



## RAIL INFRASTRUCTURE ALLIANCE

### Western Turnback Development Plan – Stage 2 (Station Works)

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# TABLE OF CONTENTS

<b>ABBREVIATIONS AND DEFINITIONS</b> .....	<b>5</b>
<b>FOREWORD</b> .....	<b>8</b>
<b>1 Introduction</b> .....	<b>9</b>
1.1 Purpose .....	9
1.2 Metro Tunnel Project .....	9
1.3 Delivery of the Metro Tunnel Project.....	10
<b>2 Approvals Framework</b> .....	<b>11</b>
2.1 Incorporated Document.....	11
2.2 Incorporated Document Conditions.....	11
2.3 Approved Metro Tunnel Project Plans .....	12
<b>3 Community and Stakeholder Engagement</b> .....	<b>13</b>
<b>4 Site Context</b> .....	<b>15</b>
4.1 Development Plan Area .....	15
4.2 Existing Site Conditions .....	17
4.3 Broader context and strategic positioning .....	17
<b>5 Scope of Works</b> .....	<b>18</b>
<b>6 Design Response</b> .....	<b>20</b>
6.1 Design Development .....	20
6.2 Design Overview .....	20
6.3 Consistency with the Urban Design Strategy.....	22
6.3.1 Architecture.....	23
6.3.2 Community Experience.....	23
6.3.3 Access .....	23
6.3.4 Safety and Crime Prevention Through Environmental Design .....	24
6.3.5 Lighting .....	24
6.3.6 Materials and Finishes .....	24
6.3.7 Managing Construction Impacts .....	25
6.4 Consistency with the Environmental Management Framework.....	25
6.4.1 Managing Construction Impacts .....	26
<b>7 Conclusion</b> .....	<b>28</b>
APPENDIX A WESTERN TURNBACK STAGE 2 (STATION WORKS) SITE LAYOUT .....	A
APPENDIX B WESTERN TURNBACK STAGE 2 (STATION WORKS) ARCHITECTURAL PLANS AND ELEVATIONS .....	B
APPENDIX C WESTERN TURNBACK URBAN DESIGN STRATEGY DESIGN RESPONSE .....	C
APPENDIX D WESTERN TURNBACK ENVIRONMENTAL PERFORMANCE REQUIREMENTS DESIGN RESPONSE .....	D

## TABLE OF FIGURES

Figure 1	Metro Tunnel Schematic Diagram.....	10
Figure 2	Site Context Plan .....	16
Figure 3	Site Plan .....	21
Figure 4	Indicative Materials and Finishes .....	25

## TABLE OF TABLES

Table 1	Abbreviations, Terms and Definitions .....	5
Table 2	Incorporated Document Conditions relevant to the Plan .....	11
Table 3	Integration of the UDS during the development.....	22
Table 4	Risk and impact mitigation strategies associated with the design response....	26
Table 5	Western Turnback Urban Design Strategy Design Response.....	C
Table 6	Environmental Management Framework Design Response.....	C

# 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	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	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.
	Council	Maribyrnong City Council.
<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.
<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, financial and resource management advice to help the Victorian Government deliver its policies.
<b>EES</b>	Environment Effects Statement	The Environment Effects Statement for the Metro Tunnel Project exhibited and assessed under the Environment Effects Act 1978 (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 document with requirements to ensure that works are planned and performed so that any adverse effects on the environment are appropriately managed.

Abbreviation	Term	Definition
<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 prevent and control of air, land and water pollution, industrial noise 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.
<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>OEMP</b>	Operations Environmental Management Plan	Document which details the management of operational aspects and impacts associated with the delivery of the works.
<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>OHW</b>	Overhead Wiring	A wire is used to transmit electrical energy to trams or trains
<b>PSA</b>	Planning Scheme Amendment	An amendment to the relevant 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	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	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/receivers 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/receivers do not include public open space or places of work.

Abbreviation	Term	Definition
<b>SEPP</b>	State Environment Protection Policy	Policies that are subordinate legislation made under the provisions of the Environment Protection Act 1970 to provide more detailed requirements and guidance for the application of the Act to Victoria.
<b>TfV</b>	Transport for Victoria	Transport for Victoria brings Victoria's transport sector agencies together under one umbrella.
<b>the Project</b>	Metro Tunnel Project	The Metro Tunnel Project or Melbourne Metro Rail Project, as identified in the Incorporated Document.
<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 Heritage Act 2017.
<b>VHR</b>	Victorian Heritage Register	Register of significant heritage places or/or objects which are identified and protected under the Heritage Act 2017.
<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 Western Turnback is part of the Metro Tunnel Project. It includes a new passenger platform and additional track at West Footscray station to enable trains to start and finish services at West Footscray. The Rail Infrastructure Alliance (RIA) has been appointed by RPV as the consortium that will deliver works at West Footscray. The proposed works will occur entirely within the railway corridor and will be delivered in two stages:

- Stage 1 (Rail Works)
- Stage 2 (Station Works).

The scope for Stage 2 (Station Works) includes construction of a third platform at West Footscray with ramp, stair and lift access, modifications to the existing concourse, an additional track and related earthworks.

A separate Development Plan is required for each stage. Stage 1 (Rail Works) were addressed in the *Western Turnback Development Plan – Stage 1 (Rail Works)*. Stage 2 (Station Works) only is addressed in this Development Plan.



Evan Tattersall  
Chief Executive Officer  
Rail Projects Victoria



# 1 Introduction

## 1.1 Purpose

The Rail Infrastructure Alliance (RIA), on behalf of Rail Projects Victoria (RPV), is delivering Stage 2 of the Western Turnback as part of the Metro Tunnel Project (the Project). This Western Turnback Development Plan – Stage 2 (Station Works) (the Plan) addresses the station and associated infrastructure works for the Western Turnback. These works enable the construction of a rail turnback allowing outbound trains to change direction on the railway line and head back to Melbourne’s CBD facilitating a more efficient rail network as part of the Project. It is not the intention of the Project to modify or upgrade the existing precinct and the Incorporated Document only requires a Development Plan for a rail turnback. The West Footscray station was rebuilt in 2013, and the proposed works seek to tie in with this rebuild. Any landscape, pavement, kerb or carpark disturbed during construction will be reinstated upon completion of the Project.

The Plan has been prepared by RIA 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 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)

Landscape and public realm plans have not been provided as the Station Works are located entirely within the operational rail corridor.

The Station Works are, however, assessed against the relevant sections of the UDS and EMF and the Architectural Plans provided support this assessment.

## 1.2 Metro Tunnel Project

The Project 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 Project 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 (to be renamed North Melbourne), 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 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 Project 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 follows:

- **Western Turnback (West Footscray), EES Precinct 9** – is located within the existing rail reserve at West Footscray.

### 1.3 Delivery of the Metro Tunnel Project

The Project 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 RIA package (see below), with CYP delivering part of the portal infrastructure.
- **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 Turnback precinct as described in this document. This package is being delivered by RIA. These works are ongoing.
- **Rail Systems Alliance (RSA)** – this package is to deliver the signalling system required to support the Project and is being delivered by the Rail Systems Alliance. These works are ongoing.

Figure 1 below identifies the schematic design and scope of the Project.

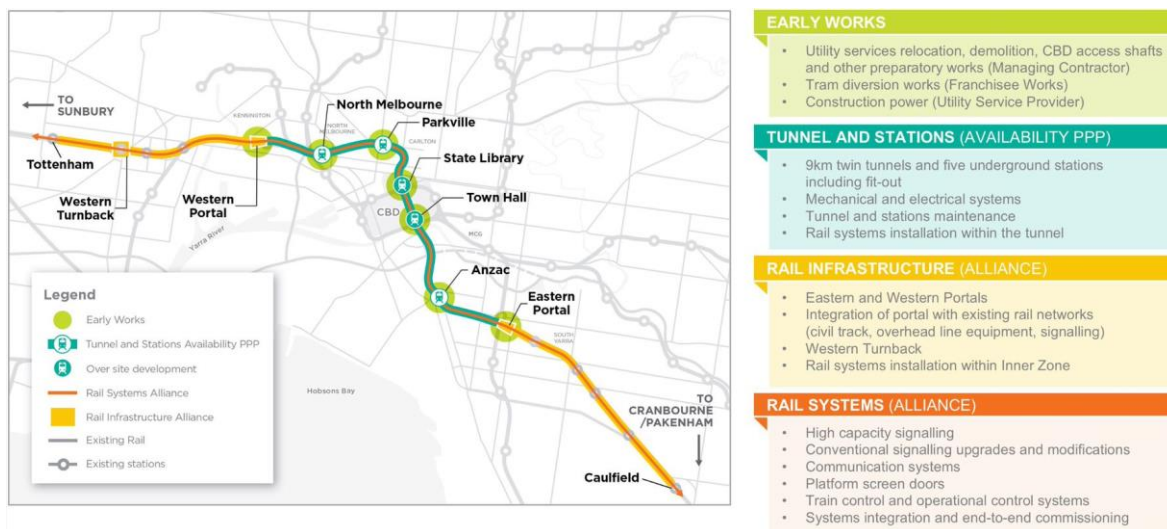


Figure 1 Metro Tunnel Schematic Diagram

## 2 Approvals Framework

### 2.1 Incorporated Document

The Project 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 Project and the approach to managing these impacts, and was supported by a range of technical studies on 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 relevant planning schemes to facilitate the delivery of the Project. 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 rail turnback at West Footscray Station and any of the above-ground works or structures that are part of the Project.
4.7.2 and 4.7.3	Stipulates that a Development Plan must address surface works that are associated with the Western Turnback and include: <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. [Note: this plan only includes works within the rail corridor to the station and no landscaping is proposed, hence only architectural plans and elevations are provided]</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 4.6.4, 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.
4.7.8	Notes that <i>'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'</i> . 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 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 Turnback:

- *Metro Tunnel Environmental Management Framework* (August 2018), as required under Clause 4.8.1 of the Incorporated Document and approved by the Minister for Planning. This document is available on the Project 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 Project website.
- *Metro Tunnel Residential Impact Mitigation Guidelines for Construction*, as required under the EMF. This document is available on the Project website.
- *Metro Tunnel Community and Stakeholder Engagement Management Framework*, as required under the Incorporated Document. This document is available on the Project 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 Project website.
- *Metro Tunnel Living Infrastructure Plan*, as required by the Project. This document is available on the Project website.

### 3 Community and Stakeholder Engagement

During the preparation of the Project EES, a comprehensive engagement program to seek input from stakeholders and the community was undertaken. Stakeholders and the community had the opportunity to provide formal submissions during a public exhibition period. The Inquiry and Advisory Committee then considered the EES and submissions and prepared a report for the Minister for Planning. This Plan builds on that previous consultation, as well as the consultation undertaken during the preparation of the *Western Turnback Development Plan – Stage 1 (Rail Works)*.

In relation to this Plan, RIA has consulted with each of the relevant stakeholders identified in the Incorporated Document, being:

- Office of the Victorian Government Architect, included within the Metro Tunnel Urban Design and Architecture Advisory Panel
- Maribyrnong City Council
- Department of Transport, including Transport for Victoria
- Public Transport Victoria
- VicRoads
- Melbourne Water
- Heritage Victoria

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

- Department of Environment, Land, Water and Planning
- Metro Tunnel Development Plan Review Committee
- Metro Tunnel Traffic and Transport Working Group
- Metro Trains Melbourne
- Environment Protection Authority
- Cross Yarra Partnership
- Rail Systems Alliance
- Bicycle Network Victoria
- VicTrack
- Department of Treasury and Finance
- Western Bulldogs Football Club
- Victoria University
- Les Twentyman Foundation
- The local community and businesses

Between October 2018 and February 2019, RIA undertook engagement with community members and commuters in West Footscray in support of the preparation of this Plan. Key Project awareness raising activities included one-on-one briefings with identified groups / traders, distribution of informational post cards to local residents and businesses, community drop-ins and information pop-ups and e-newsletters distributed to the Metro Tunnel Project subscribers that

informed subscribers of upcoming consultation and provided links to the draft Plan and online survey.

In accordance with the requirements of Clause 4.7.4 of the Incorporated Document:

- This Plan was made available for public inspection for 15 business days from Monday 4 February 2019 until Friday 22 February 2019 on the Project website.
- The 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.

Additional public display activities during the public display period included a letterbox drop to local residents and businesses inviting them to comment on the draft Plan, door knocks of properties within vicinity of West Footscray station, three social media posts providing links to the draft Plan and the online survey, two information pop-ups and a community drop-in session.

A total of 32 public submissions were received on the draft Plan, of which, 12 provided comment on the draft Plan.

The submissions received have been considered and addressed within this Plan. Generally, the submissions commented on:

- Opportunities to improve weather protection on station platforms
- Opportunities to improve signage throughout the station
- The ability for the design to cater for growth in patronage
- The need for increased car parking during construction and operation
- Opportunities for more and enhanced pedestrian access routes to and within the station

One design refinement made in response to the feedback received on the Plan has been to update the proposed design features and materials and to improve safety where the new concourse connects to the existing station overpass. All other updates to the Plan flowing from consultation provide more clarity in relation to the feedback received regarding weather protection, the scope of Station Works and car parking during construction.

## 4 Site Context

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

### 4.1 Development Plan Area

The Western Turnback is located seven kilometres north-west of Melbourne's CBD in the suburb of West Footscray and is within Maribyrnong City Council (Council). The Western Turnback precinct (the Development Plan area, refer Figure 2) is contained wholly within the rail corridor.

This Development Plan area encompasses land generally bound by the railway corridor to the south and west, Cross Street to the north, and the Geelong Road/Princes Highway (Geelong Road) to the east.

The Development Plan area is occupied by the rail corridor and the existing West Footscray station, which was rebuilt in 2013. It includes the station platform and a station overpass connecting to Sunshine Road and Cross Street.

The rail corridor (including the station car park) is within the Public Use Zone 4 (Transport).

The rail corridor is also affected by the Special Building Overlay, the Development Plan Overlay (Schedule 11 - Melbourne Airport Rail Link Development Plan) and Design and Development Overlay (Schedule 3 Melbourne Airport Rail Link Area).

The Cross Street Electrical Substation is located within the Development Plan area and is affected by the Heritage Overlay (HO192).

Figure 2 provides the context of the site and shows the Development Plan area (the RIA scope and extent) within the GC82 Project Land for the Western Turnback. The figure includes significant buildings and locations considered relevant to the Western Turnback and the design response.

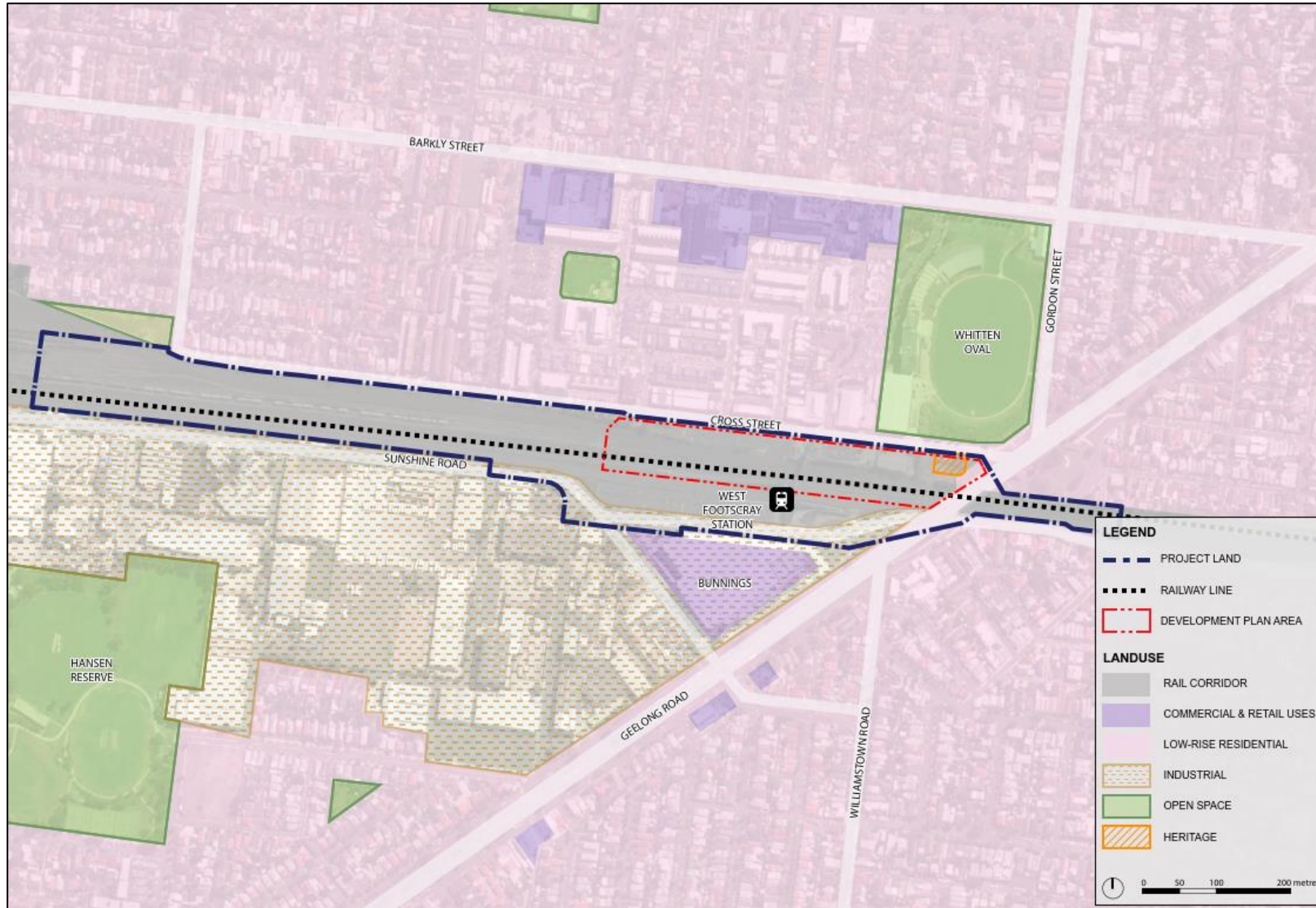


Figure 2 Site Context Plan



## 4.2 Existing Site Conditions

At West Footscray station, the rail corridor supports the Sunbury railway line, two freight tracks, the Melbourne to Adelaide standard gauge line and the Regional Rail Link (RRL). The V/Line services to Warrnambool, Ararat, Maryborough, Swan Hill and Echuca pass through the station on the RRL, however they do not stop and service the station. West Footscray station comprises an island platform, a station building, a covered station overpass and car parking along with a bicycle cage, taxi rank and lifts. Access to West Footscray station is via Cross Street (north) and Sunshine Road (south), which are connected by the station overpass.

Beyond the Development Plan area, the surrounding land is characterised by a mixture of land uses, at ranging from residential to commercial and industrial. The Development Plan area has the following interfaces:

- Land to the north predominantly contains residential dwellings located within the suburb of Footscray. Built form generally comprises single and double storey detached dwellings. Whitten Oval is located to the northeast of the Development Plan area.
- South of the Development Plan area is predominantly commercial and industrial within the suburb of West Footscray, including a Bunnings store located along Sunshine Road adjacent to the existing railway platform. Built form generally comprises single and double storey industrial buildings. Further to the south is a mix of residential dwellings, public open space and Geelong Road.
- Land to the east is a continuation of the rail corridor towards Middle Footscray station and land to the west is a continuation of the rail corridor towards Tottenham station and Tottenham rail yard.

Landscape in the locality is mostly characterised by exotic vegetation in private and public spaces.

There are no areas of Aboriginal Cultural Heritage Sensitivity located within the Development Plan area or within close proximity.

## 4.3 Broader context and strategic positioning

The following Strategic Plans and Frameworks are located within the broader area:

- The *West Footscray Neighbourhood Plan* was endorsed by Council in October, 2018.
- Sunshine Road, to the south, interfaces with the *Tottenham and West Footscray Precinct Framework Plan* (April 2014), and specifically the West Footscray Precinct. Council is continuing to refine the Plan subject to consultation.
- The Development Plan area is located within the study area of the *West Footscray Urban Design Framework*. This Framework was adopted by Council on 18 March 2008, with the key findings subsequently incorporated into the Maribyrnong Planning Scheme.

The *West Footscray Neighbourhood Plan* provides long-term planning for West Footscray, including West Footscray station and the Development Plan area. It presents objectives, strategies and actions to facilitate appropriate land use and built form for the core activity area along Barkly Street and West Footscray station precinct. Relevant to the Development Plan, the pathway south of Cross Street is identified as a shared path with a pedestrian crossing north of West Footscray station. Cross Street, Sunshine Road and Geelong Road are identified as Green Corridors. In addition, the *West Footscray Neighbourhood Plan* acknowledges the Project work at West Footscray station.

The *West Footscray Urban Design Framework* outlines a vision and series of action plans to improve the quality, function and amenity of key public and private spaces across West Footscray.

The *Tottenham and West Footscray Precinct Framework Plan* seeks to establish a clear vision for the precinct, revitalise the precinct's economic role, encourage and facilitate redevelopment, utilise future major transport infrastructure and improve internal access and connectivity, improve the character and amenity, manage industrial and commercial interfaces with adjoining residential areas and improve the quality of Stony Creek.

## 5 Scope of Works

The Western Turnback enables the construction of a rail turnback allowing trains to change direction on the railway line. These works will ultimately optimise the efficiency of the rail corridor enabling outbound trains to return towards Melbourne CBD at West Footscray.

The scope of works for the Western Turnback comprises two complementary stages. Stage 2 (Station Works) is assessed in this Plan and is detailed further below. All works are to be located entirely within the rail corridor.

Stage 1 (Rail Works) was assessed in a separate plan and was approved by the Minister for Planning on 23 February 2019. Stage 1 (Rail Works) comprises of rail services infrastructure works (combined services route relocation, signalling cutover, overhead wiring relocation, piling pad installation, temporary rail crossings, installation of new piles and preparatory works) to support the Stage 2 (Station Works).

Stage 2 (Station Works) of the Western Turnback comprises of the following:

- New tracks including turnouts and realigned tracks to facilitate:
  - The ability for outbound trains to change direction on the railway line, new tracks and turnouts are required.
  - The installation of the new West Footscray platform, which also requires the existing track (DN Independent, S8 and S7) to be realigned. These works will involve the removal of existing track infrastructure and construction of new track alignments and associated batter works within the rail corridor.
- A new third passenger platform at West Footscray station which will be the primary boarding point for city bound services, and include:
  - A canopy with increased coverage compared to the existing city bound platform
  - Vertical mobility (stairs, lift, ramp)
- Extension and alterations to the infrastructure of the existing platform including CCTV, lights and furniture
- A new concourse connecting the existing station overpass to the new third platform, including minor modifications to the existing station overpass at the entrance to the new concourse in order to provide a safer layout for users of the station and the station overpass
- Structural modifications to the existing station overpass to join the new concourse to the overpass, and architectural cladding
- Earthworks and drainage required to facilitate new track for the new platform

The works supported by this Plan enable access to a new platform at the eastern (the Geelong Road overbridge) end of the existing station overpass (refer to the Site Layout Plan in Appendix A for more detail). Appendix B contains the Architectural 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 are intended to commence in mid-2019 following the approval of this Plan, with the works taking approximately 24 months to complete. Affected stakeholders will be appropriately notified in advance of works commencing and during construction.

Associated construction works to occur within the Project Land boundary will be managed in accordance with the approved Environmental Management Framework (refer Section 6.4.1 and Appendix D). The associated works area is shown on the plan included in Appendix A. The associated construction works may include (but are not limited to):

- Laydown areas and temporary car park occupation, including temporary fencing/hoarding

- Site offices
- Service and utility installation
- Car park reinstatement
- Temporary access realignments on Cross Street
- Service relocations
- Demolition of existing structures

## 6 Design Response

### 6.1 Design Development

This Plan presents the scope and extent of the built form of RIA's above ground works at the Western Turnback (Station Works). Specifically, this section discusses how these works are consistent with the approved UDS. Key directions of the UDS include making new and improved connections, making great public places, balancing line-wide consistency with site responsiveness, supporting integrated site redevelopment, designing to help manage construction impacts and designing for the future.

At its core, the proposed design response allows for the construction of a new platform at West Footscray station which enables the construction of a rail turnback allowing outbound trains to change direction on the railway line and head back to Melbourne's CBD from West Footscray. The design response creates a universally accessible platform within the rail corridor that retains existing pedestrian and cyclist routes through the overpass. The Station Works also include upgrades to the existing platform comprising a platform extension and new raised boarding pads to allow for universal access.

The Station Works design has been developed through an iterative process informed by specialist technical assessments and engagement with key stakeholders and the community. The design has also been guided by the Metro Tunnel UDS and EMF, both of which were approved by the Minister for Planning. The design also responds to key elements and objectives of the *West Footscray Neighbourhood Plan* (October 2018), the *Tottenham and West Footscray Precinct Framework Plan* (April 2014) and the *West Footscray Urban Design Framework* (18 March 2008).

Throughout the design process, RIA has sought to uncover and strengthen the key characteristics of the station and understand its likely future condition to ensure that the built form is created to serve the station users and local community better. Specifically, RIA has focused on precinct specific design objectives including:

- Responding to station user and local community needs
- Quality design of publicly accessible spaces

Detailed design will continue to occur during project delivery. Technical design packages will be reviewed by RPV and will be 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 provide an assessment of the Station Works design response against the design guidelines of the UDS.

### 6.2 Design Overview

Detail of RIA's proposed built form and above ground works for the Station Works are attached as follows:

- Site Layout Plan (Appendix A)
- Architectural Plans and Elevations (Appendix B).

In addition to the above, Appendix C contains a more detailed assessment of the Station Works design response against the design guidelines in the UDS.

The design response includes the following key elements (refer Figure 3):

- A new platform and concourse that is generally consistent with the existing station design.
- Universal access connecting the new platform and concourse, including a ramp, lift and stairs.
- Retention of the pedestrian and cyclist access provided by the existing station overpass.
- Upgrades to the existing platform including a platform extension and new raised boarding pads to allow for universal access.

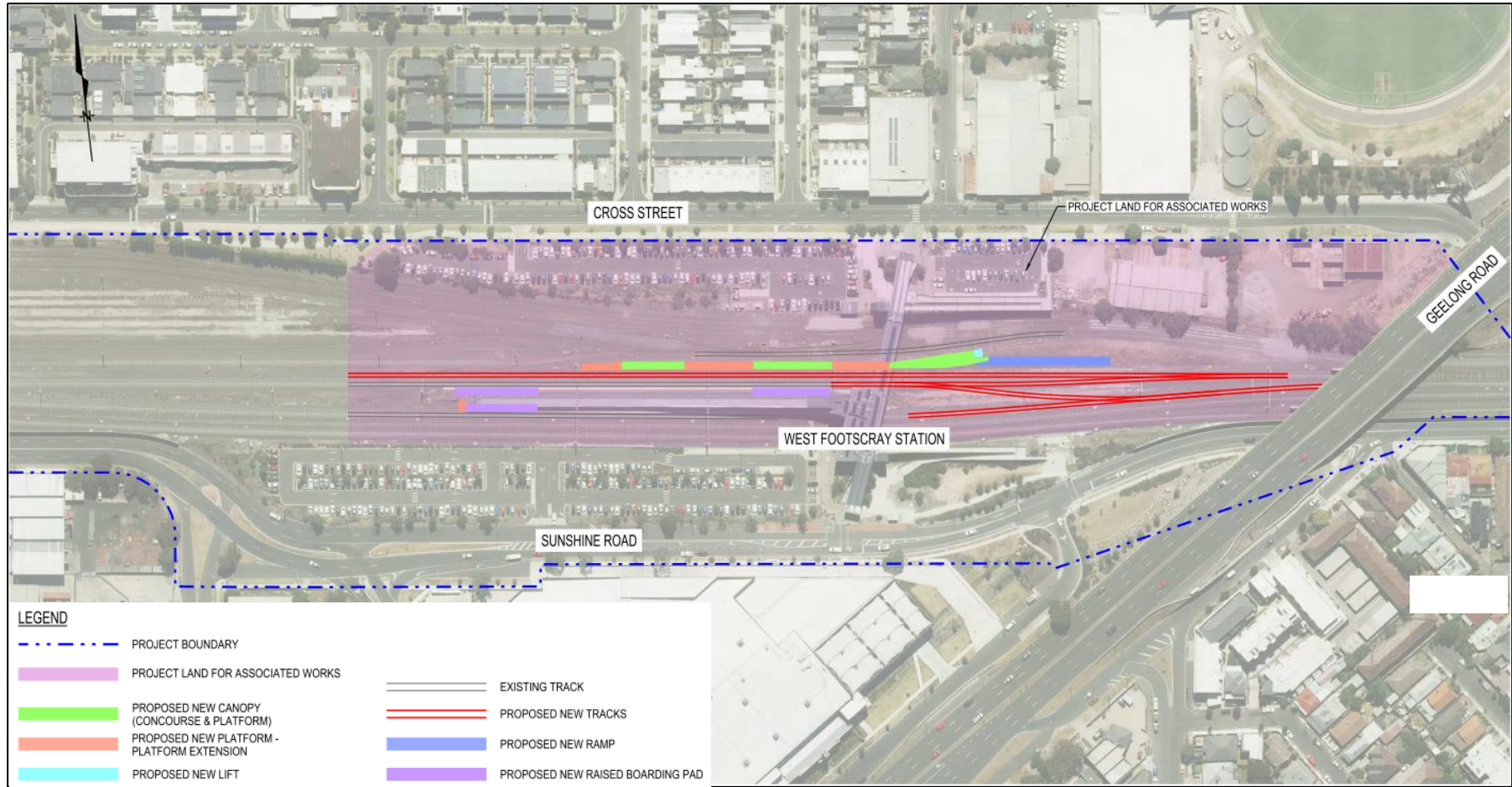


Figure 3 Site Plan

## 6.3 Consistency with the Urban Design Strategy

This section considers the Plan in the context of the approved Metro Tunnel UDS. Short term impacts experienced during the construction of the Station Works (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 6.4.

This Plan has been prepared to further reflect and build on the requirements of the UDS. It details the incorporation of broader urban design principles into the permanent design elements of the Station Works (i.e. platform, concourse, pedestrian access).

Key design themes, objectives and design guidelines in the UDS also reflect relevant Council's strategic planning documents for the locality where relevant. Table 3 summarises how the Plan addresses the design guidelines as relevant to the Station Works.

Table 3 Integration of the UDS during the development

Design Guidelines	Development Plan Response
<b>Making new and improved connections.</b>	<p>The works will improve connections between the Project and the wider rail network by optimising the functionality of the rail corridor and enabling outbound trains to return towards the CBD.</p> <p>Existing pedestrian, cyclist, road and public transport connections through the precinct will be maintained and emphasised because of the Station Works through the DDA compliance and the addition of modifications to the existing station overpass to provide a safer layout for users of the station and the station overpass.</p> <p>The station layout has been designed to minimise time and distance travelled and ensure efficiency for patrons in accordance with relevant guidelines.</p> <p>New connections to the additional platform from the station overpass will be facilitated through architectural design and wayfinding techniques to minimise conflict between public and station users. These techniques will be consistent with the existing wayfinding methodology used at the station.</p>
<b>Making great public places.</b>	<p>The recently rebuilt West Footscray station presents a distinctive station precinct. The Station Works design continues the language of West Footscray station in both macro and micro design detail, and maintains established public areas and connections that are safe, welcoming and inclusive.</p> <p>Minor modifications to the existing station overpass at the entrance to the new platform concourse have been proposed in order to provide a safer layout for users of the station and the station overpass.</p>
<b>Balancing line-wide consistency with site responsiveness and supporting integrated site redevelopment.</b>	<p>The architectural design outcome for the proposed works at West Footscray station demonstrates a clear site responsiveness by supporting the operational elements of the broader public transport system in Metropolitan Melbourne, whilst capturing site specific design challenges and responsibilities.</p> <p>This has been achieved through a design response that continues the language of the existing station into the proposed design elements.</p> <p>In addition, elements such as ticketing barriers and signage follow the requirements of MTM, relevant design standards and the Project's requirements.</p> <p>Weather protection for the new works is consistent with MTM design standards.</p>
<b>Designing for the future.</b>	<p>The design response meets the needs of current and future local communities. It supports both the current operational elements of the Metro Tunnel and provides additional flexibility to the transport network to respond to future changes in activity patterns and development. Flexibility is provided through the addition of a rail turnback that will allow outbound trains to return towards CBD.</p> <p>Modifications to existing pedestrian, cyclist and road infrastructure (including car parking) are not proposed as part of the Station Works.</p>

The following sections provide more detail regarding the specific design detail of the Western Turnback in response to the UDS.

### 6.3.1 Architecture

The proposed Station Works consist of a new platform, canopy and concourse, and alterations to the existing platform and station overpass. The design response follows a philosophy of creating railway infrastructure that integrates into its surrounds, minimising visual impact, maximising functionality and enhancing the interface with the urban realm.

The architectural design response and treatment closely aligns with the UDS objectives and guidelines by providing a design solution that will be easily legible for users of West Footscray station and the broader precinct. The design ensures that the proposed platform and concourse is easily accessible and logically connects to the existing station precinct. The built form elements associated with the Station Works seek to ensure that the new sections of the station tie in with existing architectural elements at West Footscray station and the broader urban realm.

Alignment with the UDS is achieved with the adoption of a contemporary version of the existing architectural language of the station, and particularly in the use of concrete and aluminium, while also including elements of plywood in the ceilings and green coloured panels which will offer a somewhat different but compatible experience to the existing station precinct (refer to Section 6.3.6 for more information on the proposed materials and finishes).

For further information on architectural design, refer also to Appendix A and Appendix B.

### 6.3.2 Community Experience

The Station Works and associated construction works have been designed to allow seamless transition between the existing and new additions to the station. The proposed design response continues the architectural language of the station, integrating with the existing station overpass as the public crossing of the rail corridor, and by providing commuters with a familiar and similar experience to the existing station when making their way to the new platform.

The Station Works design response maintains pedestrian and cycling connections, enabling the community to continue using these existing connections to access key destinations safely and comfortably.

The design reduces the potential to impede on sightlines by maintaining open platforms and using mesh walls on the concourse, similar to the existing station overpass walls.

### 6.3.3 Access

The Station Works design maintains the existing station overpass at West Footscray station as the key pedestrian link over the railway corridor between Tottenham and Middle Footscray station.

A high level transport assessment of the station overpass was undertaken by RIA in February 2019 to assess the impacts of the new platform on the existing station overpass. The assessment found that the works would not materially impact the existing pedestrian and cycling usage, however additional measures could be implemented to improve overall safety in movements, including:

- Contrasting colour for the existing bicycle path
- Path pavement signage to indicate cycling and pedestrian path users
- Give way markings for pedestrians, where relevant
- “Watch out for bicycles” signs, or similar, where relevant
- Treatments to the concourse that provide visual permeability and good visibility to pedestrians

These additions have been included in Appendix B.

The works incorporate universal access from the existing station overpass to the new platform through the use of ramps, stairs, a new lift and a new concourse, consistent with existing universal access facilities at the station. Universal access is designed to further enhance user experience by shortening travel distances within the station precinct.

The Station Works will not impact on the use of Cross Street and Sunshine Road as pedestrian, bicycle and vehicle corridors.

RIA is preparing a Traffic Management Plan (TMP) and Worksite Traffic Management Plan (WTMP) which consider the management of universal access, traffic, cyclists and pedestrian during the construction phase to accord with the EPRs. The TMP and WTMPs will implement measures to protect vehicular, pedestrian and bicycle movements and ensure clear and safe detours if required. No closures to the station overpass are anticipated during construction.

### 6.3.4 Safety and Crime Prevention Through Environmental Design

Safety at West Footscray station has been considered in the design of Station Works. This is achieved through the use of natural access, passive surveillance and territorial reinforcement, the three basic principles of Crime Prevention through Environmental Design (CPTED).

Natural access has been adopted in the design response through the reinforcement of the role and use of the station overpass. The design encourages the public and station users to move through the precinct and allows for a flow of movement. In addition, the use of feature lighting enhances locally significant elements in the built environment, while functional lighting and CCTV is used as required.

Passive surveillance is key to the design to discourage potential offenders and intruders. The design response minimises potential locations for loitering and enhances visibility throughout the station. This guides users through the station overpass and platforms and avoids design elements that would create areas that are difficult to monitor or have limited passive surveillance.

Territorial reinforcement works to distinguish a division between public and private space, and to display a sense of responsibility and investment in an area. The design response improves the public realm through activation and accessibility of the station while also encouraging people to move through and use public spaces throughout the station.

Safety is also included in the design process, with design of the Western Turnback subject to MTM's safety management system.

### 6.3.5 Lighting

Lighting is designed with deliberate consideration of the experience of people accessing the new platform, concourse and existing station overpass and the language of the existing station precinct, intuitively guiding passengers in their journey to, from and throughout the station.

The strategy for lighting at Station Works considers a high quality of illumination to support the visual amenity of the station at night, will also incorporate feature lighting that is consistent with the current language of the station and relevant standards, and will incorporate CCTV as required.

### 6.3.6 Materials and Finishes

The design response for works at West Footscray station incorporates materials which seek to maintain the current user experience of the station and station overpass.

A palette of indicative materials and finishes has been prepared which provides an indication of intended colours, tones and textures that will be used for the proposed works. These will tie the new platform to the existing station environment and station overpass through the use of materials



and finishes that are found in the existing built form of the station. Materials have been selected to minimise graffiti opportunities and maximise safety, transparency and visibility across public spaces. Figure 4 provides indicative materials and finishes for the Station Works. A copy of the materials schedule is provided in Appendix B.

Materials such as concrete and aluminium have been selected to reflect the materials and finishes that have been used for the rest of the station.

The materials will be finalised through continued consultation with the OVGA, MTM and Council.

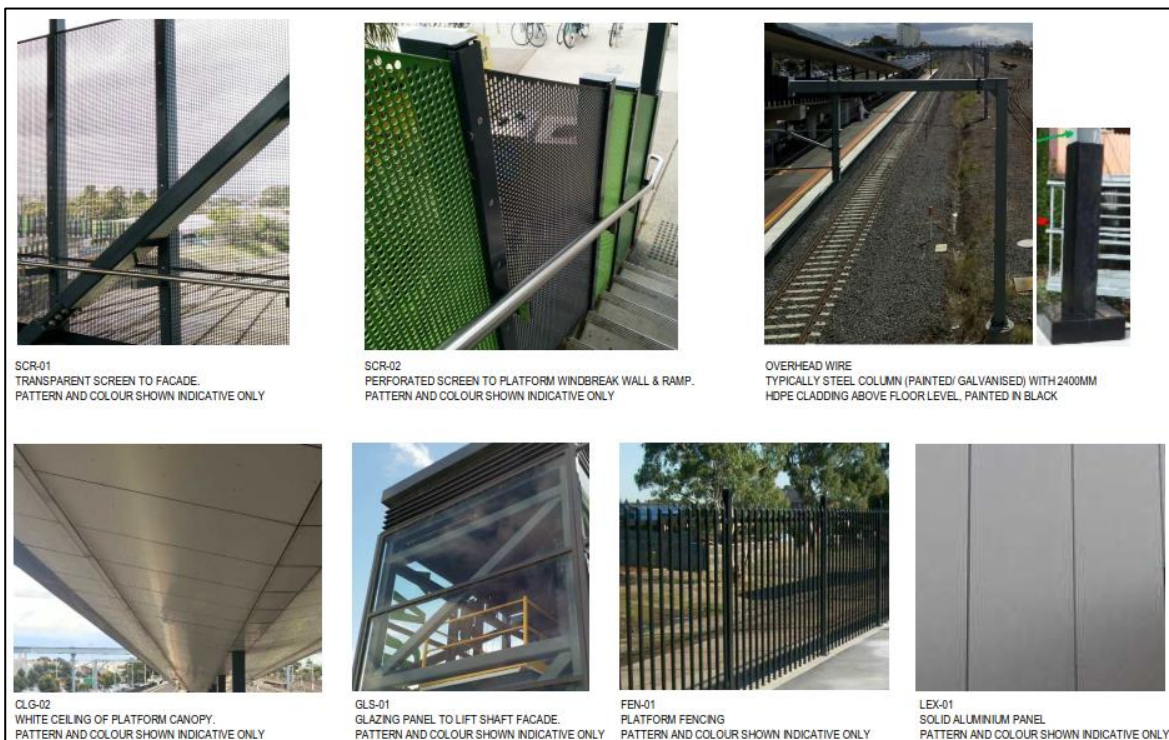


Figure 4 Indicative Materials and Finishes

### 6.3.7 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 6.4.1 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.

Specifically, any disturbed or removed trees and low vegetation will be reinstated with similar species in accordance with the *Metro Tunnel Living Infrastructure Plan*.

## 6.4 Consistency with the Environmental Management Framework

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

The Incorporated Document requires that this Plan must demonstrate how the Station Works will be delivered 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 Project. 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 4 below. A comprehensive assessment against the relevant EPRs is provided in Section 6.4.1 and Appendix D.

Table 4 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 Station Works to comply with applicable EPRs including: <ul style="list-style-type: none"> <li>• Water sensitive urban design (WSUD) at the new platform and concourse to harvest and re-use stormwater and flood mitigation through design</li> <li>• Ongoing consultation with the key stakeholders</li> </ul>
<b>Trees, land use and the landscape</b>	Design of the Station Works to comply with applicable EPRs including: <ul style="list-style-type: none"> <li>• The retention of trees where possible</li> <li>• The reinstatement or replacement of all trees removed during construction</li> <li>• Consultation with and notification to affected stakeholders</li> </ul>
<b>Protection of cultural and historical heritage places and values</b>	Design of the Station Works to comply with applicable EPRs including: <ul style="list-style-type: none"> <li>• Consultation with relevant stakeholders</li> <li>• Compliance with approved CHMP and Heritage Management Plan</li> <li>• Notification to affected stakeholders</li> <li>• Avoidance of known cultural and historic heritage places (through design)</li> </ul>
<b>Traffic and transport management and change</b>	Compliance with applicable EPRs including: <ul style="list-style-type: none"> <li>• Consultation with and notification to affected stakeholders</li> <li>• Avoidance of impacts to roads, public and active transport with installation of way-finding signage and alternative access plans where impacts may occur</li> </ul>

### 6.4.1 Managing Construction Impacts

To manage local amenity during the construction process, RIA has prepared and implemented an EMS. The EMS consists of a CEMP and 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 will be 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 (where relevant):

- 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 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) (if required)
- 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 will be approved by RPV and subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.

## 7 Conclusion

This Plan has been prepared to address the requirements of the Incorporated Document as it relates to the proposed Stage 2 (Station Works) RIA Project works for the Western Turnback. Specifically, it also includes a response to the EMF and UDS.

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.

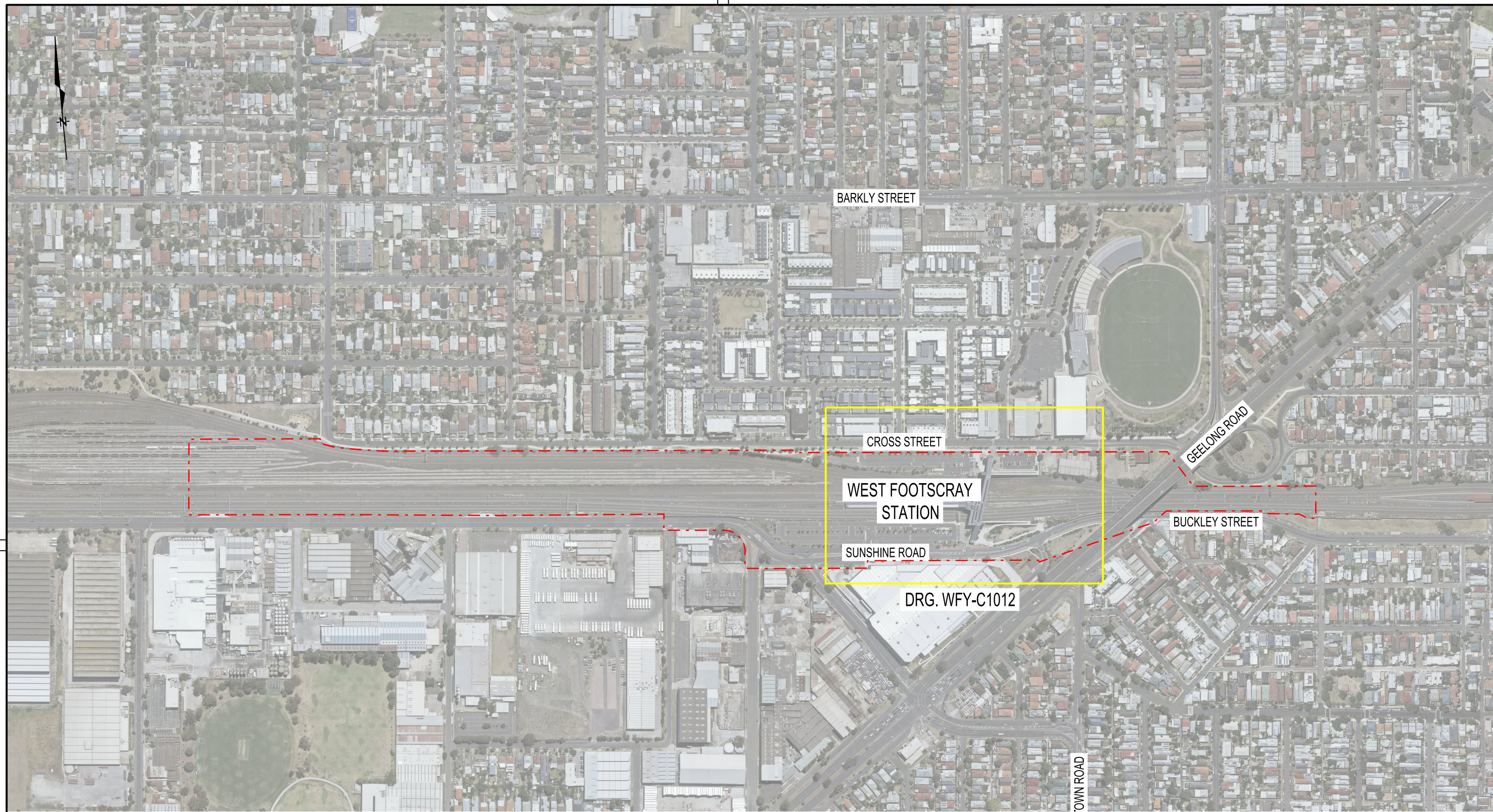
The Plan addresses the station infrastructure works for the Western Turnback including realignment of existing lines, drainage installation, modifications to the existing station overpass, a third passenger platform at West Footscray station (including vertical mobility to enable universal access) and upgrades to the existing platforms comprising a platform extension and new raised boarding pads to allow for universal access on the existing platform.

This Plan has incorporated feedback from a range of stakeholders, fulfilling the requirements of the Incorporated Document. In accordance with the Incorporated Document this Plan includes:

- Site Layout Plan/s
- Architectural 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 TURNBACK STAGE 2  
(STATION WORKS) SITE LAYOUT  
PLAN**

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**KEY PLAN**  
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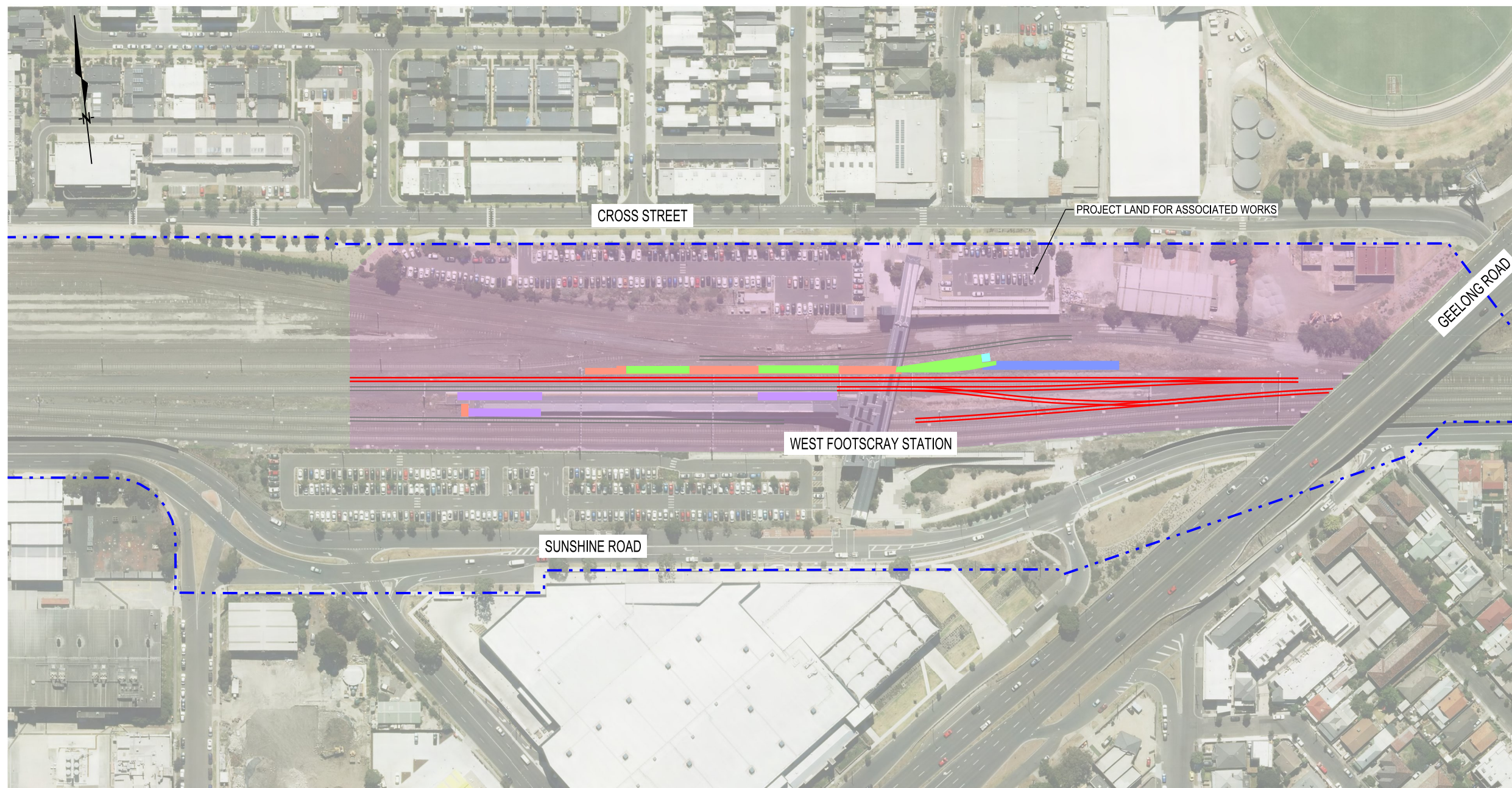
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<b>WESTERN TURNBACK          STAGE 2 (STATION WORKS) DEVELOPMENT PLAN          SITE PLAN</b>			File Name RIA-AEC-SKT-120-910-00-1011		Checked By Ind. Review
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**PLAN**  
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- PROJECT LAND FOR ASSOCIATED WORKS
- PROPOSED NEW CANOPY (CONCOURSE & PLATFORM)
- PROPOSED NEW PLATFORM - PLATFORM EXTENSION
- PROPOSED NEW LIFT
- EXISTING TRACK
- PROPOSED NEW TRACKS
- PROPOSED NEW RAMP
- PROPOSED NEW RAISED BOARDING PAD



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APPENDIX B: WESTERN TURNBACK STAGE 2  
(STATION WORKS)  
ARCHITECTURAL PLANS AND  
ELEVATIONS



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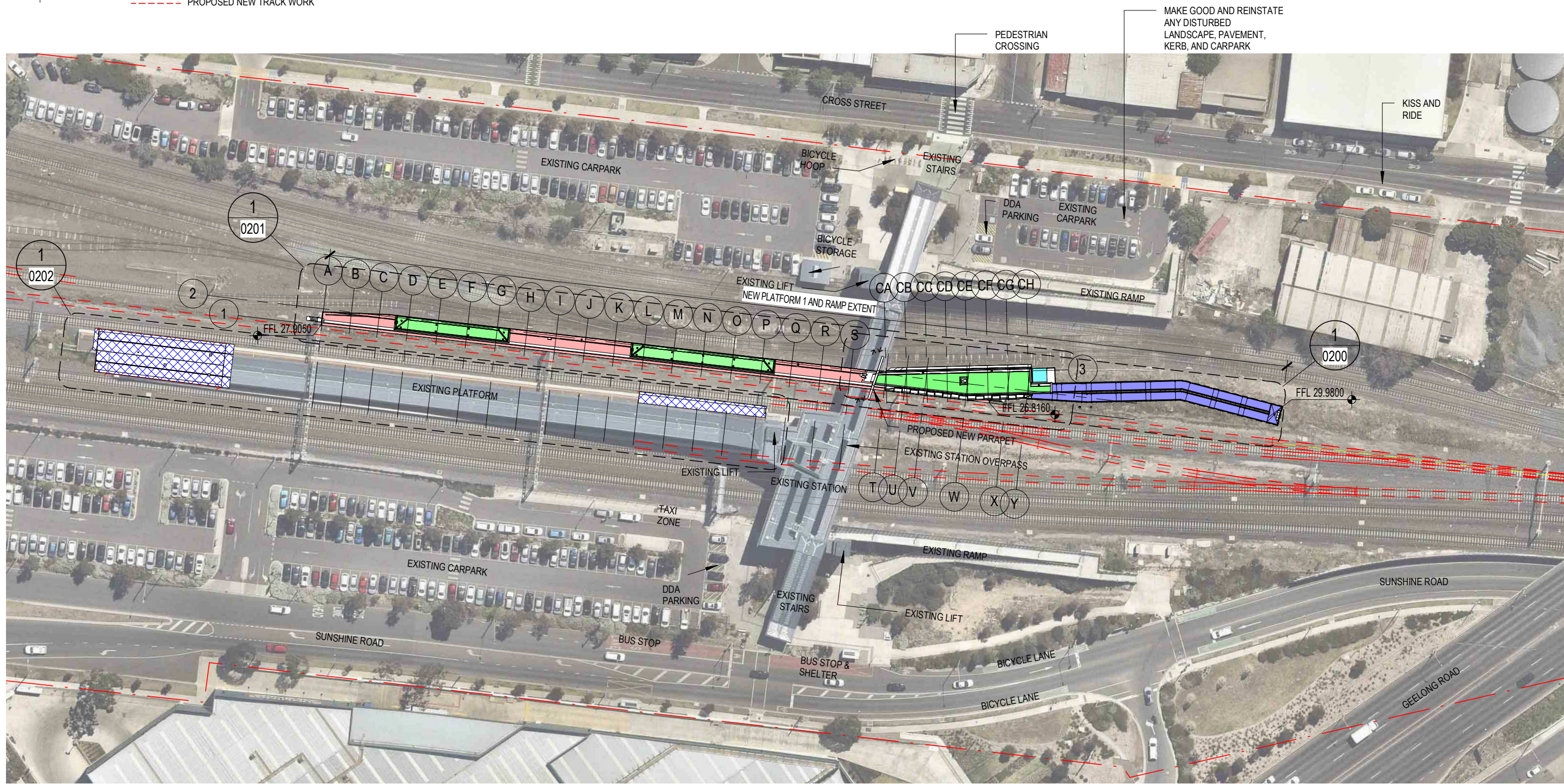
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- PROPOSED NEW CONCOURSE
- PROPOSED NEW CANOPY (CONCOURSE & PLATFORM)
- PROPOSED NEW RAMP
- PROPOSED NEW LIFT
- PROPOSED NEW RAISED BOARDING PAD
- PROPOSED NEW TRACK WORK

PROJECT BOUNDARY



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Project Title <b>RAIL INFRASTRUCTURE ALLIANCE</b>		Project Drawing Number <b>RIA-MGA-SDW-ZWD-SKT-ARC-WFY-A0100</b>		Revision <b>A</b>
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<b>WEST FOOTSCRAY STATION</b>		<b>SITE PLAN</b>		Designed By M WIRIYANTO
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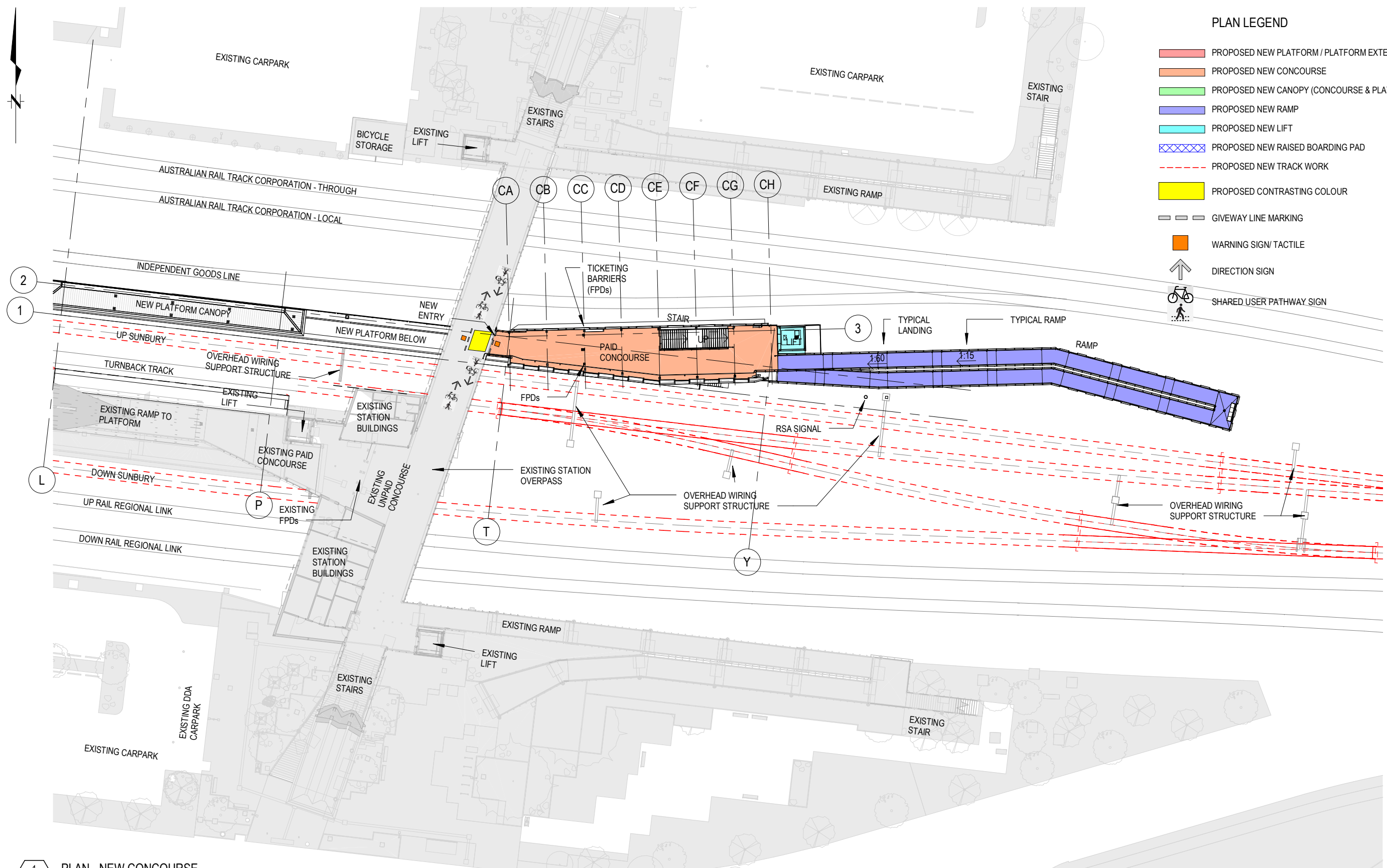
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  - PROPOSED NEW LIFT
  - PROPOSED NEW RAISED BOARDING PAD
  - PROPOSED NEW TRACK WORK
  - PROPOSED CONTRASTING COLOUR
  - GIVEWAY LINE MARKING
  - WARNING SIGN/ TACTILE
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**1** PLAN - NEW CONCOURSE  
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<b>ARCHITECTURAL</b>		<b>WESTERN TURNBACK</b>		Drawn By M ETTEFAGHIOUN
<b>WEST FOOTSCRAY STATION</b>		<b>PLAN - NEW CONCOURSE</b>		Designed By M WIRIYANTO
Up Location East. North. ID#		Down Location East. North. ID#		Checked By
				Ind. Review
Datum MGA Z55		File Name RIA-ATS-DRG-120-610-10-0200		Approved
		Sheet No. <b>01 of 01</b>		Approval Date
Scale As indicated		Sheet Size A3		Drawing Number
				Revision

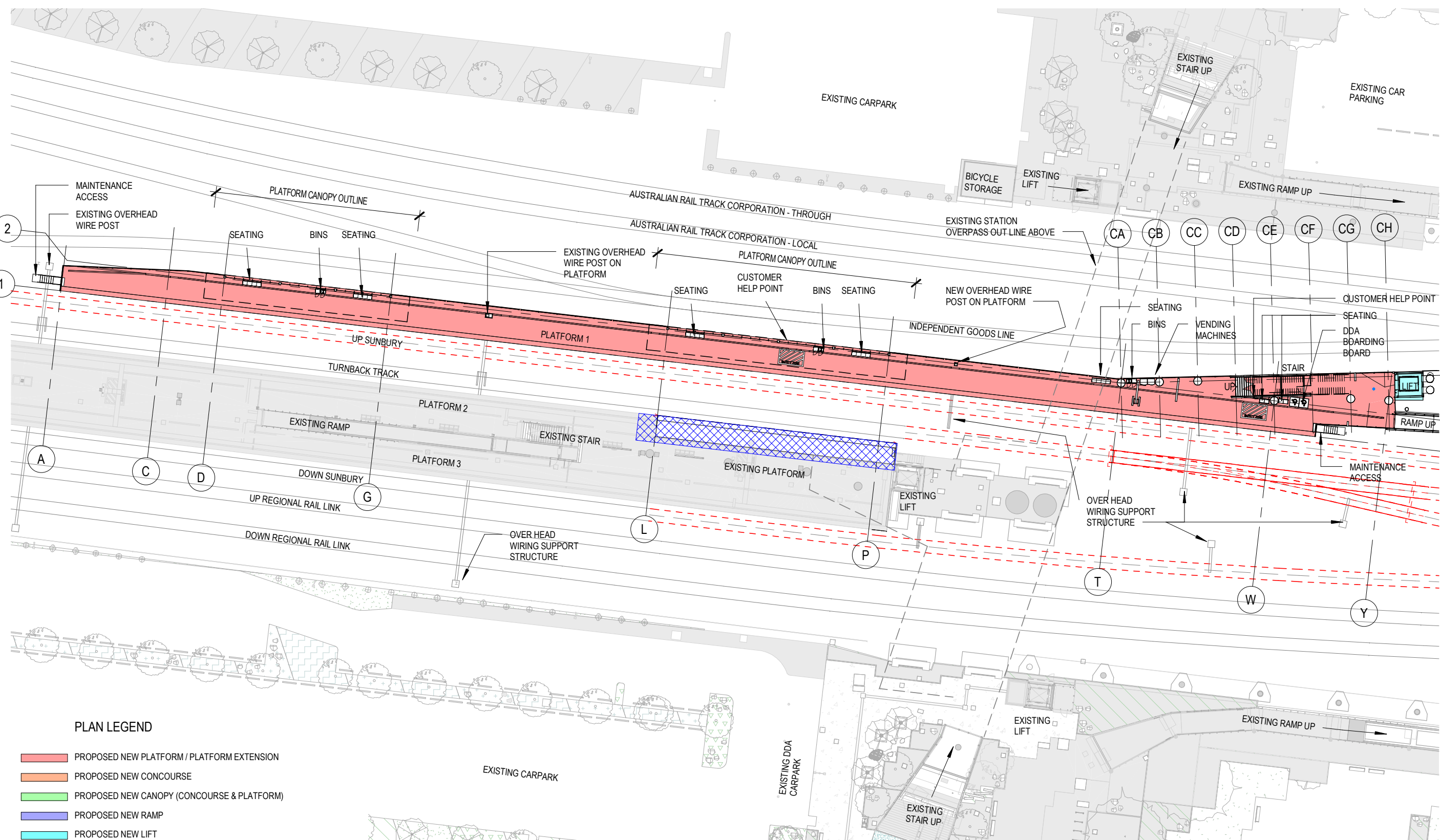
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PLOT DATE: 3/04/2019 1:36:29 PM



PLAN LEGEND

- PROPOSED NEW PLATFORM / PLATFORM EXTENSION
- PROPOSED NEW CONCOURSE
- PROPOSED NEW CANOPY (CONCOURSE & PLATFORM)
- PROPOSED NEW RAMP
- PROPOSED NEW LIFT
- PROPOSED NEW RAISED BOARDING PAD
- PROPOSED NEW TRACK WORK

**1** PLAN - NEW PLATFORM  
 0000 SCALE: 1:500

**ISSUE FOR COMMENT**

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Rev.	Approv.
RIA		A	21/01/19	ISSUE FOR COMMENT	M WIRIYANTO			

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<b>ARCHITECTURAL</b>						Drawn By M ETTEFAGHIOUN		
<b>WESTERN TURNBACK</b>						Designed By M WIRIYANTO		
<b>WEST FOOTSCRAY STATION</b>						Checked By Ind. Review		
<b>PLAN - NEW PLATFORM</b>						Approved Approval Date		
Up Location East. North. ID#		Down Location East. North. ID#		Datum MGA Z55		File Name RIA-ATS-DRG-120-610-10-0201		
						Sheet No. <b>01 of 01</b>		
						In Serv.		
						Drawing Number		
						Revision		
						Scale As indicated Sheet Size A3		

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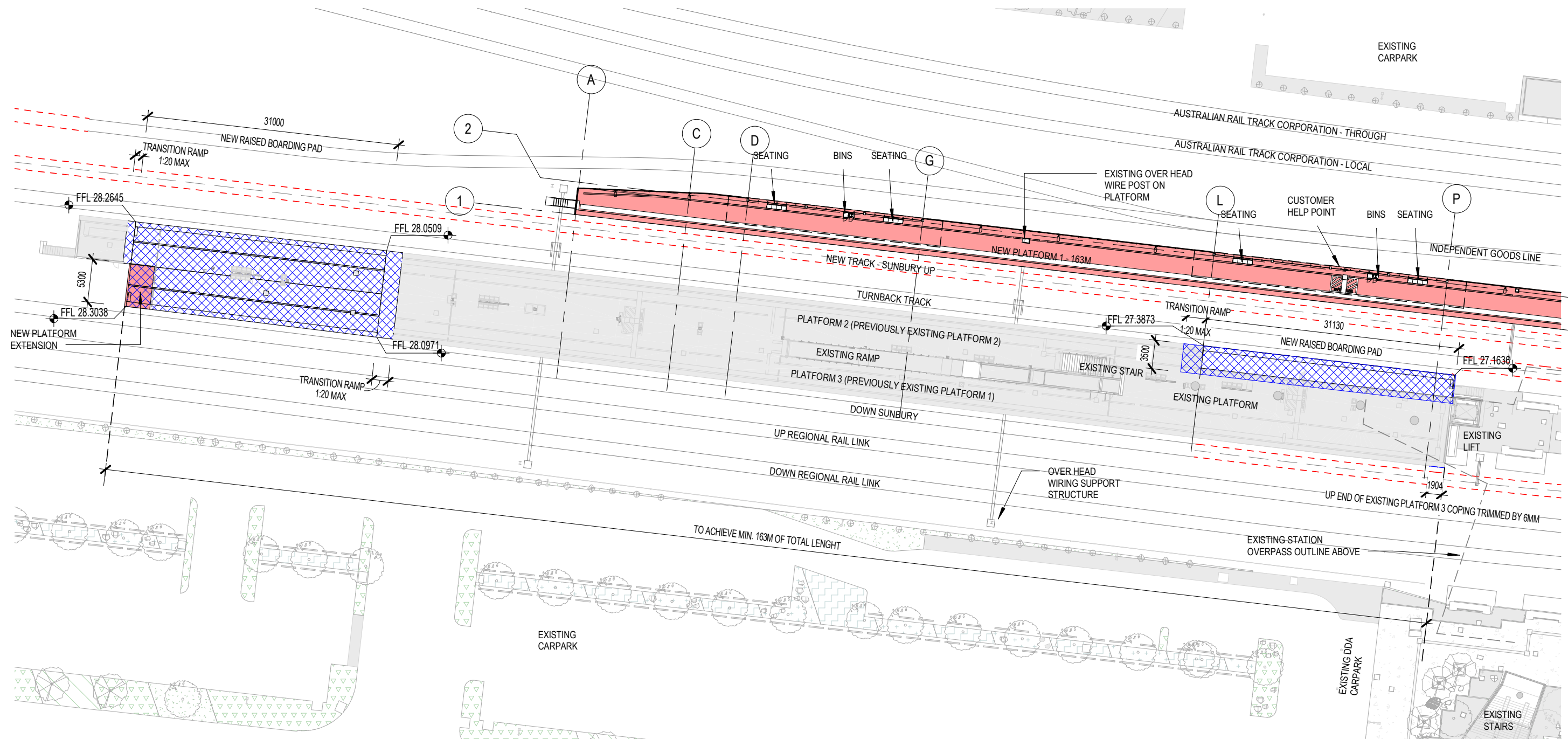
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PLOT DATE: 21/03/2019 12:02:40 PM

PLAN LEGEND

- PROPOSED NEW PLATFORM / PLATFORM EXTENSION
- PROPOSED NEW CONCOURSE
- PROPOSED NEW CANOPY (CONCOURSE & PLATFORM)
- PROPOSED NEW RAMP
- PROPOSED NEW LIFT
- PROPOSED NEW RAISED BOARDING PAD
- PROPOSED NEW TRACK WORK



**1** PLAN - EXISTING PLATFORM  
 SCALE: 1:500

**ISSUE FOR COMMENT**

Project Title <b>RAIL INFRASTRUCTURE ALLIANCE</b>		Project Drawing Number <b>RIA-MGA-SDW-ZWD-SKT-ARC-WFY-A0202</b>		Revision <b>A</b>
<b>ARCHITECTURAL</b>		<b>PUBLIC TRANSPORT VICTORIA</b>		Drawn By M ETTEFAGHIOUN
<b>WESTERN TURNBACK</b>		<b>PT</b>		Designed By M WIRIYANTO
<b>WEST FOOTSCRAY STATION</b>		File Name RIA-ATS-DRG-120-610-10-0202		Checked By
<b>PLAN - EXISTING PLATFORM</b>		Sheet No. <b>01 of 01</b>		Approved
Up Location East. North. ID#	Down Location East. North. ID#	Datum MGA Z55	In Serv.	Approval Date
		Scale As indicated	Sheet Size A3	Drawing Number
				Revision

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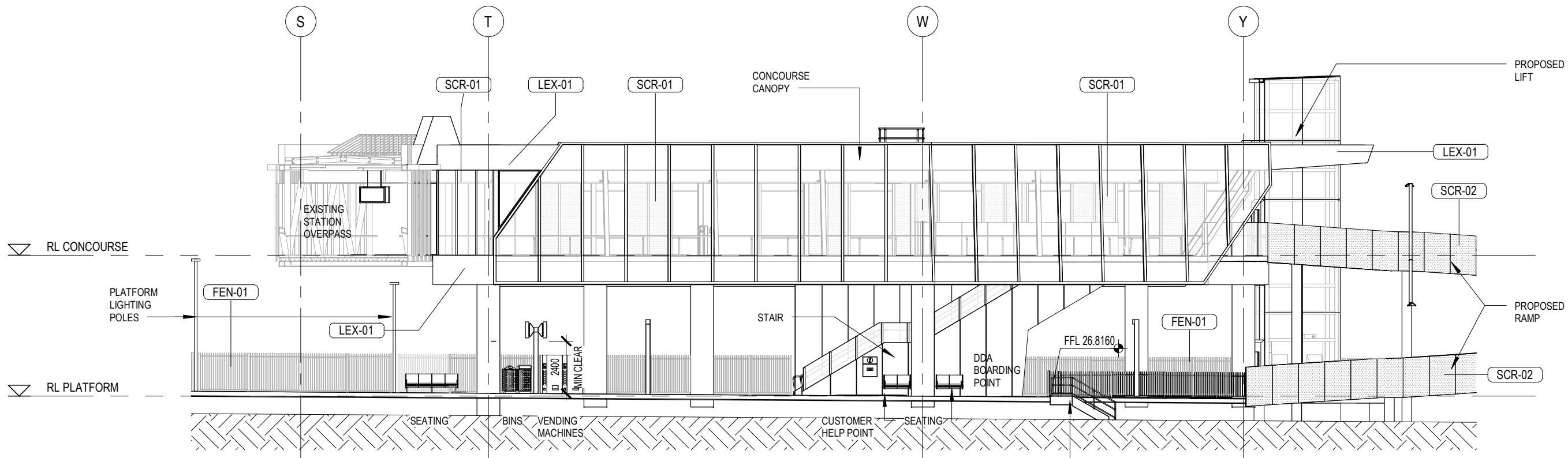
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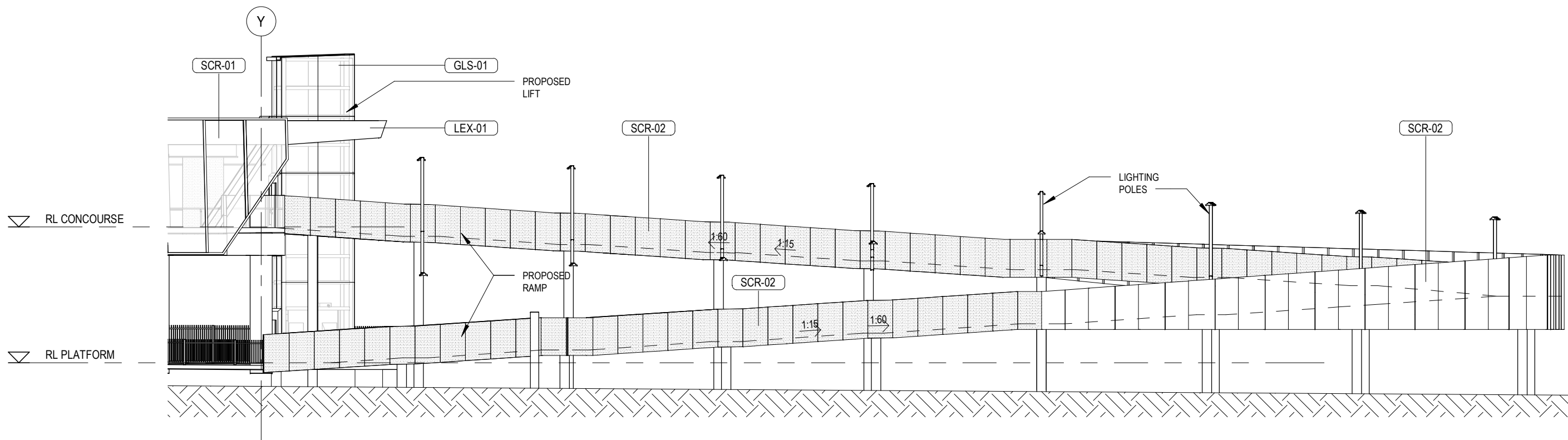
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PLOT DATE: 21/03/2019 3:17:38 PM



1 SOUTH ELEVATION - 01  
0200 SCALE: 1:200



2 SOUTH ELEVATION - 02  
0200 SCALE: 1:200

**DEVELOPMENT PLAN**

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Rev.	Approv.
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<b>ARCHITECTURAL</b>		<b>PUBLIC TRANSPORT VICTORIA</b>		Drawn By M ETTEFAGHIOUN
<b>WESTERN TURNBACK</b>		<b>PT &gt;</b>		Designed By M WIRIYANTO
<b>WEST FOOTSCRAY STATION</b>		File Name RIA-ATS-DRG-120-610-10-0300		Checked By
<b>ELEVATION 01</b>		Sheet No. <b>01 of 01</b>		Approved
Up Location East. North. ID#	Down Location East. North. ID#	Datum MGA Z55	In Serv.	Approval Date
			Scale 1:200	Drawing Number
			Sheet Size A3	Revision

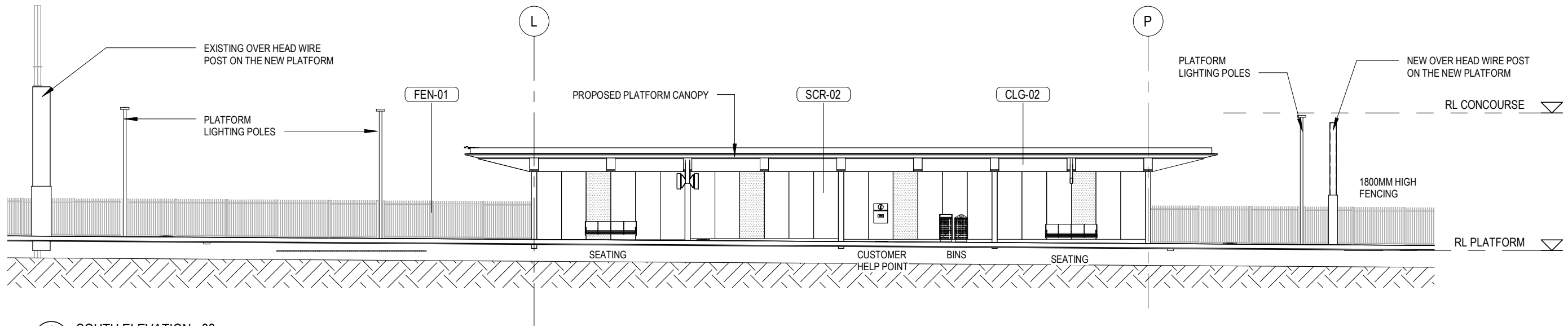
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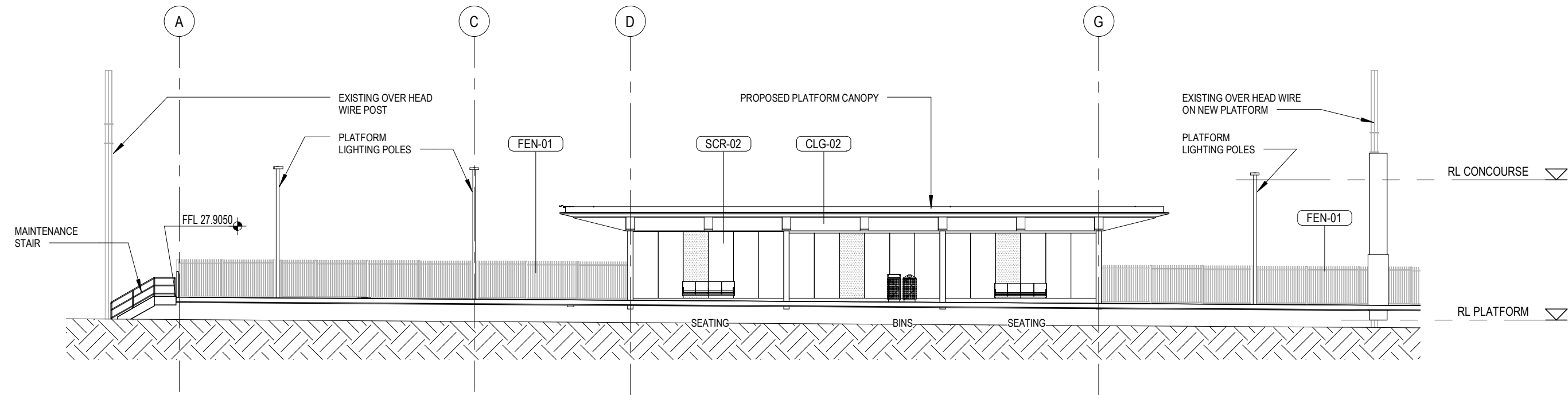
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1 SOUTH ELEVATION - 03  
 0201 SCALE: 1:200



2 SOUTH ELEVATION - 04  
 0202 SCALE: 1:200

**ISSUE FOR COMMENT**

Project Title <b>RAIL INFRASTRUCTURE ALLIANCE</b>		Project Drawing Number <b>RIA-MGA-SDW-ZWD-SKT-ARC-WFY-A0301</b>		Revision <b>A</b>	
<b>ARCHITECTURAL</b> WESTERN TURNBACK WEST FOOTSCRAY STATION ELEVATION 02		<b>PUBLIC TRANSPORT VICTORIA</b> <b>PT</b>		Drawn By M ETTEFAGHIOUN	Designed By M WIRIYANTO
				Checked By	Ind. Review
Up Location East. North. ID#		Down Location East. North. ID#		Datum MGA Z55	
Revised By		In Serv.		Approved	Approval Date
Rev.		Date		Drawing Number	
Description		Designed		Revision	
Checked		Ind. Rev.		Approval	

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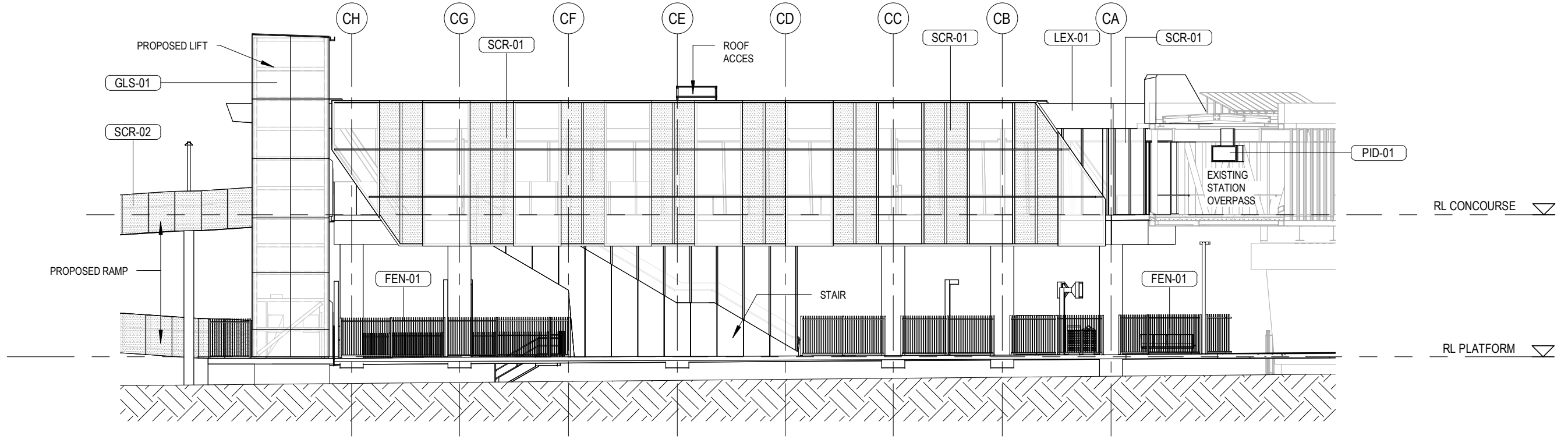
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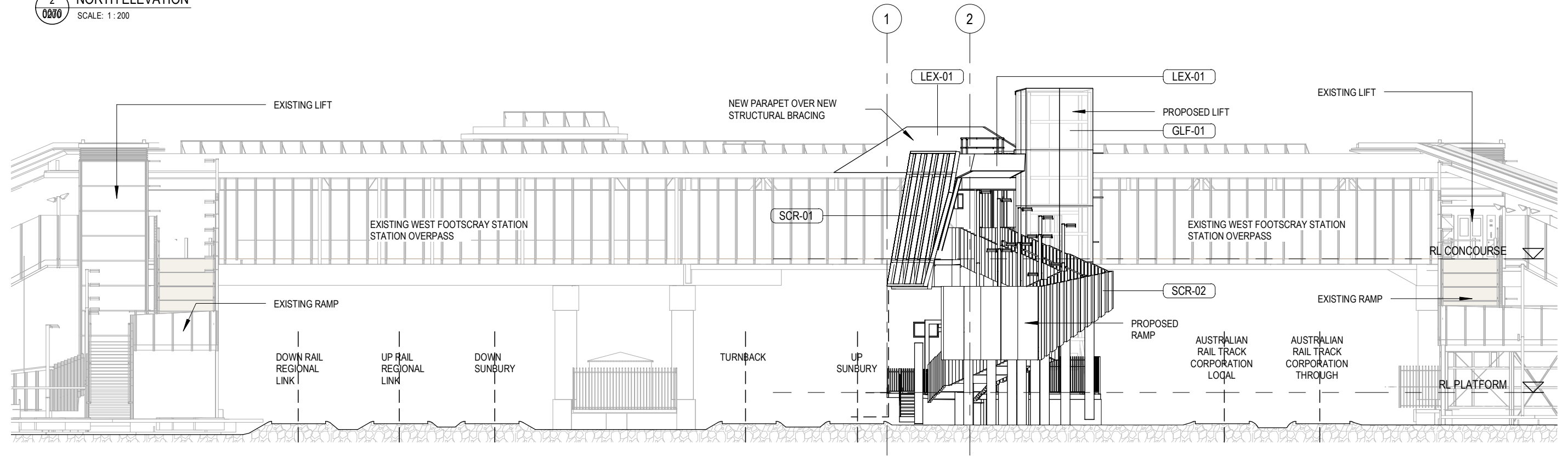
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PLOT DATE: 21/03/2019 3:22:59 PM



**2** NORTH ELEVATION  
 0200 SCALE: 1:200



**1** EAST ELEVATION  
 0200 SCALE: 1:200

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RIA	A		21/01/19	ISSUE FOR COMMENT	M WIRIYANTO			

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<b>ARCHITECTURAL</b> WESTERN TURNBACK WEST FOOTSCRAY STATION ELEVATION 03						Drawn By M ETTEFAGHIOUN	
						Designed By M WIRIYANTO	
Up Location East. North. ID#			Down Location East. North. ID#			Checked By	
						Ind. Review	
Datum MGA Z55			File Name RIA-ATS-DRG-120-610-10-0302			Approved	
			Approval Date				
Scale 1:200			Sheet No. <b>01 of 01</b>			Drawing Number	
			Revision				
In Serv.			Sheet Size A3				

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(BLOCK LETTERS)

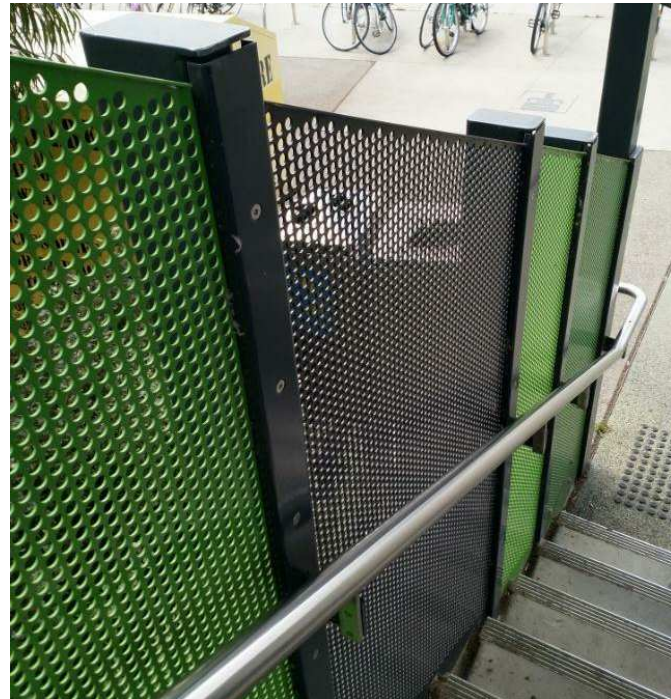
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(DATE)

# MATERIAL AND FINISHES AT WEST FOOTSCRAY STATION



SCR-01  
TRANSPARENT SCREEN TO FACADE.  
PATTERN AND COLOUR SHOWN INDICATIVE ONLY



SCR-02  
PERFORATED SCREEN TO PLATFORM WINDBREAK WALL & RAMP.  
PATTERN AND COLOUR SHOWN INDICATIVE ONLY



OVERHEAD WIRE  
TYPICALLY STEEL COLUMN (PAINTED/ GALVANISED) WITH 2400MM  
HDPE CLADDING ABOVE FLOOR LEVEL, PAINTED IN BLACK



CLG-02  
WHITE CEILING OF PLATFORM CANOPY.  
PATTERN AND COLOUR SHOWN INDICATIVE ONLY



GLS-01  
GLAZING PANEL TO LIFT SHAFT FACADE.  
PATTERN AND COLOUR SHOWN INDICATIVE ONLY



FEN-01  
PLATFORM FENCING  
PATTERN AND COLOUR SHOWN INDICATIVE ONLY



LEX-01  
SOLID ALUMINIUM PANEL  
PATTERN AND COLOUR SHOWN INDICATIVE ONLY

**ISSUE FOR COMMENT**

PLOT DATE: 3/04/2019 11:03:59 AM

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Rev.	Approv.
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Project Title <b>RAIL INFRASTRUCTURE ALLIANCE</b>		Project Drawing Number <b>RIA-MGA-SDW-ZWD-SKT-ARC-WFY-A0400</b>		Revision <b>A</b>
<b>ARCHITECTURAL</b> WESTERN TURNBACK WEST FOOTSCRAY STATION MATERIAL & FINISHES SCHEDULE				Drawn By M ETTEFAGHIOUN Designed By M WIRIYANTO
		File Name RIA-ATS-DRG-120-610-10-0400 Sheet No. <b>01 of 01</b>		Checked By Approved Approval Date
Up Location East. North. ID#	Down Location East. North. ID#	Datum MGA Z55	In Serv.	Drawing Number
SoC applicable		Sheet Size A3	Revision	



(DATE)

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Certified By:



1 3D VIEW - SOUTH ELEVATION  
SCALE:

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Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Rev.	Approv.
RIA		A	21/01/19	ISSUE FOR COMMENT	M WIRIYANTO			

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DISCIPLINE	INITIAL DATE
DISCIPLINE	
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<b>ARCHITECTURAL</b> WESTERN TURNBACK WEST FOOTSCRAY STATION 3D IMAGE					Drawn By M ETTEFAGHIOUN Designed By M WIRIYANTO
			File Name RIA-ATS-DRG-120-610-10-0401 Sheet No. <b>01 of 01</b>	Checked By Approved Approval Date	
Up Location East. North. ID#	Down Location East. North. ID#	Datum MGA Z55	In Serv.	Drawing Number	Revision
			Scale	Sheet Size A3	

PLOT DATE: 21/03/2019 11:51:55 AM

# APPENDIX C: WESTERN TURNBACK URBAN DESIGN STRATEGY DESIGN RESPONSE

Table 5 Western Turnback Urban Design Strategy Design Response

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 Station Works are located entirely within the rail corridor at West Footscray station. The works make no change to the transport hierarchy in the station precinct. The current well-integrated, multi-modal arrangements in the precinct are retained.</p> <p>In addition, the works will retain the existing station overpass.</p>
	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 Station Works are located within the rail corridor and make no change to the transport hierarchy in the station precinct. Within the station, the existing station overpass will continue to function in a similar way. The maintenance and enhancement of existing connections and integration with all transport modes will occur by:</p> <ul style="list-style-type: none"> <li>• Retaining the existing station overpass.</li> <li>• Providing universal access to the new platform.</li> <li>• Providing new raised boarding pads to the existing platform.</li> </ul>
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 aboveground 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 Station Works do not change any of the arrangements in the station precinct which was provided in 2013 when the station was rebuilt. Within the station, the existing pedestrian flows within the paid area will continue to operate in a similar way. The new entry and concourse will introduce a new opening onto the existing</p>	

Section	Clause	Design Guideline	Development Plan Response
			<p>station overpass, providing access to the new platform for passengers travelling towards the city.</p> <p>The new platform will reduce pressure on the existing platform during peak times.</p> <p>Minor modifications to the existing station overpass at the entrance to the new platform concourse have been proposed in order to provide a safer layout for users of the station and the station overpass.</p>
	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>Wayfinding as a part of the Station Works will be consistent with the wayfinding methodology of the existing station and rail network requirements for signage, ticketing machines, gates, etc. Design of signage on platforms will be completed in accordance with MTM design standards.</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>This Plan addresses the Station Works within the existing rail corridor at West Footscray station only. Existing connections of the West Footscray station precinct will not be impacted by the Station Works. Minor modifications to the existing station overpass at the entrance to the new platform concourse have been proposed in order to provide a safer layout for users of the station and the station overpass.</p>
	<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>Universal access to the new platform and concourse at West Footscray station will be provided through a ramp, stairs and lift which will ensure Disability Discrimination Act compliance. Details of this design are presented in Appendix B.</p> <p>The station layout has been designed to minimise time and distance travelled and ensure efficiency for patrons in accordance with relevant guidelines.</p>
	<b>3.1.c.7</b>	<p>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>	<p>The Station Works only include works within the existing rail corridor and are to be used for station infrastructure, therefore no vehicular traffic lanes are required and an assessment against this guideline is not required.</p>
	<b>3.1.c.8</b>	<p>Provide for vehicle parking, as appropriate, with consideration of locations and arrangements, management systems (ticket machines etc.) and motorcycle parking.</p>	<p>The Station Works will include the reinstatement of car parking at West Footscray station. This reinstatement will be managed by a Transport Management Plan(s) in accordance with relevant EPRs.</p>

Section	Clause	Design Guideline	Development Plan Response
3.2		<b>Making Great Public Places</b>	
	<b>3.2.c.1</b>	<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 design for the Station Works allows for outbound trains to return back to Melbourne and responds to the public and station users' needs and the existing language of the station while also achieving sustainable outcomes through the robustness of materials chosen to minimise ongoing replacement and maintenance requirements.</p>
	<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 for the Station Works, including the new platform, concourse and upgrades to the existing concourse, will be activated through the use of seating and canopy infrastructure in the design. The Station Works are located entirely within the rail corridor and are not anticipated to be used for events or street trading, are not underground and will not impact public streets or spaces.</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 proposed Station Works has been designed to promote safe behaviour and the feeling of safety through:</p> <ul style="list-style-type: none"> <li>• The reinforcement of the role and use of the station overpass will encourage public and station users to move through the precinct, therefore allowing for a flow of movement and the minimisation of locations for loitering</li> <li>• Feature lighting that enhances locally significant elements in the built environment and functional lighting and CCTV is used as required</li> <li>• Avoiding design elements that would create areas that are difficult to monitor or have limited natural surveillance</li> <li>• Improved visibility to the streetscape, improved urban realm and improved activation and accessibility of West Footscray station</li> </ul> <p>Crime prevention through environmental design is further discussed in Section 6.3.4 of this Plan.</p>

Section	Clause	Design Guideline	Development Plan Response
	<b>3.2.c.4</b>	<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>There is no impact expected to heritage fabric within the scope of the Station Works.</p> <p>The cultural heritage values of the Cross Street Electrical Substation (HO192 - Cross Street Electrical Substation on part of the land known as Allotment 9, Section 13 in the Parish of Cut-PawPaw (Cross Street, Footscray)) has been considered and avoided in the design.</p>
	<b>3.2.c.5</b>	<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>Stormwater drainage and management for the Station Works have been considered in the design in order to achieve water quality requirements as documented in the CSIRO Best Practice Environment Management Guidelines. The new platform, concourse and ramp at the Station Works will harvest and re-use stormwater for amenities (flushing), platform (wash down) and north entry (irrigation), saving 100,000 litres of potable water annually.</p>
	<b>3.2.c.6</b>	<p>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>	<p>Paving and surface finishes in the Station Works have been selected to:</p> <ul style="list-style-type: none"> <li>Tie into and maintain the current user experience of the station and station overpass</li> <li>Minimise graffiti opportunities and maximise safety, transparency and visibility across public spaces</li> </ul> <p>Materials and finishes for the Station Works are summarised in Section 6.3.6 of this Plan.</p>
	<b>3.2.c.7</b>	<p>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>	<p>The Station Works only include works within the existing rail corridor and are to be used for station infrastructure, therefore no street or park furniture is required and an assessment against this guideline is not required.</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>A lighting strategy for the Station Works is presented in Section 6.3.3 of this Plan, and wayfinding as a part of the Station Works will be consistent with the wayfinding methodology of the existing station and rail network requirements.</p> <p>The Station Works only include works within the existing rail corridor and are to be used for station infrastructure, therefore no street or park furniture is required, and road safety will not be impacted.</p>
	<b>3.2.c.9</b>	<p>Provide access to public amenities including public toilets.</p>	<p>Existing public amenities existing at West Footscray station include:</p> <ul style="list-style-type: none"> <li>• Car parking</li> <li>• Bicycle storage</li> <li>• The existing station overpass, including stairs, lifts and ramps connecting Cross Street and Sunshine Road to the station</li> </ul> <p>There will be no impact to the existing public amenities at West Footscray station and no additional public amenities are proposed as part of the scope and extent of this Plan for Station 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 public transport facilities design concept for the Station Works is presented in Section 6.3.1 of this Plan. It contains an all-weather station overpass and passenger shelters on the new platform which will continue the language of shelters on existing platforms at the station.</p>
	<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 Station Works only include works within the existing rail corridor and are to be used for station infrastructure, in addition, the infrastructure has been designed to match the existing design of the station. Therefore, no art is proposed at West Footscray station.</p>

Section	Clause	Design Guideline	Development Plan Response
	<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 MTM, PTV, VicRoads, land manager and authority standards and guidelines. The Station Works do not propose signage installation as it is not a station precinct.</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 a part of this Plan.</p>
	<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 Station Works only includes works within the existing rail corridor and is to be used for station infrastructure. Existing planting at the station is to be retained or replaced and planting in the station car park that is to be removed as a result of construction will be reinstated or replaced as a part of the Station Works.</p>



Section	Clause	Design Guideline	Development Plan Response
	<b>3.2.c.15</b>	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.	Water Sensitive Urban Design (WSUD) for the Station Works has been considered in order to achieve water quality requirements as documented in the CSIRO Best Practice Environment Management Guidelines. Therefore, the new platform, concourse and ramp at the Station Works will harvest and re-use stormwater for amenities (flushing), platform (wash down) and north entry (irrigation), saving 100,000 litres of potable water annually. Two trees are to be removed in the station car park as a result of construction access requirements in accordance with the Urban Ecology Management Plan, these do not require approval via this Plan. Any disturbed or removed trees and low vegetation will be reinstated with similar species in accordance with the <i>Metro Tunnel Living Infrastructure Plan</i> and will consider tree canopy, landscape character and the creation of habitat corridors and linkages.
<b>3.3</b>	<b>Balance Line-wide Consistency with Site Responsiveness</b>		
	<b>3.3.c.1</b>	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: <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>	The operational elements of the Station Works will be designed in a consistent and functional manner and will continue the language of the existing West Footscray station precinct.

Section	Clause	Design Guideline	Development Plan Response
	<b>3.3.c.2</b>	<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>The Station Works have been designed to minimise the transport interruption to West Footscray station and retains almost all of the works undertaken in 2013 when the station was rebuilt. The design also aligns the new ramps with the existing ramps to maximise visibility to and from the station platforms from within and across the rail corridor to improve the personal security of rail passengers.</p>
	<b>3.3.c.3</b>	<p>Locate and design aboveground 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> <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 aboveground utilitarian structures near to larger nearby structures and plantings (other than sensitive ones noted above) to make the new structures seem relatively insignificant by comparison.</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> </ul>	<p>The Station Works will not be visually obtrusive from public spaces as they are located wholly within the rail corridor and all above ground structures have been designed so that they tie in with existing above ground structures at the station.</p> <p>The design response to the setting of the existing West Footscray Station provides a seamless connection with the existing station overpass along with the rest of the station. In addition, the incorporation of high quality architectural design and the use of quality, consistent materials that tie in with the rest of the station.</p>

Section	Clause	Design Guideline	Development Plan Response
		<ul style="list-style-type: none"> <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>	
	<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> <li>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.</li> </ul>	The Station Works is located entirely within the rail corridor and will not affect streetscapes or open spaces. The design of the Station Works will continue the language of the existing station through functional and material integration as discussed in Sections 6.3.1, 6.3.6 and Appendix B.
<b>3.4</b>	<b>Support Integrated Site Redevelopment</b>		
	<b>3.4.c.1</b>	Avoid limiting future redevelopment potential of residual properties acquired for the project at the Western Portal and Eastern Portal.	Not applicable to this Plan.
	<b>3.4.c.2</b>	Consider future precinct-wide redevelopment at Arden, as well as over-site development of the station.	Not applicable to this Plan.
	<b>3.4.c.3</b>	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.
	<b>3.4.c.4</b>	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.	Permanent infrastructure associated with the Station Works is located within the railway corridor and no over-site development is proposed as part of this Plan. Further

Section	Clause	Design Guideline	Development Plan Response
			information regarding the location of the works is presented in Section 6.3.1 of this Plan and Appendix B.
	<b>3.4.c.5</b>	Development plans for station infrastructure should consider, and integrate with, over-site development to provide for coordinated design outcomes.	No over-site development is proposed as part of this Plan.
	<b>3.4.c.6</b>	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>	No over-site development is proposed as part of this Plan.
	<b>3.4.c.7</b>	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.
	<b>3.4.c.8</b>	Not preclude possible future bridging across, decking over or development above rail cuttings at South Yarra.	Not applicable to this Plan.
<b>3.5</b>	<b>Design to Help Manage Construction Impacts</b>		
	<b>3.5.c.1</b>	Maintain circulation and transport operations during the construction process: <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>	The Station Works will maintain circulation and transport operations during the construction process as the existing station overpass will remain in use throughout construction. 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 WTMPs.  In addition, aspect specific management plans will be in place to manage construction impacts as required.
	<b>3.5.c.2</b>	Protect the viability of, and amenity for, activities at and near construction work sites: <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> </ul>	The design of the Station Works will protect the viability of, and amenity for, activities at and near the construction work sites at West Footscray station that might be affected by construction activities through the incorporation of crime prevention through environmental design principles. In addition, aspect specific

Section	Clause	Design Guideline	Development Plan Response
		<ul style="list-style-type: none"> <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>	management plans will be in place to manage construction impacts as required.
	<b>3.5.c.3</b>	<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>The Station Works design response minimises impacts on trees, services and materials, and will reinstate 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.</p> <p>In addition, aspect specific management plans will be in place to manage all other construction impacts as required.</p>
	<b>3.5.c.4</b>	<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>	The Station Works is located entirely within the rail corridor and are not expected to impact on the attractiveness of the presentation to the surrounding area. Nevertheless, the design will aim to maintain an attractiveness of the presentation to the surrounding area and during construction aspect specific management plans will be in place to manage impacts as required.

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 Station Works has been designed to help the metropolitan train network to better respond to future changes in activity patterns and improve services.</p> <p>The ability for outbound trains to use the Western Turnback to return to Melbourne will maximise long term flexibility of infrastructure. In addition, the alterations to the existing platform will enable line-wide consistency. As all works are in the rail corridor, there is no impact on open spaces or other public infrastructure.</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 have worked closely with key stakeholders including agencies such as Council, VicRoads and MTM, who will manage the land upon completion of the works.</p> <p>The design solution provides clear delineation between assets to minimise conflicts in the long-term management and maintenance of the precinct.</p>
	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 Station Works are situated within the existing rail corridor and propose platform works and the connections back to the existing station overpass, providing access to the new platform.</p> <p>The design and layout of this space will be consistent with the existing station overpass, which acts as a key access route across the railway corridor. The location of key infrastructure maximises the utility and versatility of the design.</p>
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>	<p>The Station Works only includes work within the existing rail corridor and are to be used for station infrastructure. No new planting is proposed and an assessment against this guideline is not required.</p>	

Section	Clause	Design Guideline	Development Plan Response
		<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>Trees to be protected or removed will be subject to the RIA Tree Management Plan (including an assessment of highest and best use reuse options for removed trees and potential for relocation). Any tree to be removed will also be in accordance with RPV approval.</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 Station Works only include works within the existing rail corridor and are to be used for station infrastructure. No landscaping is proposed and an assessment against this guideline is not required.</p>
	3.6.c.6	<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 Station Works aim to minimise impacts to the existing landscaping, incorporate WSUD principles and is responsive to climate change with a Sustainability Management Plan developed in accordance with Project targets and requirements for greenhouse gas emission reductions.</p> <p>Some tree impacts cannot be avoided and two trees are to be removed in the station car park as a result of construction access requirements in accordance with the Urban Ecology Management Plan, these do not require approval via this Plan. Any disturbed or removed trees and low vegetation will be reinstated with similar species</p>

Section	Clause	Design Guideline	Development Plan Response	
4.9			in accordance with the <i>Metro Tunnel Living Infrastructure Plan</i> and in accordance with the EPRs for the Project.	
	3.6.c.7	Integrate water-sensitive urban design initiatives: <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>	WSUD for the Station Works has been considered in the design in order to achieve water quality requirements as documented in the CSIRO Best Practice Environment Management Guidelines. The new platform, concourse and ramp at the Station Works harvest and re-use stormwater for amenities (flushing), platform (wash down) and north entry (irrigation), saving 100,000 litres of potable water annually.	
	3.6.c.8	Practice sustainable use of materials and resources: <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>	The design response for works at West Footscray station incorporates materials which maintain the current user experience of the station and station overpass through the use of materials and finishes that are found in the existing built form of the station such as concrete and aluminium.  Materials and finishes for the Station Works are presented in Section 6.3.6 and Appendix B of this Plan.	
	<b>Precinct 9: Western Turnback</b>			
	4.9.d.1	Maintain and enhance access to existing and new rail station platforms.	The existing concourse and station buildings are all being maintained without interruption or change through the construction period and on completion. This will allow passengers flows to continue to operate and for capacity to be expanded for the station overall with a new concourse and entrance provided for the new platform at a separate location from the existing station overpass. The new concourse and platform at West Footscray station will improve access within the station. The design response minimises time and distance travelled and ensures efficiency for patrons in accordance with relevant guidelines.	
4.9.d.2	Maintain or enhance access for all relevant transport modes to and around the station.	The existing access arrangements in the station precinct are all being maintained including pedestrian, cycling and vehicle access and car parking.  The existing station overpass will be maintained by the works and the station will be enhanced by upgrades to existing infrastructure, the introduction of new infrastructure and improved vertical mobility.		



Section	Clause	Design Guideline	Development Plan Response
	4.9.d.3	Provide a high quality of integrated design for the station precinct.	<p>The architectural response of the new elements of the station extend the architectural language established by the current station which was rebuilt in 2013. This includes the use of materials and adoption of detailing that has been used in the current station building including: picture perforated screens, flush ceiling linings, glazed lift shaft and solid aluminium panelling. This design concept for the Station Works provides a high quality solution that will ensure that the new works integrate with the existing station precinct. This is achieved by:</p> <ul style="list-style-type: none"> <li>• Adopting a contemporary version of the existing architectural language of the station</li> <li>• Selecting a materials palette that is based off of the existing materials of the station</li> <li>• Connecting the concourse to the existing station overpass</li> <li>• Providing public and station users with a similar experience to the existing station</li> </ul> <p>Further information regarding the design is presented in Section 6.3.1 and 6.3.2 of this plan and can be reviewed in Appendix B of this Plan.</p>
	4.9.e.1	Integrate the new passenger platform and access ways with West Footscray station.	<p>Access to the new platform is provided via a new set of stairs and a DDA compliant ramp and a lift, accessed via a new entry and concourse from the existing station overpass. This has eliminated any need to occupy the current access arrangements to the existing platforms during construction and provides additional overall access capacity to the station.</p> <p>The design concept for Station Works ensures that the new passenger platform and access integrates with the existing station through:</p> <ul style="list-style-type: none"> <li>• Connecting the concourse to the existing station overpass</li> <li>• Incorporating universal access (stairs, ramp, lift) between the concourse and the new platform</li> <li>• Selecting a materials palette that is based off of the existing materials of the station</li> </ul>

Section	Clause	Design Guideline	Development Plan Response
			<ul style="list-style-type: none"> <li>• Providing public and station users with a similar experience to the existing station</li> </ul> <p>Minor modifications to the existing station overpass at the entrance to the new platform concourse have been proposed in order to provide a safer layout for users of the station and the station overpass.</p> <p>Further information regarding the design is presented in Section 6.3.1 and 6.3.2 of this plan and can be reviewed in Appendix B of this Plan.</p>

# APPENDIX D: WESTERN TURNBACK ENVIRONMENTAL PERFORMANCE REQUIREMENTS DESIGN RESPONSE

Table 6 Environmental Management Framework Design Response

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Environmental Management Framework</b>	<b>EMF1</b>	<ol style="list-style-type: none"> <li>1. Prior to commencement of Project works, prepare and implement an Environmental Management System (EMS) that is certified to ISO 14001:2015 Environmental Management Systems – requirements with guidance for use for construction and operation.</li> </ol>	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>	<ol style="list-style-type: none"> <li>1. Prepare a Construction Environmental Management Plan (CEMP), Site Environment Implementation Plans (SEIP), Operations Environmental Management Plan (OEMP) and other plans as required by the Environmental Performance Requirements (EPRs) and as relevant to any stage of the Project.</li> <li>2. Develop a program to set out the process and timing for development of an EMS, CEMP, SEIP, OEMP and other plans as required by the EPRs and as relevant to any stage of the Project.</li> <li>3. The process for development of and implementation of the CEMP, the SEIP and OEMP must include consultation with Councils, Heritage Victoria, the Roads Corporation, Melbourne Water, Public Transport Victoria (PTV)/DEDJTR (Transport), the Environment Protection Authority (EPA) and other stakeholders as relevant. These consultation processes must be described in the program. Plans are to be reviewed in accordance with the EMF.</li> <li>4. The CEMP should be prepared in accordance with EPA Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996).</li> </ol>	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 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. The RIA scope of works do not require OEMPs.
<b>Environmental Management Framework</b>	<b>EMF3</b>	<ol style="list-style-type: none"> <li>1. Prior to commencement of Project works, appoint an Independent Environmental Auditor to audit proposed plans, as required in the Incorporated Document, so as to ensure the plans comply with the EPRs and to undertake environmental audits of compliance with the approved CEMP, SEIP, OEMP (the OEMP is for Public Private Partnership (PPP) only), EPRs and approval conditions.</li> </ol>	RPV has appointed an Independent Environmental Auditor to undertake environmental audits as required by the Metro Tunnel EMF.

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response															
<b>Environmental Management Framework</b>	<b>EMF4</b>	<ol style="list-style-type: none"> <li>1. Prior to commencement of Project works, develop and implement a process for the recording, management and resolution of complaints from affected stakeholders consistent with Australian Standard AS/NZS 10002: 2014 Guidelines for Complaint Management in Organisations.</li> <li>2. The complaints management approach will be documented in the Community and Stakeholder Engagement Management Framework required under EPR SC3 and be integrated with the Proponent and Contractors' own EMS'. The complaints management system will address requirements of the Business Support Guidelines for Construction (BSGC). (See EPR B2).</li> </ol>	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>	<ol style="list-style-type: none"> <li>1. Fully integrate the stormwater treatment system into the design of Melbourne Metro (all precincts) for construction to ensure that stormwater entering a receiving water body complies with SEPP (Waters of Victoria).</li> </ol>	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). The controls follow the <i>Guidelines For Major Construction Sites</i> (EPA Victoria Publication 480).															
<b>Aquatic Ecology and River Health</b>	<b>AE2</b>	<ol style="list-style-type: none"> <li>1. 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.</li> <li>2. 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.</li> </ol>	RIA has prepared a Surface Water Management Plan with site specific controls in the SEIP to manage stormwater compliance with <i>Guidelines For Major Construction Sites</i> (EPA Victoria Publication 480) and the approved CEMP.															
<b>Aquatic Ecology and River Health</b>	<b>AE7</b>	<ol style="list-style-type: none"> <li>1. Fully integrate the stormwater treatment system into the design of all precincts and portals to ensure that any stormwater entering a receiving water body complies with SEPP (Waters of Victoria). <table border="1" data-bbox="600 1007 1480 1308"> <thead> <tr> <th>Pollutant type</th> <th>Receiving water objective</th> <th>Current best practice performance objective(1)</th> </tr> </thead> <tbody> <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> </tbody> </table> </li> </ol>	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)	It is not anticipated that the design of the Station Works will impact on stormwater quality. The design includes drainage infrastructure including grated trench drains which will discharge to an open cess running underneath the new platform and takes climate change into consideration. The Station Works include WSUD principles with the use of stormwater harvesting and re-use, which will potentially save the use of 100,000 litres of potable water per year at the station.
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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Litter	Comply with SEPP (No litter in waterways) (2)	70% reduction of typical urban annual load (4)																

Discipline	EPR Ref	Environmental Protection Requirements			Development Plan Response
		Flows	Maintain flows at pre-urbanisation levels	Maintain discharges for the 1.5 year ARI at pre-development levels	
		<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>2. Sedimentation and pollution control measures must be applied to protect waterways and habitat areas such as periphery surrounding Moonee Ponds Creek in accordance with industry best practice. This must include water quality monitoring, where required.</p>			Drainage will be designed to manage stormwater compliance with SEPP (Waters of Victoria).
<b>Aboriginal Cultural Heritage</b>	<b>AH1</b>	<p>1. Comply with a Cultural Heritage Management Plan approved under the Aboriginal Heritage Act 2006 and prepared in accordance with the Aboriginal Heritage Regulations 2007.</p>			The Station Works 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 conditions of the Cultural Heritage Management Plan.
<b>Air Quality</b>	<b>AQ1</b>	<p>1. Prior to commencement of Project works, develop and implement plan(s) for dust management and monitoring, to minimise and monitor the impact of construction dust. Develop the plan(s) in consultation with EPA and the owners of key sensitive equipment or locations, and advise the community of the plan, in accordance with the contractors Community and Stakeholder Engagement Plan (see EPR SC4).</p>			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>	<p>1. Manage construction activities to minimise dust and other emissions in accordance with EPA Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996).</p>			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>	<p>1. 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.</p>			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

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
			<p>Management) and SEPP (Ambient Air Quality).</p> <p>Once in operation, it is not expected that the Station Works will produce emissions of smoke, dust, fumes and other pollutions into the atmosphere.</p>
<b>Arboriculture</b>	<b>AR1</b>	<ol style="list-style-type: none"> <li>1. During detailed design, review any potential tree impacts and achieve the maximum possible tree retention on both public and private land, including retaining all valuable habitat linkages or corridors where practicable.</li> <li>3. Comply with any requirements of Heritage Victoria if the trees are on the VHR.</li> </ol>	<p>Trees are present within the Development Plan area, and RIA has undertaken a process to determine tree impact requirements. There are no trees to be removed as part of this Development Plan that require approval under Clause 4.7 of the Incorporated Document.</p> <p>Trees to be protected or removed will be subject to the RIA Tree Management Plan (including an assessment of highest and best reuse options for removed trees and potential for relocation). Any tree to be removed will also be subject to RPV approval.</p> <p>No trees are identified as trees on the VHR.</p>
<b>Arboriculture</b>	<b>AR2</b>	<ol style="list-style-type: none"> <li>1. Reinstate quality soils to sufficient volumes to support long-term viable growth of replacement trees. Ensure ongoing supply of water to tree root zones, especially during their establishment stage. Employ water sensitive urban design principles (WSUD) where possible.</li> </ol>	<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.</p>
<b>Arboriculture</b>	<b>AR3</b>	<ol style="list-style-type: none"> <li>1. Develop a tree replacement program to re-establish lost canopy cover and achieve canopy size equal to (or greater than) healthy, mature examples of the removed species in Melbourne.</li> <li>2. Establish protocols to govern the use of advanced and super-advanced trees, where such use is appropriate to re-establish canopy and valued landscape character in a way that balances long term viability of the tree with immediate impact.</li> <li>5. The re-establishment of trees must also consider the contribution that the replacement trees can make to the creation of habitat corridors and linkages where this is possible.</li> </ol> <p>(See EPRs CH13 and CH18 as appropriate).</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.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Arboriculture</b>	<b>AR4</b>	<ol style="list-style-type: none"> <li>1. Prior to commencement of construction of any Project works that could affect trees, prepare and implement Tree Protection Plans for each precinct in accordance with AS4970-2009 Protection of Trees on Development Sites. The plans must respond to the detailed design and construction methodology of the Project and ensure that trees proposed to be retained are adequately protected from the impact of construction or related activities.</li> <li>2. Where a Tree Protection Plan is required for a heritage place, the plan must be developed in consultation with Heritage Victoria or the relevant council (as applicable).</li> </ol>	<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 Project Arborist.</p>
<b>Business</b>	<b>B1</b>	<ol style="list-style-type: none"> <li>1. Reduce the disruption to businesses from direct acquisition or temporary occupation of land, and work with business and land owners to endeavour to reach agreement on the terms for possession of the land.</li> <li>2. Provide businesses with adequate notice (as required under the relevant legislation) of any need for relocation, as a result of the Project including the termination of leases of public or private land where the displacement is a direct consequence of the Project.</li> </ol>	<p>RIA has prepared a CSEMP, which will include a Business Disruption Plan and has undertaken consultation with business and land owners.</p>
<b>Business</b>	<b>B2</b>	<ol style="list-style-type: none"> <li>1. Prior to commencement of relevant works, prepare a business disruption plan consistent with the contractors Community and Stakeholder Engagement Management Plan (SC4) to: <ol style="list-style-type: none"> <li>a) Manage potential impacts to non-acquired businesses, commercial property owners and not-for-profit organisations.</li> <li>b) Ensure appropriate engagement with local councils, businesses, property owners and the community throughout construction.</li> </ol> </li> <li>2. The plan must outline the stakeholder engagement measures for each precinct and include: <ol style="list-style-type: none"> <li>a) Adequate notice of key Project milestones.</li> <li>b) Details of any changes to traffic and parking conditions and duration of impact.</li> <li>c) A Project construction schedule developed in coordination with transport authorities and local councils and in consultation with businesses to minimise cumulative impacts of this and other projects.</li> <li>d) 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>e) Measures to ensure access to businesses is maintained for customers, deliveries and consistent with EPR T10 for waste removal, unless there has been prior engagement with affected businesses (including mutually agreed mitigation measures as required). These measures could include the installation of directional and business signage to assist customers</li> </ol> </li> </ol>	<p>RIA has prepared a CSEMP, which includes a Business Disruption Plan. Consultation with relevant stakeholders will be conducted in accordance with the EPR requirements.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
		<p>and agreed protocols for engaging with service providers (i.e. deliveries, collections, etc.).</p> <ul style="list-style-type: none"> <li>f) Process for registering, management and resolution of complaints from affected businesses consistent with Australian Standard AS/NSZ 10002:2014 Guidelines for Complaint Management in Organisations.</li> <li>g) Measures for supporting affected businesses during construction in accordance with the Business Support Guidelines for Construction (BSGC) such as marketing and promotion, local activation, way-finding programs and upskilling opportunities.</li> <li>h) Where implementation of BSGC support measures have been exhausted for a business, provide the opportunity for assistance in preparing a Business Plan to develop a business profile and more detailed understanding of the business and how it operates (where appropriate a financial baseline may form part of the business plan) so that further measures can be factored into Business Disruption Plans.</li> </ul>	
<b>Contaminated Land and Spoil Management</b>	<b>C1</b>	<ol style="list-style-type: none"> <li>1. Prior to commencement of shaft construction and prior to commencement of main works, prepare and implement a Spoil Management Plan (SMP) for each Works Package. The SMP must be in accordance with RPV's Spoil Management Strategy and any relevant regulations, standards or best practice guidelines. The SMP must be developed in consultation with the EPA. The SMP will include but is not limited to the following: <ul style="list-style-type: none"> <li>a) Applicable regulatory requirements.</li> <li>b) Identifying nature and extent of spoil (clean fill and contaminated spoil).</li> <li>c) Roles and responsibilities.</li> <li>d) Identification of management measures for handling and transport of spoil for the protection of health and the environment (consistent with the transport management plan(s) as required by EPRs T2 and T3).</li> <li>e) Identification, design and development of specific environmental management plans for temporary stockpile areas</li> <li>f) Identifying potential sites for re-use, management or disposal of any spoil.</li> <li>g) Monitoring and reporting requirements.</li> <li>h) Identifying locations and extent of any prescribed industrial waste (PIW) and the method for characterising PIW spoil prior to excavation.</li> <li>i) Identifying suitable sites for disposal of any PIW.</li> </ul> </li> <li>3. 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).</li> </ol>	RIA has prepared a Spoil Management Plan in accordance with RPVs Spoil Management Strategy, which includes an Acid Sulfate Soil and Rock Management Sub-Plan. Consultation with EPA is ongoing regarding the management of spoil.



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Cultural Heritage - Historical</b>	<b>CH1</b>	<ol style="list-style-type: none"> <li>Design permanent and temporary works to avoid or minimise impacts on the cultural heritage values of heritage places. Consult, as required, with Heritage Victoria and/or the relevant local council (as applicable). Note (1) The Project must meet the requirements of the Heritage Act 1995.</li> </ol>	<p>There is no impact expected to heritage fabric within the scope of the Station Works.</p> <p>The cultural heritage values of the Cross Street Electrical Substation (HO192 - Cross Street Electrical Substation on part of the land known as Allotment 9, Section 13 in the Parish of Cut-PawPaw (Cross Street, Footscray)) has been considered and avoided in the design.</p>
<b>Cultural Heritage - Historical</b>	<b>CH2</b>	<ol style="list-style-type: none"> <li>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).</li> <li>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.</li> </ol>	RIA has prepared a Heritage Management Plan with site specific controls in the SEIP in consultation with relevant stakeholders.
<b>Cultural Heritage - Historical</b>	<b>CH8</b>	<ol style="list-style-type: none"> <li>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.</li> <li></li> <li>The heritage interpretation strategy should consider the RPV Creative Strategy.</li> </ol>	There are no VHR or VHI sites within the Development Plan area or in the vicinity of the area that would be impacted by the Station Works.
<b>Cultural Heritage - Historical</b>	<b>CH10</b>	<ol style="list-style-type: none"> <li>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.</li> </ol>	There is no impact expected to heritage fabric within the scope of the Station Works.
<b>Cultural Heritage - Historical</b>	<b>CH22</b>	<ol style="list-style-type: none"> <li>Retain and protect the Cross Street Electrical Substation in situ within or abutting proposed construction site.</li> </ol>	The cultural heritage values of the Cross Street Electrical Substation (HO192 - Cross Street Electrical Substation on part of the land known as Allotment 9, Section 13 in the Parish of Cut-Paw Paw (Cross Street, Footscray)) has been retained and protected in the design.
<b>Cultural Heritage - Historical</b>	<b>CH23</b>	<ol style="list-style-type: none"> <li>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.</li> </ol>	There is no impact expected to heritage fabric within the scope of the Station Works.

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Flora and Fauna - Terrestrial</b>	<b>FF2</b>	1. 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.
<b>Greenhouse Gas</b>	<b>GHG1</b>	1. Prior to commencement of main works, develop and implement a Sustainability Management Plan to meet, as a minimum, the Melbourne Metro sustainability targets, including achieving the specified ratings under the Infrastructure Sustainability Council of Australia's Infrastructure Sustainability Rating Tool and the Green Star Design and As Built Melbourne Metro Rail Tool.	RIA has prepared a Sustainability Management Plan.
<b>Greenhouse Gas</b>	<b>GHG2</b>	1. Monitor and report on how each of the best practice GHG abatement measures and sustainability initiatives identified in the Concept Design is implemented in the detailed design of the Project and whether any additional measures not included in the Concept Design are feasible.	RIA has prepared a Sustainability Management Plan with a Carbon and Energy sub-plan developed in accordance with Project 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 Project.
<b>Ground Movement and Stability</b>	<b>GM1</b>	1. Prior to commencement of shaft construction and prior to commencement of main works, develop and maintain geological and groundwater model(s) (as per EPR GW2) for each Works Package which: <ul style="list-style-type: none"> <li>a) Use monitored ground movement and ground water levels prior to construction to identify pre-existing movement.</li> <li>b) Inform tunnel design and the construction techniques to be applied for the various geological and groundwater conditions.</li> <li>c) Assess potential drawdown and identify trigger levels for implementing additional mitigation measures to minimise potential primary consolidation settlement.</li> <li>d) Assess potential ground movement effects from excavation and identify trigger levels for implementing additional mitigation measures to minimise potential ground movement effects.</li> </ul>	The Station Works design response does not include any significant excavation works or active dewatering, therefore geological and groundwater modelling is not considered to be relevant to the design.
<b>Ground Movement and Stability</b>	<b>GM2</b>	1. Design and construct the permanent structures and temporary works to limit ground movements to within appropriate acceptability criteria (to be determined in consultation with relevant stakeholders, local councils and land managers and which build upon the assumptions for criteria presented in the EES) for vertical, horizontal, and angular deformation as appropriate for Project activities during the construction and operational phase. In the design of the works and the planning of construction and mitigations, incorporate the findings of investigations reported in the EES and subsequent relevant investigations.	The Station Works have been designed to limit ground movement to within acceptability criteria (determined in consultation with relevant stakeholders).  RIA has prepared a Ground Movement Management Plan (GMMP). The GMMP for the Western Turnback includes ground

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
			movement monitoring and management measures should an exceedance occur.
<b>Ground Movement and Stability</b>	<b>GM4</b>	<ol style="list-style-type: none"> <li>1. Conduct pre-construction condition surveys for the assets predicted to be affected by ground movement, including where a property owner reasonably expects to be potentially affected and has requested a pre-construction condition survey.</li> <li>2. Develop and maintain a data base of as-built and pre-construction condition information for each potentially affected structure identified as being in an area susceptible to damage (see EPR GM3) or where a property owner has requested a pre-construction condition survey, specifically including: <ol style="list-style-type: none"> <li>a) Identification of structures/assets which may be susceptible to damage resulting from ground movement resulting from Melbourne Metro works.</li> <li>b) Results of condition surveys of structures, pavements, significant utilities and parklands to establish baseline conditions and potential vulnerabilities.</li> <li>c) Records of consultation with landowners in relation to the condition surveys.</li> <li>d) Post-construction stage condition surveys conducted, where required, to ascertain if any damage has been caused as a result of Melbourne Metro.</li> <li>e) Share pre- and post-condition assessments and records of consultation with the property owner proactively.</li> <li>f) Ensure all stakeholder engagement activities are undertaken in accordance with the contractors Community and Stakeholder Engagement Management Plan.</li> </ol> </li> </ol>	<p>Pre-construction condition surveys will be undertaken for assets or structures potentially impacted by ground movement in accordance with the CSEMP.</p> <p>If, during design development, any third party assets are identified as crossing the works site these will be investigated, assessed and protected as required.</p>
<b>Groundwater</b>	<b>GW1</b>	<ol style="list-style-type: none"> <li>1. Design the tunnel and underground structures so that they minimise changes to groundwater levels during construction and operation to minimise impacts on groundwater dependent values, ground movement and contamination plume migration.</li> </ol>	The Station Works design does not include any significant excavation works, active dewatering, or installation of continuous hydraulic barriers and is unlikely to intersect the groundwater table. Therefore, there will be little or no in changes to the local groundwater levels, flow patterns or groundwater quality.
<b>Groundwater</b>	<b>GW2</b>	<ol style="list-style-type: none"> <li>1. Develop a groundwater model through a process that involves ongoing referral to the Independent Environmental Auditor consistent with the Australian Groundwater Modelling Guidelines (Barnett et al, 2012). Apply the model for the detailed design phase to predict impacts associated with any changes to construction techniques or operational design features proposed during detailed design, and reconfirm that the EPRs and mitigation measures are sufficient to mitigate impacts from changes in groundwater levels, flow and quality.</li> </ol>	The Station Works design does not include any significant excavation works, active dewatering, or installation of continuous hydraulic barriers and is unlikely to intersect the groundwater table. Therefore, there will be little or no in changes to the local groundwater levels, flow patterns or groundwater quality.

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
		<ol style="list-style-type: none"> <li>2. The groundwater model should be updated to address comprehensively transient calibration, aquifer specific storage parameter values and their justification, prediction of cumulative impacts during construction and uncertainty assessments.</li> <li>3. Ensure that the model geometry set-up (node and grid network of model and layering definition) is accurately matched into the Project's detailed design excavation geometry.</li> <li>4. Undertake monitoring during construction to ensure that predictions are accurate and mitigation measures are appropriate, and adjust the model if required.</li> </ol>	
<b>Groundwater</b>	<b>GW3</b>	<ol style="list-style-type: none"> <li>1. Prior to commencement of shaft construction and prior to commencement of main works, develop and implement a Groundwater Management Plan (GWMP) for each Works Package detailing groundwater management approaches to address the predicted impacts to groundwater dependent values during construction and to ensure protection of groundwater dependent values.</li> <li>2. The GWMP must be based on the detailed design phase groundwater model, and should include the following details: <ol style="list-style-type: none"> <li>a) Approach to collection, treatment and disposal of groundwater collected during construction in accordance with the RPV Groundwater Disposal Strategy.</li> <li>b) Identifying and if necessary, specifying mitigation measures to protect groundwater dependent vegetation during periods of drawdown.</li> <li>c) An approach identified in consultation with the EPA so that contaminant migration causes no significant impacts on beneficial uses or vapour intrusion into underground structures, and establish appropriate monitoring networks to measure the effectiveness of the approach.</li> <li>d) Methods for minimising drawdown in areas of known PASS and establishing appropriate monitoring networks to confirm effectiveness of approach.</li> <li>e) Methods for minimising drawdown at any existing recharge bores, and establishing appropriate monitoring networks to measure the effectiveness of mitigation.</li> <li>f) Groundwater drawdown trigger levels for groundwater dependent values at which additional mitigation measures must be adopted.</li> <li>g) Design, operation and management of groundwater injection borefields.</li> <li>h) Contingency measures if impacts occur at existing active groundwater bores and surface water bodies.</li> <li>i) Contingency measures should unexpected groundwater conditions be encountered.</li> </ol> </li> <li>3. The GWMP must be developed in consultation with EPA and relevant water authorities.</li> </ol>	<p>The GWMP for the Western Turnback, will be prepared and implemented prior to the commencement of the Station Works, and will include recommendations regarding groundwater monitoring, if required.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
		5. The GWMP should also address RPV's sustainability requirements where appropriate.	
<b>Land Use and Planning</b>	<b>LU1</b>	<p>1. Prior to commencement of relevant works, develop and implement a plan for construction and operation of the Project that has as its purpose minimising impacts on existing land uses during both early works and main works, including by:</p> <ul style="list-style-type: none"> <li>a) Limiting the extent of any permanent change of use within existing public open space.</li> <li>b) Minimising the footprints of construction sites and any permanent infrastructure which is to be located on public land.</li> <li>c) Locating and designing all Project works to avoid, to the extent practicable, any temporary and permanent loss of public open space to maximise the re-instatement potential of that land.</li> <li>d) Minimising impacts to existing public open spaces and recreational facilities and the users of these facilities, including (but not limited to): JJ Holland Park, University Square, the Melbourne City Baths, City Square, Federation Square, the Shrine of Remembrance and the Shrine Reserve, Domain Parklands, Edmund Herring Memorial Oval, and the Albert Road Reserve.</li> <li>e) Minimising the impacts to existing residential areas by locating new above ground infrastructure, such as electrical substations in appropriate locations considering adjoining properties and exploring the co-location of rail infrastructure facilities where practicable.</li> <li>f) Ensuring residents are notified in advance of works in accordance with EPRs SC4 and SC10.</li> </ul> <p>2. Such measures must be developed in consultation with affected land managers for public land, local councils and key stakeholders, as applicable.</p> <p>Note (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 Station Works in accordance with EPR requirements.</p> <p>The Station Works are located wholly within the existing rail corridor and is to be used for rail infrastructure and therefore is not expected to impact on the existing land use or surrounding existing land uses.</p> <p>The design will not impact Cross Street or Sunshine Road and the construction will aim to minimise the impact to Cross Street and Sunshine Road.</p> <p>The construction access and laydown areas include areas of the car park of West Footscray station, to the north of the station, however this is contained within the existing rail corridor and therefore will not impact on public open space or public land.</p>
<b>Land Use and Planning</b>	<b>LU2</b>	<p>1. 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 with Council is ongoing regarding the design of the Station Works in accordance with EPR requirements.</p> <p>No open space master plans apply to the Development Plan area.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
		2. Consultation must occur with land managers and/or agencies responsible for the implementation of the relevant Open Space Master Plans, including local councils and key stakeholders. The outputs must be consistent with EPR SC8.	The Development Plan area only includes works within the existing rail corridor and is to be used for station infrastructure. An assessment of the Station Works design against the relevant master plan Urban Design Guidelines is located at Section 6 and Appendix C.
<b>Land Use and Planning</b>	<b>LU4</b>	1. Prior to commencement of relevant works, develop and implement a plan in consultation with the Urban Design and Architectural Advice Panel (UDAAP) to ensure the design of the Project meets the Melbourne Metro Urban Design Strategy and relevant planning schemes that considers: <ol style="list-style-type: none"> <li>a) Permanent above ground structures.</li> <li>b) Temporary structures adopting principles of the Growing Green Guide 2014 including green walls, roofs and facades, where practicable.</li> <li>c) The RPV Creative Strategy.</li> <li>d) Wayfinding, signage and advertising for above ground elements of the Project.</li> </ol> 2. The strategies must be developed in consultation with relevant local councils and land managers. (See EPR LV1).	The design of the Station Works is being developed in consultation with UDAAP and Council.  The Development Plan area only includes works within the existing rail corridor and is to be used for station infrastructure. An assessment of the Station Works design against the relevant Urban Design Guidelines is located at Section 6 and Appendix C.
<b>Landscape and Visual</b>	<b>LV1</b>	1. Prior to commencement of relevant works, develop and implement a plan for the design of permanent and temporary works, including temporary landscaping, in consultation with relevant local councils and the Office of Victorian Government Architect to comply with the Melbourne Metro Urban Design Strategy. Avoid or minimise, to the extent practicable, visual impacts in both duration and intensity on sensitive receptors and heritage places, and maintain broader landscape character and heritage precinct values.	Consultation with the OVGA and Council is ongoing regarding the design of the Station Works in accordance with EPRs.  The Station Works only includes works within the existing rail corridor and is to be used for station infrastructure. An assessment of the Station Works design against the relevant Urban Design Guidelines is located at Section 6 and Appendix C.  Given the above, and as landscaping is already provided in the existing station precinct, the proposed works do not need to be complemented by landscaping and other mitigation solutions such as screening.

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Landscape and Visual</b>	<b>LV2</b>	<ol style="list-style-type: none"> <li>1. Develop and implement a plan in consultation with the Office of Victorian Government Architect, local councils and other land managers to comply with the Melbourne Metro Urban Design Strategy to re-establish and enhance public open space, recreation reserves and other valued places disturbed by temporary works. Some of these are heritage places and further consultation will be required.</li> <li>2. The plan must include, but not be limited to, a methodology and timeframe for storage, reinstatement or replacement of existing public art, monuments and public infrastructure such as poles (including banner poles), bins, and other street furniture such as wayfinding signage (including signage hubs).</li> <li>3. Where temporary works on public open space, recreation reserves and other valued places disturb trees in these locations, the plan must be consistent with measures proposed under plans and actions required under EPR AR1, AR2 and AR3 regarding reinstatement of trees.</li> </ol>	<p>Consultation with the OVGA and Council is ongoing regarding the design of the Station Works in accordance with EPRs.</p> <p>The Station Works only includes works within the existing rail corridor and is to be used for station infrastructure. An assessment of the Station Works design against the relevant Urban Design Guidelines is located at Section 6 and Appendix C.</p>
<b>Noise and Vibration</b>	<b>NV3</b>	<ol style="list-style-type: none"> <li>1. Prior to commencement of shaft construction and prior to commencement of main works, each Works Package contractor must appoint a suitably qualified acoustic and vibration consultant to predict construction noise and vibration (through modelling) and update the modelling to reflect current construction methodology, site conditions and specific equipment noise and vibration levels (this will require noise and vibration measurements). The model is to be used to determine appropriate mitigation to achieve the EPRs.</li> <li>2. The acoustic and vibration consultant must document the modelling and mitigation investigation in a Construction Noise and Vibration Assessment Report for review by the Independent Environmental Auditor. This report must provide the basis for the development of the construction noise and vibration management plan required under EPR NV21.</li> <li>3. The model must consider airborne noise to residential and non-residential receivers, ground-borne noise at residences, blasting vibration and ground-borne vibration. (For heritage places see EPR CH24).</li> </ol>	<p>This Plan presents the rail works built form of the Western Turnback. RIA has prepared a Construction 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>
<b>Noise and Vibration</b>	<b>NV16</b>	<ol style="list-style-type: none"> <li>1. Design Phase <ol style="list-style-type: none"> <li>a) Appoint a suitably qualified acoustic and vibration consultant to predict and assess operational noise and vibration and determine practicable mitigation measures necessary to achieve the EPRs</li> <li>b) The acoustic and vibration consultant must prepare an Operation Noise and Vibration Report for review by the Independent Environmental Auditor, which documents the predictions and mitigation measures</li> </ol> </li> <li>2. Commissioning / Operation</li> </ol>	<p>Noise and vibration impacts for the Station Works will be assessed by an acoustic consultant to confirm that the design can meet the relevant EPRs. The outputs of this assessment would be documented in an Operation Noise and Vibration Report.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response									
		<p>a) 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><b>Noise and Vibration</b></p>	<p><b>NV17</b></p>	<p>1. Avoid, minimise or mitigate rail noise where the following PRINP (April 2013) Investigation Thresholds are exceeded during operation:</p> <table border="1" data-bbox="600 376 1480 775"> <thead> <tr> <th data-bbox="600 376 707 427">Time</th> <th data-bbox="707 376 1227 427">Type of Receiver</th> <th data-bbox="1227 376 1480 427">Investigation Thresholds</th> </tr> </thead> <tbody> <tr> <td data-bbox="600 427 707 603">Day (6 am - 10 pm)</td> <td data-bbox="707 427 1227 603">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 data-bbox="1227 427 1480 603">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 data-bbox="600 603 707 775">Night (10 pm - 6 am)</td> <td data-bbox="707 603 1227 775">Residential dwellings and other buildings where people sleep including aged persons homes, hospitals, motels and caravan parks</td> <td data-bbox="1227 603 1480 775">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> </tbody> </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> <ol style="list-style-type: none"> <li>a. Maximum noise levels of trains should not exceed 50 dB LAMax in bedrooms.</li> <li>b. Maximum noise level of trains should not exceed 60 dB LAMax in living areas.</li> </ol> <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>	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 will be assessed in accordance with PRINP for the Station Works.</p>
Time	Type of Receiver	Investigation Thresholds										
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Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response																								
<b>Noise and Vibration</b>	<b>NV18</b>	<p>1. For operation, noise from fixed plant associated with Melbourne Metro must:</p> <ol style="list-style-type: none"> <li>a) Comply with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1).</li> <li>b) Where SEPP N-1 does not apply, comply with the internal Satisfactory Recommended Design Sound Levels as defined in AS/NZS 2107 for the following sensitive areas:               <ol style="list-style-type: none"> <li>i. Teaching spaces</li> <li>ii. Laboratories</li> <li>iii. Conference rooms</li> <li>iv. Libraries</li> <li>v. Music studios</li> <li>vi. Operating Theatres / Surgeries</li> <li>vii. Wards / Recliners</li> <li>viii. Performance spaces / Galleries</li> <li>ix. Places of worship</li> </ol> </li> </ol> <p>2. If the existing internal background noise level within any of the above areas exceeds the Maximum Recommended Design Sound Level in AS/NZS 2107, then noise from the fixed plant associated with the Melbourne Metro Project must not exceed the existing background levels within these spaces at the commencement of operation.</p> <p>3. This does not apply to noise generated by trains and/or trams.</p>	<p>Noise from infrastructure will be designed to comply with SEPP N-1 at the Station Works.</p> <p>There is no fixed plant within the scope of the Station Works.</p>																								
<b>Noise and Vibration</b>	<b>NV20</b>	<p>1. During operation, achieve the following guideline targets (based on Table 1 in BS6472-1:2008) or background levels (whichever is higher) for vibration as follows:</p> <table border="1" data-bbox="600 863 1480 1046"> <thead> <tr> <th rowspan="2">Location</th> <th colspan="4">VDV (M/s<sup>1.75</sup>)</th> </tr> <tr> <th colspan="2">Day 7am-10pm</th> <th colspan="2">Night 10pm-7am</th> </tr> </thead> <tbody> <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> </tbody> </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>	Location	VDV (M/s <sup>1.75</sup> )				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 will be designed to meet vibration targets during operation at the Station Works.</p> <p>The scope of the Station Works is not expected to result in a change to existing vibration levels at nearby sensitive receivers.</p>
Location	VDV (M/s <sup>1.75</sup> )																										
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Residences	0.2	0.4	0.1	0.2																							
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Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Social and Community</b>	<b>SC3</b>	<ol style="list-style-type: none"> <li>1. RPV must develop a Community and Stakeholder Engagement Framework to outline the principles and approach to advising key stakeholders and other potentially affected stakeholders across the Project of the construction activities.               <ol style="list-style-type: none"> <li>a) The CSEMF will cover all stages of work including early works and mains works for all contract works packages.</li> <li>b) The CSEMF will inform the CSEMF prepared by each contract works package.</li> </ol> </li> <li>2. The CSEMF must provide for any interested stakeholder to be able to register their contact details to the Project webpage to ensure they are included and automatically advised of planned construction activities, Project progress, mitigation measures and intended reinstatement measures where applicable.</li> <li>3. The CSEMF must document a complaints management process in accordance with EPR EMF4.</li> <li>4. The CSEMF must be approved by the Minister for Planning prior to the commencement of early works.</li> </ol>	The CSEMF, prepared by RPV, has been approved by the Minister for Planning.
<b>Social and Community</b>	<b>SC4</b>	<ol style="list-style-type: none"> <li>1. Prior to the commencement of Project works, each works package contractor must develop and implement a Community and Stakeholder Engagement Management Plan (CSEMP) in accordance with the CSEMF, to engage potentially affected stakeholders individually or through groups such as the Precinct Reference Groups. The CSEMP should advise potentially affected stakeholders of the planned construction activities, Project progress, mitigation measures and intended reinstatement measures where applicable.</li> <li>2. The CSEMP should integrate all Project activities that potentially impact on community and business operations as well as provide for and direct a well-coordinated communication and engagement process. The plan must include:               <ol style="list-style-type: none"> <li>a) Measures to minimise impacts to the development and/or operation of existing facilities including ensuring replacement power, network or other utility services are provided, if necessary and where practicable, where any disruption to such service is likely.</li> <li>b) Measures for providing advance notice of significant milestones, changed traffic conditions, interruptions to utility services, changed access and parking conditions, periods of predicted high noise and vibration activities.</li> <li>c) Measures for communicating the design of and results from environmental monitoring programs (e.g. vibration, noise, dust, ground movement).</li> <li>d) Process for informing landowners about pre-condition property surveys (as stated in EPRs GM4 and NV5).</li> <li>e) Process for notifying key stakeholders and the public of the release of early works plans or development plans for public inspection and comment.</li> </ol> </li> </ol>	RIA has prepared a CSEMP in accordance with the CSEMF to address this issue.

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
		<ul style="list-style-type: none"> <li>f) 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>g) Measures to address any other matters which are of concern to potentially affected stakeholders through the construction of the Project.</li> </ul> <p>3. 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>a) Local councils</li> <li>b) Land managers</li> <li>c) Potentially affected residents</li> <li>d) Potentially affected businesses</li> <li>e) Recreation, sporting and community groups and facilities</li> <li>f) Other public facilities in proximity.</li> </ul>	
<b>Social and Community</b>	<b>SC6</b>	<p>1. 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>a) Timely provision of construction schedules to allow for appropriate event planning.</li> <li>b) Timely notification of schedule changes that may impact upon major public events.</li> <li>c) Consideration of appropriate alternative sites and routes for events and parades.</li> </ul>	The Station Works is not expected to affect any major public events. 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>1. 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>	The Station Works will not displace sports clubs or directly impact recreational facilities. The scope of works will include temporary car park occupation at West Footscray station, this displacement will be managed by a WTMP in accordance with EPR requirements, the car park will be reinstated or replaced following the Station Works.
<b>Social and Community</b>	<b>SC8</b>	<p>1. In consultation with relevant local Councils and key stakeholders, and in accordance with the Melbourne Metro Urban Design Strategy, relevant statutory approvals and other relevant requirements:</p> <ul style="list-style-type: none"> <li>a) 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>	The reinstatement of areas impacted by construction works at the Station Works will be undertaken in consultation with Council and other key stakeholders. There are no master plans within the Development Plan area.

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Social and Community</b>	<b>SC12</b>	<ol style="list-style-type: none"> <li>1. In addition to EPR SC11, RPV to establish Precinct Reference Groups as required for all other Project precincts, which collectively provide for representation of interested and relevant stakeholders.</li> <li>2. These groups should be configured in a way that broadly satisfies the recommendation in the Minister's Assessment and which also allows each Group to function coherently and effectively. Each Precinct Reference Group should have an independent chair.</li> </ol>	A community group has not been established for Station Works. Key stakeholders have been consulted with regarding the design and aspect specific management plans for Station Works, including the local community.
<b>Surface Water</b>	<b>SW2</b>	<ol style="list-style-type: none"> <li>1. For all precincts, to the satisfaction of the responsible waterway management authority: <ol style="list-style-type: none"> <li>a) Undertake modelling of the design of permanent and temporary works to demonstrate the resultant flood levels and risk profile</li> <li>b) Maintain existing flood plain storage capacity potentially impacted by the Project</li> <li>c) Ensure that permanent and associated temporary construction works do not increase flood levels to result in additional flood risk</li> <li>d) Ensure permanent and associated temporary works do not increase flow velocities that would potentially affect the stability of property, structures or assets, and/or result in erosion during operation or construction</li> <li>e) Undertake stormwater modelling of the design of permanent and temporary works to demonstrate the resultant stormwater quantity and quality response to the Project.</li> </ol> </li> <li>2. For all Precincts adopt WSUD and integrated water management principles in the stormwater design, as required through the Melbourne Metro Urban Design Strategy, and to the requirements of the relevant local council.</li> </ol>	RIA has prepared 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. The design includes drainage infrastructure including grated trench drains which will discharge to an open cess running underneath the new platform and takes climate change into consideration. The Station Works include WSUD principles with the use of stormwater harvesting and re-use, which will potentially save the use of 100,000 litres of potable water per year at the station. An assessment of the Station Works design against the relevant Urban Design Guidelines is located at Section 6 and Appendix C.
<b>Transport</b>	<b>T7</b>	<ol style="list-style-type: none"> <li>1. Design all roadworks and shared path works to relevant design standards to maintain safety of movement in consultation with the relevant road management authorities and TTWG, as required. Designs should be underpinned by appropriate transport modelling and have an objective to facilitate public transport and minimise carpark loss to the extent practicable.</li> <li>8. 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.</li> </ol>	RIA has prepared a TMP and WTMP which consider the management of universal access, traffic, cyclists and pedestrians during the construction phase. The TMP and WTMP's will implement measures to protect vehicular, pedestrian and bicycle routes and ensure clear and safe detours when required. No closures to the pedestrian overpass are anticipated during construction. During construction there will be changes to car

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
			<p>parking at the West Footscray station, this will be offset by the addition of a temporary carpark in Tottenham (built in 2018) and the car parking will be reinstated upon conclusion of the construction of the Project. This will be managed through the TMP) WTMP's in accordance with EPR requirements.</p> <p>Once in operation the Station Works will not affect the public road network surrounding the Development Plan area.</p>
<b>Transport</b>	<b>T8</b>	<ol style="list-style-type: none"> <li>3. In consultation with the relevant road management authorities, implement measures to address pedestrian congestion at and around station entrances where they interface with the Precincts, to the extent practicable.</li> <li>4. Provide adequate wayfinding to facilitate passenger transfers (see EPR LU4).</li> </ol>	<p>RIA has prepared a TMP and WTMP which consider the management of universal access, traffic, cyclists and pedestrians during the construction phase. The TMP and WTMP's will implement measures to protect vehicular, pedestrian and bicycle routes and ensure clear and safe detours when required. Pedestrian congestion is not expected to be affected during the Station Works. If pedestrian congestion appears likely to occur on the adjacent shared path, short term impacts to pedestrians, will managed through consultation with relevant road management authorities and addressed in the WTMP.</p> <p>A transport assessment of the station overpass was undertaken by RIA in February 2019 to assess the impacts of the new platform on the existing station overpass. The assessment found that both pedestrian and cyclist use on the station overpass should be retained. A number of mitigation measures have been proposed for the entrance to the new concourse in order to provide a safer layout for users of the station and shared</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
			<p>user path at the conclusion of construction of the Project.</p> <p>Wayfinding signage will be provided to enhance connectivity for pedestrians and public transport users during the Station Works. Prior to implementation wayfinding signage will be designed in consultation with Council and key stakeholders.</p>
<b>Transport</b>	<b>T9</b>	<ol style="list-style-type: none"> <li>2. In cooperation with the relevant road management authority and local council, and where practicable to do so, re-instate on-road bicycle lanes and bicycle parking provisions removed during construction.</li> <li>5. Review the reinstatement and provision of safe and effective bicycle lanes and pedestrian access in and around the Melbourne Metro station sites in cooperation with the relevant road management authorities and the relevant local council.</li> <li>6. Provide wayfinding information to enhance connectivity for pedestrians and public transport users, in consultation with relevant local councils and user groups.</li> <li>7. Consult with the TTWG on active transport, where required.</li> </ol>	<p>RIA has prepared a TMP and WTMP which consider the management of universal access, traffic, cyclists and pedestrians during the construction phase. The TMP and WTMP's will implement measures to protect vehicular, pedestrian and bicycle routes and ensure clear and safe detours when required. It is not expected that on-road bicycle lane and bicycle parking will be affected during Station Works. If on-road bicycle lane and bicycle parking impacts appear likely to occur these impacts will be managed through consultation with relevant road management authorities and addressed in the WTMP.</p> <p>Wayfinding signage will be provided to enhance connectivity for cyclists during the Station Works. Prior to implementation wayfinding signage will be designed in consultation with Council and key stakeholders.</p> <p>Any changes to the active transport will be in consultation with the TTWG.</p>