with street trees to better integrate the built form of the flood wall with landscape character of JJ Holland Park.</p> <p>The Western Portal will reinstate and improve connections along Childers Street and between South Kensington station and JJ Holland Park.</p> <p>An assessment of the Western Portal design against the relevant public realm Urban Design Guidelines is located at Section 5 and Appendix C.</p>
<b>Noise and Vibration</b>	<b>NV3</b>	<p>Prior to commencement of shaft construction and prior to commencement of main works, each Works Package contractor must appoint a suitably qualified acoustic and vibration consultant to predict construction noise and vibration (through modelling) and update the modelling to reflect current construction methodology, site conditions and specific equipment noise and vibration levels (this will require noise and vibration measurements). The model is to be used to determine appropriate mitigation to achieve the EPRs.</p> <p>The acoustic and vibration consultant must document the modelling and mitigation investigation in a Construction Noise and Vibration Assessment Report for review by the Independent Environmental Auditor. This report must provide the basis for the development of the construction noise and vibration management plan required under EPR NV21.</p> <p>The model must consider airborne noise to residential and non-residential receivers, ground-borne noise at residences, blasting vibration and ground-borne vibration.</p> <p>(For heritage places see EPR CH24).</p>	<p>This Plan presents the surface works of the Western Portal. RIA has prepared and implemented a Noise and Vibration Management Plan with site specific controls in the SEIP. These controls have been informed by a Construction Noise and Vibration Impact Assessment and modelling undertaken by a suitably qualified acoustic and vibration consultant for works during this stage.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Noise and Vibration	NV16	<p><b>Design Phase</b></p> <p>Appoint a suitably qualified acoustic and vibration consultant to predict and assess operational noise and vibration and determine practicable mitigation measures necessary to achieve the EPRs</p> <p>The acoustic and vibration consultant must prepare an Operation Noise and Vibration Report for review by the Independent Environmental Auditor, which documents the predictions and mitigation measures</p> <p><b>Commissioning / Operation</b></p> <p>Appoint a suitably qualified acoustic and vibration consultant to undertake commissioning noise and vibration measurements to assess levels with respect to the EPRs.</p>	<p>Noise and vibration impacts for the Western Portal have been assessed by an acoustic consultant to confirm that the design can meet the relevant EPRs.</p> <p>The outputs of this assessment have been documented in an Operation Noise and Vibration Report.</p>

Noise and Vibration	NV17	<p>Avoid, minimise or mitigate rail noise where the following PRINP (April 2013) Investigation Thresholds are exceeded during operation:</p> <table><tr><th>Time</th><th>Type of Receiver</th><th>Investigation Thresholds</th></tr><tr><td>Day (6 am - 10 pm)</td><td>Residential dwellings and other buildings where people sleep including aged persons homes, hospitals, motels and caravan parks Noise sensitive community buildings, including schools, kindergartens, libraries</td><td>65 dBLAeq and a change in 3 dB(A) or more or 85 dBLAmax and a change in 3 dB(A) or more</td></tr><tr><td>Night (10 pm - 6 am)</td><td>Residential dwellings and other buildings where people sleep including aged persons homes, hospitals, motels and caravan parks</td><td>60 dBLAeq and a change in 3 dB(A) or more or 85 dBLAmax and a change in 3 dB(A) or more</td></tr></table> <p>Notes</p> <p>(1) If an investigation shows that the Investigation Thresholds are not exceeded, then no further action is considered under the PRINP.</p> <p>(2) The barrier thresholds of the PRINP are to be used as the design targets for the barrier heights and configuration.</p> <p>(3) If the Investigation Thresholds cannot be achieved with the installation of barriers or other on-reservation treatment then off-reservation treatment such as upgrades to residential building facades must be considered. Such treatments should be designed to meet the following internal noise levels where practicable to do so and subject to landowner consent:</p> <p>a. Maximum noise levels of trains should not exceed 50 dB LAmax in bedrooms.</p>	Time	Type of Receiver	Investigation Thresholds	Day (6 am - 10 pm)	Residential dwellings and other buildings where people sleep including aged persons homes, hospitals, motels and caravan parks Noise sensitive community buildings, including schools, kindergartens, libraries	65 dBLAeq and a change in 3 dB(A) or more or 85 dBLAmax and a change in 3 dB(A) or more	Night (10 pm - 6 am)	Residential dwellings and other buildings where people sleep including aged persons homes, hospitals, motels and caravan parks	60 dBLAeq and a change in 3 dB(A) or more or 85 dBLAmax and a change in 3 dB(A) or more	<p>Operational noise from rollingstock has been assessed in accordance with Passenger Rail Infrastructure Noise Policy (PRINP) for the Western Portal.</p>
Time	Type of Receiver	Investigation Thresholds										
Day (6 am - 10 pm)	Residential dwellings and other buildings where people sleep including aged persons homes, hospitals, motels and caravan parks Noise sensitive community buildings, including schools, kindergartens, libraries	65 dBLAeq and a change in 3 dB(A) or more or 85 dBLAmax and a change in 3 dB(A) or more										
Night (10 pm - 6 am)	Residential dwellings and other buildings where people sleep including aged persons homes, hospitals, motels and caravan parks	60 dBLAeq and a change in 3 dB(A) or more or 85 dBLAmax and a change in 3 dB(A) or more										

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
		<p>b. Maximum noise level of trains should not exceed 60 dB LAmax in living areas.</p> <p>(4) LAmax, is defined as maximum A-weighted sound pressure level and is the 95 percentile of the highest value of the A-weighted sound pressure level reached within the day or night</p> <p>(5) For Melbourne Metro the location of assessment is at 1m from the centre of the window of the most exposed external façade.</p>	
Noise and Vibration	NV18	<p>For operation, noise from fixed plant associated with Melbourne Metro must:</p> <p>Comply with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1).</p> <p>Where SEPP N-1 does not apply, comply with the internal Satisfactory Recommended Design Sound Levels as defined in AS/NZS 2107 for the following sensitive areas:</p> <ul style="list-style-type: none"> <li>• Teaching spaces</li> <li>• Laboratories</li> <li>• Conference rooms</li> <li>• Libraries</li> <li>• Music studios</li> <li>• Operating Theatres / Surgeries</li> <li>• Wards / Recliners</li> <li>• Performance spaces / Galleries</li> <li>• Places of worship</li> </ul> <p>If the existing internal background noise level within any of the above areas exceeds the Maximum Recommended Design Sound Level in AS/NZS 2107, then noise from the fixed plant associated with the Melbourne Metro Project must not exceed the existing background levels within these spaces at the commencement of operation.</p> <p>This does not apply to noise generated by trains and/or trams.</p>	<p>Noise from infrastructure, including outdoor equipment associated with the CER/SER building and the tie station at 1-3 and 5-39 Hobsons Road, has been designed to comply with SEPP N-1 at the Western Portal.</p> <p>It is expected that changes to the design or the noise source levels can be mitigated with standard controls if required.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response																									
Noise and Vibration	NV20	<p>During operation, achieve the following guideline targets (based on Table 1 in BS6472-1:2008) or background levels (whichever is higher) for vibration as follows:</p> <table><tr><td></td><td colspan="4">VDV (M/s<sup>1.75</sup>)</td></tr><tr><td>Location</td><td colspan="2">Day 7am-10pm</td><td colspan="2">Night 10pm-7am</td></tr><tr><td>Residences</td><td>0.2</td><td>0.4</td><td>0.1</td><td>0.2</td></tr><tr><td>Offices, schools, educational institutions, places of worship</td><td>0.4</td><td>0.8</td><td>0.4</td><td>0.8</td></tr><tr><td>Workshops</td><td>0.8</td><td>1.6</td><td>0.8</td><td>1.6</td></tr></table> <p>Notes</p> <p>(1) The Guideline Targets are non-mandatory; they are goals that should be sought to be achieved through the application of feasible and reasonable mitigation measures.</p> <p>(2) Compliance with these values implies no structural damage due to operation.</p>		VDV (M/s <sup>1.75</sup> )				Location	Day 7am-10pm		Night 10pm-7am		Residences	0.2	0.4	0.1	0.2	Offices, schools, educational institutions, places of worship	0.4	0.8	0.4	0.8	Workshops	0.8	1.6	0.8	1.6	<p>Future rolling stock movement has been designed to meet vibration targets during operation at the Western Portal.</p> <p>The scope of the Western Portal is not expected to result in a change to existing vibration levels at nearby sensitive receivers.</p>
	VDV (M/s <sup>1.75</sup> )																											
Location	Day 7am-10pm		Night 10pm-7am																									
Residences	0.2	0.4	0.1	0.2																								
Offices, schools, educational institutions, places of worship	0.4	0.8	0.4	0.8																								
Workshops	0.8	1.6	0.8	1.6																								



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Social and Community</b>	<b>SC3</b>	<p>RPV must develop a Community and Stakeholder Engagement Framework to outline the principles and approach to advising key stakeholders and other potentially affected stakeholders across the Project of the construction activities.</p> <p>The CSEMF will cover all stages of work including early works and mains works for all contract works packages.</p> <p>The CSEMF will inform the CSEMP prepared by each contract works package.</p> <p>The CSEMF must provide for any interested stakeholder to be able to register their contact details to the Project webpage to ensure they are included and automatically advised of planned construction activities, Project progress, mitigation measures and intended reinstatement measures where applicable.</p> <p>The CSEMF must document a complaints management process in accordance with EPR EMF4.</p> <p>The CSEMF must be approved by the Minister for Planning prior to the commencement of early works.</p>	The CSEMF, prepared by RPV, has been approved by the Minister for Planning.

<p><b>Social and Community</b></p>	<p><b>SC4</b></p>	<p>Prior to the commencement of Project works, each works package contractor must develop and implement a Community and Stakeholder Engagement Management Plan (CSEMP) in accordance with the CSEMF, to engage potentially affected stakeholders individually or through groups such as the Precinct Reference Groups. The CSEMP should advise potentially affected stakeholders of the planned construction activities, Project progress, mitigation measures and intended reinstatement measures where applicable.</p> <p>The CSEMP should integrate all Project activities that potentially impact on community and business operations as well as provide for and direct a well-coordinated communication and engagement process. The plan must include:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Measures for providing advance notice of significant milestones, changed traffic conditions, interruptions to utility services, changed access and parking conditions, periods of predicted high noise and vibration activities.</li> <li>• Measures for communicating the design of and results from environmental monitoring programs (e.g. vibration, noise, dust, ground movement).</li> <li>• Process for informing landowners about pre-condition property surveys (as stated in EPRs GM4 and NV5).</li> <li>• Process for notifying key stakeholders and the public of the release of early works plans or development plans for public inspection and comment.</li> <li>• Process for registering, managing and resolving complaints consistent with Australian Standard AS/NSZ 10002:2014 <i>Guidelines for Complaint Management in Organisations</i>.</li> <li>• Measures to address any other matters which are of concern to potentially affected stakeholders through the construction of the Project.</li> </ul> <p>The plan must consider each precinct and station location in detail. Stakeholders to be consulted relevant to each precinct and considered in the plan include:</p> <ul style="list-style-type: none"> <li>• Local councils</li> <li>• Land managers</li> </ul>	<p>RIA has prepared a CSEMP in accordance with the CSEMF to engage potentially affected stakeholders.</p>
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Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
		<ul style="list-style-type: none"> <li>• Potentially affected residents</li> <li>• Potentially affected businesses</li> <li>• Recreation, sporting and community groups and facilities</li> <li>• Other public facilities in proximity.</li> </ul>	
<b>Social and Community</b>	<b>SC6</b>	<p>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:</p> <ul style="list-style-type: none"> <li>• Timely provision of construction schedules to allow for appropriate event planning.</li> <li>• Timely notification of schedule changes that may impact upon major public events.</li> <li>• Consideration of appropriate alternative sites and routes for events and parades.</li> </ul>	The CSEMP considers potential impacts to major public events and provides for coordination with affected stakeholders.
<b>Social and Community</b>	<b>SC7</b>	<p>In consultation with the relevant local councils, develop a relocation strategy for sports clubs and other formal users of directly impacted recreational facilities. This strategy should aim to identify available local alternative facilities for formal recreational users displaced from recreational facilities by the Project. This strategy should avoid displacing existing users at alternative facilities and provide adequate notification to clubs to minimise the impact of relocation.</p>	<p>The Western Portal will not displace sports clubs or directly impact recreational facilities. The CSEMP considers potential impacts to major public events and provides for coordination with affected stakeholders.</p> <p>In addition, traffic management measures (through TMPs and WTMP's) are in place to ensure that access to sports clubs and recreational facilities will be retained during construction in accordance with EPR requirements.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Social and Community</b>	<b>SC8</b>	<p>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:</p> <ul style="list-style-type: none"> <li>Re-establish sites impacted by construction works, to be generally in accordance with adopted open space master plans, and conservation management plans (where appropriate).</li> </ul>	<p>The reinstatement of areas impacted by construction works at the Western Portal will be undertaken in consultation with Council and other key stakeholders. RIA has also undertaken targeted engagement via design workshops with key community groups. There are no master plans within the Development Plan area. An assessment of the Western Portal design against the relevant master plan Urban Design Guidelines is located at Section 5 and Appendix C. An assessment of the Western Portal design against the <i>Hobsons Road Precinct Incorporated Plan – March 2008</i> is discussed in Section 3.3.</p>
<b>Social and Community</b>	<b>SC12</b>	<p>In addition to EPR SC11, RPV to establish Precinct Reference Groups as required for all other Project precincts, which collectively provide for representation of interested and relevant stakeholders. These groups should be configured in a way that broadly satisfies the recommendation in the Minister's Assessment and which also allows each Group to function coherently and effectively. Each Precinct Reference Group should have an independent chair.</p>	<p>A Precinct Reference Group has been established for the Western Portal. Key stakeholders have been consulted with regarding the design and aspect specific management plans for the Western Portal.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Surface Water	SW1	<p>Prior to commencement of relevant works, for all Precincts (with the exception of the western turnback) design permanent and temporary works and, if necessary, develop and implement emergency flood management measures for the tunnels, tunnel portals, access shafts, station entrances and Arden electrical substation to provide appropriate protection against floodwaters and overland stormwater flows.</p> <p>The design of these works must be informed by a flood immunity risk assessment that considers a range of events, and to the requirements and satisfaction of Melbourne Water and/or the relevant council.</p> <p>The flood immunity risk assessment referred to above must address all portal areas (or other flood entry points) for the existing Melbourne Underground Rail Loop, or similar secondary infrastructure items that may allow for flood entry into the Project.</p>	<p>RIA has prepared and implemented a Surface Water Management Plan (that incorporates outcomes from the flood immunity risk assessment) with site specific controls in the SEIP.</p> <p>Consultation with the responsible waterway management authority has been undertaken during the preparation of the Surface Water Management Plan in accordance with EPR requirements.</p> <p>The design includes approximately 100m<sup>3</sup> of storage for stormwater detention to manage stormwater discharge rates, and a floodwall along the rail corridor. Floodplain management and protection works for the precinct will also be provided to mitigate reductions in floodplain storage due to the works. The design includes allowance for climate change through considering increased rainfall intensities and sea level rise.</p> <p>The proposed floodplain management solution will be mostly located within the rail embankment to the south of 1-3 Hobsons Road and the indicative maximum extent of works to the embankment is provided in Appendix B. These works will contribute to the total required flood storage capacity of approximately 2100m<sup>3</sup>.</p> <p>An assessment of the Western Portal design against the relevant master plan Urban Design Guidelines is located at Section 5 and Appendix C.</p> <p>The installation of the tie station at 1-3 and 5-39 Hobsons Road, undertaken as part of the Western Portal Development Plan Amendment 2025, does not impact the existing compensatory flood storage or propose changes to the compensatory flood storage requirements.</p>



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Surface Water	SW2	<p>For all precincts, to the satisfaction of the responsible waterway management authority:</p> <ul style="list-style-type: none"> <li>• Undertake modelling of the design of permanent and temporary works to demonstrate the resultant flood levels and risk profile</li> <li>• Maintain existing flood plain storage capacity potentially impacted by the Project</li> <li>• Ensure that permanent and associated temporary construction works do not increase flood levels to result in additional flood risk</li> <li>• Ensure permanent and associated temporary works do not increase flow velocities that would potentially affect the stability of property, structures or assets, and/or result in erosion during operation or construction</li> <li>• Undertake stormwater modelling of the design of permanent and temporary works to demonstrate the resultant stormwater quantity and quality response to the Project.</li> <li>• For all Precincts adopt WSUD and integrated water management principles in the stormwater design, as required through the Melbourne Metro Urban Design Strategy, and to the requirements of the relevant local council.</li> </ul>	<p>RIA has prepared and implemented a Surface Water Management Plan with site specific controls in the SEIP. Consultation with the responsible waterway management authority has been undertaken during the preparation of the Surface Water Management Plan in accordance with EPR requirements.</p> <p>The design includes approximately 100m<sup>3</sup> of storage for stormwater detention to manage stormwater discharge rates, and a floodwall along the rail corridor. Floodplain management and protection works for the precinct will also be provided to mitigate reductions in floodplain storage due to the works. The design includes allowance for climate change through considering increased rainfall intensities and sea level rise.</p> <p>The proposed floodplain management solution will be mostly located within the rail embankment to the south of 1-3 Hobsons Road and the indicative maximum extent of works to the embankment is provided in Appendix B. These works will contribute to the total required flood storage capacity of approximately 2100m<sup>3</sup>.</p> <p>An assessment of the Western Portal design against the relevant master plan Urban Design Guidelines is located at Section 5 and Appendix C.</p> <p>The installation of the tie station at 1-3 and 5-39 Hobsons Road, undertaken as part of the Western Portal Development Plan Amendment 2025, does not impact the existing compensatory flood storage or propose changes to the compensatory flood storage requirements.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Transport	T7	<p>Design all roadworks and shared path works to relevant design standards to maintain safety of movement in consultation with the relevant road management authorities and TTWG, as required. Designs should be underpinned by appropriate transport modelling and have an objective to facilitate public transport and minimise carpark loss to the extent practicable.</p> <p>Develop and implement a plan to reinstate car parking on Childers Street, Kensington and Laurens Street, North Melbourne in consultation with the relevant road management authorities that:</p> <ul style="list-style-type: none"> <li>• Minimises the permanent loss of parking where possible.</li> <li>• Ensures re-instated car parking does not encroach on JJ Holland Park.</li> <li>• Considers opportunities for replacement of any net loss of parking at nearby locations.</li> <li>• Reduces the risk of overflow parking in local streets from South Kensington station and activities at JJ Holland Park.</li> </ul> <p>Where vehicle and pedestrian access are altered during construction, ensure that vehicle and pedestrian access is reinstated appropriately, in accordance with relevant road design standards, so adjacent land is not compromised.</p>	<p>Roadworks at the Western Portal is managed through the Transport Management Plan (TMP) and Worksite Traffic Management Plans (WTMP's) in accordance with EPR requirements.</p> <p>Once in operation the Western Portal will not affect the public road network surrounding the Development Plan area. Within the Development Plan area, more space will be provided to pedestrians at the station entrance and pedestrian crossings will be realigned to more direct and appropriate locations for pedestrian movements.</p> <p>The minor relocation of the vehicle crossover at the eastern end of Childers Street does not result in any net loss to car parking along Childers Street.</p> <p>Changes to line marking as a result of the vehicle crossover relocation ensures a safe on-road bicycle link along Childers Street.</p>
Transport	T8	<p>In consultation with the relevant road management authorities, implement measures to address pedestrian congestion at and around station entrances where they interface with the Precincts, to the extent practicable.</p> <p>Provide adequate wayfinding to facilitate passenger transfers (see EPR LU4).</p>	<p>South Kensington station interfaces with the Development Plan area at the entrance and as such will provide a broad generous Station Forecourt area to eliminate vehicle and pedestrian movement interfaces at entrance and allow for safe pedestrian crossing of Childers Street.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
Transport	T9	<p>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.</p> <p>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.</p> <p>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.</p> <p>Review the reinstatement and provision of safe and effective bicycle lanes and pedestrian access in and around the Melbourne Metro station sites in cooperation with the relevant road management authorities and the relevant local council.</p> <p>Provide wayfinding information to enhance connectivity for pedestrians and public transport users, in consultation with relevant local councils and user groups.</p> <p>Consult with the TTWG on active transport, where required.</p>	<p>Childers Street will be reinstated as part of the Project. It is proposed that bicycles and vehicles share Childers Street and shared-lane marking is proposed to indicate this. This shared lane marking on Childers Street will connect with cycling lanes at Hobsons Road, Kensington Road and Tennyson Street.</p> <p>A pedestrian path will be reinstated along Childers Street as part of its remaking and will connect with pathways in JJ Holland Park and Ormond Street.</p> <p>Wayfinding will be provided in consultation with Council to continue the signage suite developed by Council.</p> <p>Consultation with the TTWG has been undertaken and will be ongoing through the design and construction phases.</p>