



Metro Tunnel Project

Park Street Tram Stop Development Plan Addendum

December 2020

Document status

Revision History

Revision	Date	Owner	Approver	Reason for issue
A.1	5/11/2020	Amanda Opie	Karoline Ware	Lodgement for approval from the Minister of Planning to facilitate the proposed works
B.1	30/11/2020	Amanda Opie	Karoline Ware	Lodgement for approval from the Minister of Planning to facilitate the proposed works. Minor edits and plans updated.

This document is uncontrolled once printed

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1. Introduction

1.1. Statutory Context

The *Park Street Tram Stop Development Plan* was approved by the Minister for Planning in September 2017 (the **Development Plan**). The Development Plan provided the planning approval for Yarra Trams to deliver the new Park Street tram stop (Stop 119), on behalf of the then Melbourne Metro Rail Authority (now known as Rail Projects Victoria, **RPV**) as part of the broader Metro Tunnel Project (**MTP**).

The new tram stop was needed to provide for an alternative for tram passengers when existing tram stops along St Kilda Road became impacted by the construction of Anzac Station in 2018, as part of the MTP. Following completion of Anzac Station, the tram stop will continue to provide access to this part of the Domain precinct.

The Development Plan was approved under Planning Scheme Amendment GC82 (**PSA GC82**) and the relevant *Melbourne Metro Rail Project - Incorporated Document, May 2017* (**GC82 Incorporated Document**), which provided the approval for the MTP. PSA GC82 also introduced the *Metro Tunnel Environmental Management Framework, December 2019* (**EMF**) and the *Metro Tunnel Urban Design Strategy, February 2017* (**UDS**).

The Minister for Planning approved a minor amendment to the Development Plan in 31 January 2018 to allow for the removal of two additional trees.

This Amendment to the Development Plan (**Amendment**) provides for safety enhancements required as a result of an independent Road Safety Audit undertaken on the works completed by Yarra Trams

Clause 4.7.2 of the GC82 Incorporated Document specifies that a Development Plan must be approved by the Minister for Planning for development that relates to any of the above ground works or structures that are part of MTP. Clause 4.7.8 of the GC82 Incorporated Document allows an amendment to a Development Plan. As the proposed Road Safety Audit works comprises works above ground, an amendment to the Development Plan is required.

The Road Safety Audit works are to be delivered in direct agreement between RPV and Department of Transport (VicRoads) (**DoT (VicRoads)**).

1.2. Amendment to the Development Plan

The purpose of this Amendment is to address the safety upgrades raised in a Road Safety Audit conducted in 2019. In summary, the works include:

- Safety improvements including the installation of traffic control signs and associated infrastructure and the removal of redundant traffic elements (where required).
- Installation of a right turn lane on Wells Street.
- Removal of one car space on Park Street, South Melbourne to meet safety and functionality requirements for the signalisation works.

Refer to Figure 1.1 below.

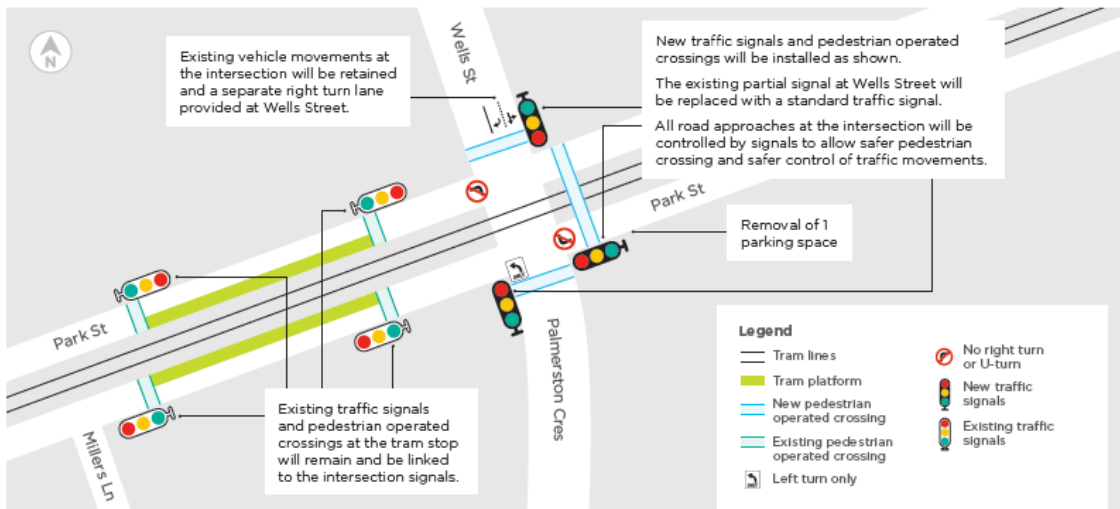


Figure 1.1 Amendment works

Documentation to be amended

As a result of the required works, the Development Plan is amended by inserting this document as an addendum to the Development Plan.

This addendum is to be read in conjunction with the requirements of the Development Plan.

No changes are proposed to the EMF or UDS as a result of this Amendment.

Content of the amendment to the Development Plan

The Amendment has been prepared pursuant to clause 4.7.8 of the GC82 Incorporated Document. Clause 4.7.8 provides an exemption from the consultation requirements of the GC82 Incorporated Document if, in the opinion of the Minister:

- a) *the proposed amendment:*
 - i. *does not result in a material detriment to any person; or*
 - ii. *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 of the amendment.*
- b) *any amendment does not involve any change to an approved Environmental Performance Requirement.*

Specifically, the Amendment has been prepared in accordance with clause 4.7.8 (a)(ii) and (b) of the GC82 Incorporated Document as follows:

Compliance with clause 4.7.8 (a)(ii)

- The proposed Road Safety Audit works meet the relevant project-specific design considerations at section 4.3.1 of the Development Plan:
 - Improve safety and accessibility for tram passengers and road users including drivers, cyclists and pedestrians.
 - Compliance with the DDA and Road Safety Audit.
 - The provision of a permanent tram stop.
 - The ability to minimise disruption to traffic movements and maintain appropriate vehicle movements into adjoining properties and the adjoining road network, such as into St Kilda Road. Turning movements to/from Wells Street and Palmerston Crescent are proposed to be controlled to ensure a safe and efficient environment is provided for pedestrians, tram passengers and road users.

- The removal of car spaces was previously consulted on as part of consultation for the Development Plan and views on the matter are known. It is considered that any further consultation on the removal of one car space would likely raise those types of concerns that are typical for car parking removal and which would likely reflect the submissions received on the Development Plan.
- On-street car parking ordinarily falls within the City of Port Phillip's jurisdiction and no concerns have been raised by the City of Port Phillip.
- The car space is ticketed with a time limit of 2hrs between 8am and 6pm, indicating that the space is for use by the general public and not tied to any particular property or business.

Compliance with clause 4.7.8 (b)

- The proposed Road Safety Audit works do not involve a change to the EMF.

Consultation

The Amendment has been prepared in consultation the relevant stakeholders prescribed under Clause 4.7.4 of the GC82 Incorporated Document including the City of Port Phillip, the Department of Transport (**DoT**) and Yarra Trams. Each stakeholder is supportive of the Amendment.

1.3. Development Plan Requirements

The GC82 Incorporated Document outlines the controls which apply to the use and development of land for the purpose of MTP.

Table 1. 1 outlines the GC82 Incorporated Document controls relevant to the Amendment and the section in which each control has been addressed in this addendum.

Table 1.1 Relevant Development Plan Requirements

GC82 Incorporated Document		Relevant Section of the Development Plan
Clause	Requirement	
4.7.1	<i>Subject to clause 4.13, a Development Plan must be approved by the Minister for Planning for development that relates to each of the following: ... i) Any other above-ground works or structures that are part of the Project.</i>	Section 3 - Proposed Works outlines the above-ground works proposed as part of this Amendment.
4.7.2	<i>A Development Plan must address surface works that are associated with each of the items listed in clause 4.7.1. A Development Plan for a station must address underground areas from the station entrance to the ticket gate.</i>	Section 3 - Proposed Works outlines all surface works proposed as part of this Amendment.
4.7.3	<i>A Development Plan must include: a) A site layout plan/s b) Architectural, landscape and public realm plans and elevations including lighting, signage, pedestrian access, bicycle access and other ancillary facilities c) 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.</i>	Section 1.2 - Amendment to the Development Plan outlines that the Amendment is exempt from the requirements of clause 4.7.3. Notwithstanding, Section 3 - Proposed Works contains a site layout plan and images of proposed traffic elements. Section 5 – Compliance with Approved Plans, Appendix A and Appendix B contains an assessment of the Amendment against the UDS and EMF.

4.7.4	N/A	Section 1.2 - Amendment to the Development Plan outlines that the Amendment is exempt from the requirements of clause 4.7.4.
4.7.5	N/A	Section 1.2 - Amendment to the Development Plan outlines that the Amendment is exempt from the requirements of clause 4.7.5.
4.7.6	N/A	Section 1.2 - Amendment to the Development Plan outlines that the Amendment is exempt from the requirements of clause 4.7.6.
4.7.7	<i>A Development Plan must be approved by the Minister for Planning prior to the commencement of any development relating to an item in clause 4.7.1, except for Early Works that are carried out in accordance with clause 4.10.</i>	Section 1.2 - Amendment to the Development Plan. This addendum seeks approval from the Minister of the proposed Amendment.
4.7.8	<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. The Minister must require an application for approval of an amendment to a Development Plan to comply with the requirements of clauses 4.7.3, 4.7.4, 4.7.5 and 4.7.6 unless, in the opinion of the Minister:</i> <i>a) the proposed amendment:</i> <i>i) does not result in a material detriment to any person; or</i> <i>ii) 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 of the amendment; and</i> <i>b) any amendment does not involve any change to an approved Environmental Performance Requirement.</i>	Section 1.2 - Amendment to the Development Plan outlines that the proposed Amendment satisfies the tests for reduced consultation under clause 4.7.8 (a)(ii) and (b). Therefore, clauses 4.7.3, 4.7.4, 4.7.5 and 4.7.6 are not required to be complied with. Section 4 - Stakeholder and Community Consultation outlines a summary of the Stakeholder and Community Consultation undertaken to date.
4.7.9	<i>For land to which a Development Plan applies, development must be carried out in accordance with an approved Development Plan.</i>	The works once approved by the Minister for Planning will be carried out in accordance with this Development Plan.
4.8.8	<i>The use and development for the Project must be carried out in accordance with the approved EMF and the approved Environmental Performance Requirements.</i>	Section 5 - Compliance with Approved Plans and Appendix B contain an assessment of the Amendment against the EMF.
4.9.3	<i>The use and development for the Project must be carried out in accordance with the approved Urban Design Strategy.</i>	Section 5 - Compliance with Approved Plans and Appendix A contains an assessment of the Amendment against the UDS.
4.14	<i>"A current version of each of the following approved plans must be available on a clearly identifiable Project website until commencement of public train operations through the tunnels:</i>	Following the approval of the Amendment the Development Plan will be available on the Metro Tunnel website.

<p>a) <i>Each Development Plan approved under clause 4.7;</i></p> <p>b) <i>Environmental Management Framework (including Environmental Performance Requirements, Residential Impact Mitigation Guidelines and Business Support Guidelines for Construction) approved under clause 4.8;</i></p> <p>c) <i>Urban Design Strategy approved under clause 4.9; and</i></p> <p>d) <i>Each Early Works Plan approved under clause 4.10.”</i></p>	<p>It is noted that previously approved Development Plans, EMF and UDS are currently available on the Metro Tunnel website.</p>
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2. Site Context

The proposed works are located within the GC82 Project land at the Park Street and Wells Street / Palmerston Crescent intersection, South Melbourne, as highlighted in Figure 2.1. This intersection is also part of the Domain Precinct which will house a new Anzac Station upon the completion of MTP.

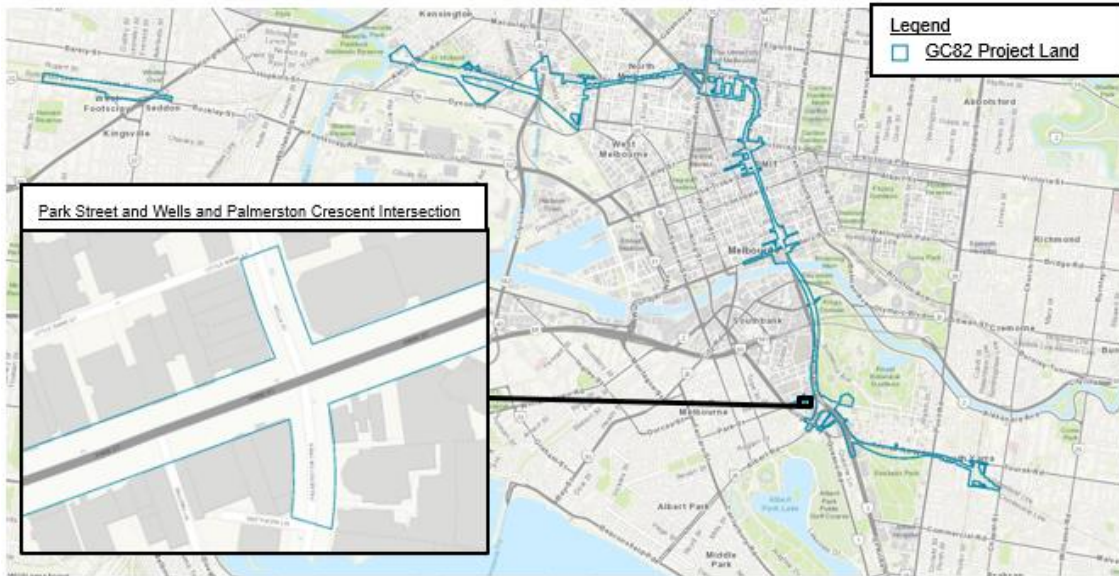


Figure 2.1: PSA GC82

Park Street is a two-way street managed by the City of Port Phillip. The section of Park Street relevant to the Amendment is located between Kings Way to the west and St Kilda Road to the east. In this section of Park Street, the road consists of one traffic lane and one parking lane on either side. Figure 2.2 below illustrates the existing features.

The surrounding land uses comprise of a mixture of commercial and high-density residential land uses adjoining Park Street. Commercial uses are dominant along the section of Park Street between St Kilda Road and Wells Street while residential uses are more evident for the section of Park Street between Wells Street and Kings Way.



Figure 2.2: Existing Features

Existing Intersection

The existing traffic controls at the intersection are detailed in Figure 2.3.

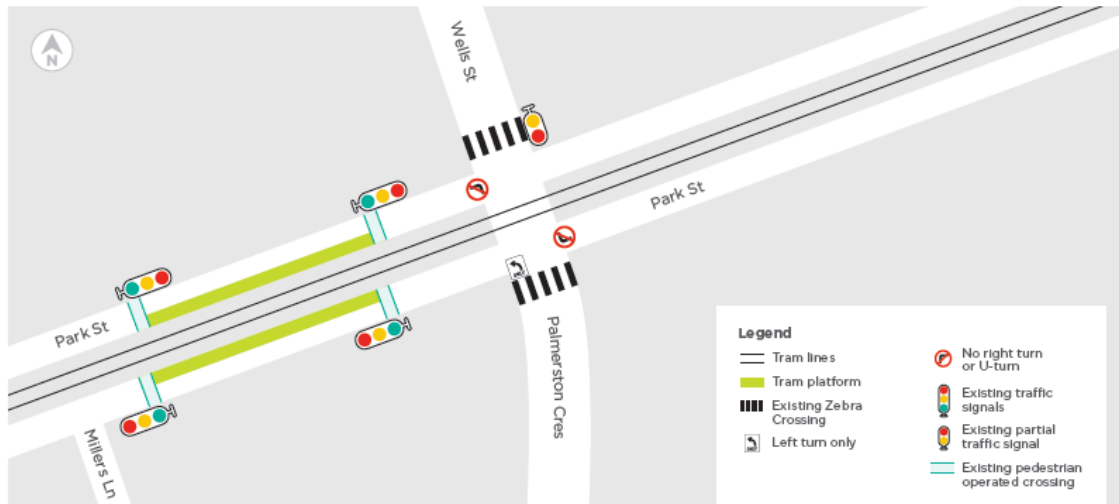


Figure 2.3: Existing intersection

3. Proposed Works

The Amendment will enhance the safety of the Park Street / Wells Street and Palmerston Crescent intersection.

The proposed works include but are not limited to:

- Installation of traffic & tram control signals and associated infrastructure
- Installation and alteration of utility, communications and electrical infrastructure to facilitate the proposed works.
- Installation of a right turn lane on Wells Street
- Removal of redundant traffic control elements such as traffic islands
- Removal of one car space on Park Street to meet the safety and functionality requirements for the traffic control signals
- Installation of safety improvements including but not limited to upgrading street lighting and the installation of safety fencing (as required)
- Other works including road resurfacing to match existing surfaces and installation of associated line marking. There will be no change to existing ground surface levels.

It is noted that no native vegetation or impacts to street trees are proposed to facilitate the works.

Figure 3.1 below further details the proposed works.

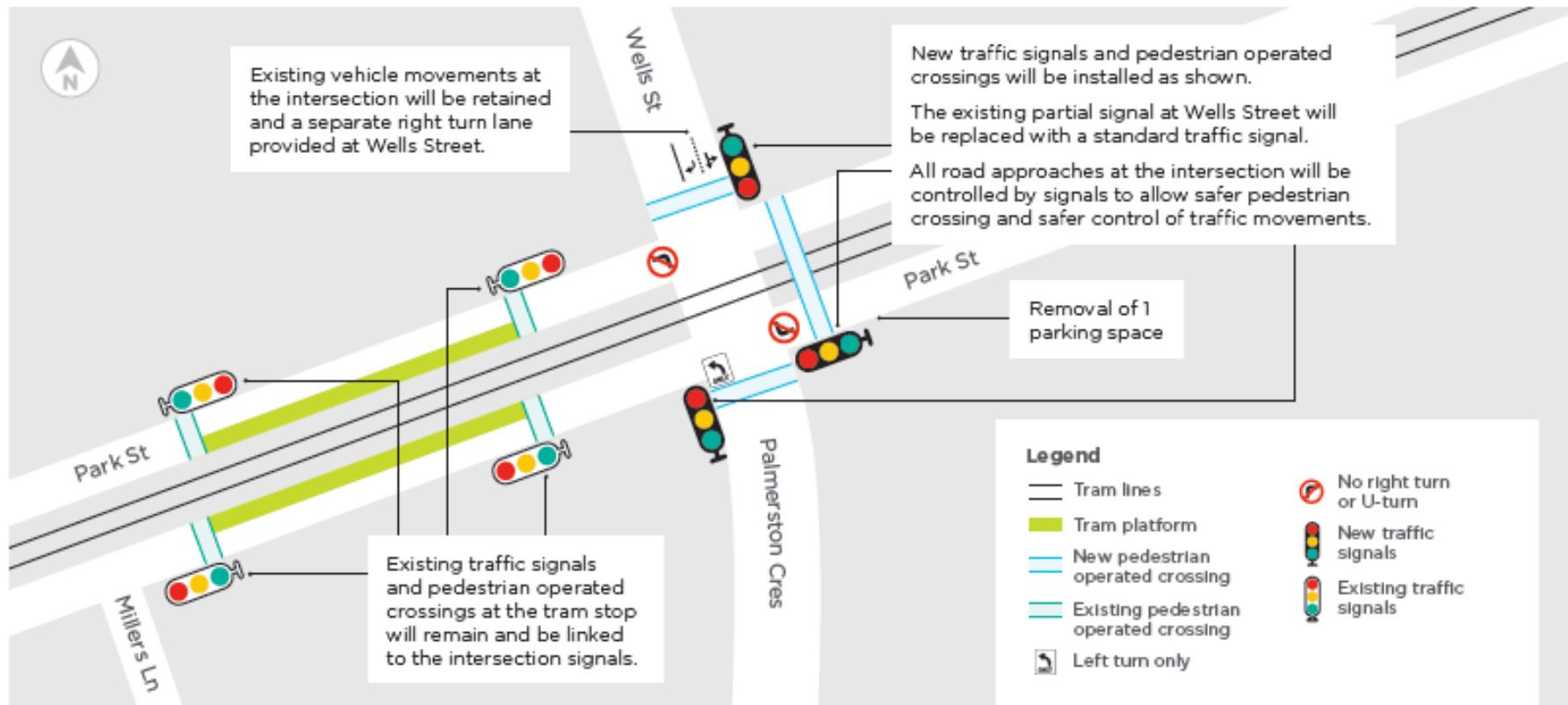


Figure 3.1: Amended works

Material Palette

In accordance with the UDS, the design elements proposed as part of the Amendment mimics the material palette of the existing intersection, in accordance with road design and safety standards. Table 3.1 provides examples of the style and materiality of the proposed works.

Table 3.1 Style and materiality

Proposed works	Examples		
<p>Traffic control signals</p>	<p>Pedestrian</p>  <p>This block contains two images related to pedestrian traffic signals. The top image shows a close-up of a grey metal signal pole with a pedestrian crossing sign and a circular pedestrian signal head. The bottom image shows two pedestrian signal heads: one with a red walking figure and another with a green walking figure.</p>	<p>Vehicular</p>  <p>This block contains one image showing a street-level view of a vehicular traffic signal. The signal is green, and the street is busy with cars and a cyclist. The background shows modern city buildings.</p>	<p>Tram</p>  <p>This block contains one image showing a traffic signal specifically for a tram. The signal is a red 'T' shape, indicating that trams have priority over other vehicles. The signal is mounted on a grey pole next to a tram lane.</p>
<p>Street lighting</p>	 <p>This block contains two images of street lighting. The left image shows a modern, curved street light pole in an urban setting with a building in the background. The right image shows a street light pole on a city street with a car and a motorcycle, with a modern building and trees in the background.</p>		

4. Stakeholder and Community Consultation

Following consultation with Department of Environment, Land, Water and Planning (**DELWP**) on the Amendment approach, the Amendment has been prepared pursuant to clause 4.7.8 of the GC82 Incorporated Document. Clause 4.7.8 provides an exemption from the consultation requirements required under clauses 4.7.4, 4.7.5 and 4.7.6.

Despite the exemption under clause 4.7.8, RPV has adopted a proactive consultation approach throughout the conceptualisation of the proposed works.

To provide consistency with the Development Plan, RPV has undertaken informal engagement on the proposed works which has included:

- Consultation with relevant stakeholders prescribed under clause 4.7.4 of the GC82 Incorporated Document including the City of Port Phillip, DoT and Yarra Trams.
 - The design has been amended in response to any comment received.
 - The City of Port Phillip, DoT and Yarra Trams support the proposed works.
- Presentation of the proposed works to the Domain Community Reference Group and targeted engagement with businesses and residents neighbouring the intersection.
 - General community support received for safety improvements to the intersection.
 - The design, which originally proposed the removal of three car spaces, has addressed community feedback. The design now proposes the loss of only one car space, favouring minimal loss of car parking associated with the works.

These stakeholders, as well as the wider community, will continue to be engaged through the delivery of the works.

Table 4.1 Summary of Informal Consultation

Key Stakeholder	Activity	In support of the Amendment?
City of Port Phillip	Regular progress meetings which included discussion of the Development Plan as an agenda item. City of Port Phillip will continue to be consulted throughout detailed design and delivery.	Y
DoT	Consulted on RSA results and supportive of full signalisation of the Park Street / Wells Street intersection to address the outstanding safety issues. DoT will continue to be consulted throughout detailed design and delivery.	Y
Yarra Trams	Consulted on RSA results and supportive of full signalisation of the Park Street / Wells Street intersection to address the outstanding safety issues. Yarra Trams will continue to be consulted throughout detailed design and delivery.	Y

DoT (VicRoads) will manage the delivery of the proposed works and associated communications activities.

In accordance with the EMF, the delivery partner appointed by DoT (VicRoads) will prepare and implement a Community and Stakeholder Engagement Management Plan (**CSEMP**), which will provide a framework to engage and manage stakeholders throughout the detailed design and delivery of the proposed works.

5. Compliance with Approved Plans

The GC82 Incorporated Document requires that the Amendment is compliant with the UDS and the EMF. This section demonstrates how the Amendment is compliant with these approved plans.

5.1. Urban Design Strategy

Clause 4.9.3 of the GC82 Incorporated Document requires all use and development for MTP is to be carried out in accordance with the UDS.

The UDS aims to promote a positive legacy of people first design.

There are three levels of guidance which must be considered when complying with the UDS. The three levels include:

- High level principles of good urban design
- Key Directions for MTP
- Precinct specific design issues

High level principles of good urban design

The high-level principles of good urban design require works for the MTP to be functional, enduring and enjoyable.

In response to the high-level principles of good urban design, the Amendment provides a quality design outcome by significantly improving the safety of the intersection.

Key Directions

The key directions of the UDS are:

- Make new and improved connections
- Make great public spaces
- Balance line-wide consistency with site responsiveness
- Design to help manage construction impacts
- Design for the future

The Amendment has been designed in accordance with the key directions:

- It was prepared in consultation with relevant key stakeholders and meets all relevant design standards and guidelines.
- Improves the connectivity of the intersection by providing formal traffic directions.
- Provides a seamless formalisation of the existing traffic environment by installing like for like to for traffic elements.
- Reduces the overall construction impact of the works by avoiding impacts to any street trees and existing ground surface levels.

It is noted that key direction Clause 3: Support integrated site redevelopment, is only relevant to over-site development and therefore, is not applicable to the Amendment.

Several design guidelines within the key directions are specific to the tunnels and stations (such as station design) and are not applicable to the Amendment.

Precinct Specific Design Issues

As the Amendment is located in the Domain precinct, only design guidelines related to the Domain precinct and the proposed works are applicable.

The Amendment has been designed in accordance with the precinct specific design guidelines by providing a positive contribution to the safety of the intersection. The Amendment does not restrict views to the Shrine of Remembrance and respects the character of the area by mimicking the

materiality of the existing area. The proposed works will also improve pedestrian and vehicular access by signalling movements and discouraging unsafe movements.

Table A.1 in Appendix A provides a detailed assessment of the Amendment against the key design themes and precinct design guidelines and lists any non-applicable design guidelines.

5.2. Environmental Management Framework

Clause 4.8.8 of the GC82 Incorporated Document requires all use and development for MTP to be carried out in accordance with the EMF.

The EMF provides a transparent and integrated governance framework to manage the environmental aspects of the Metro Tunnel. The EMF outlines performance-based requirements which define environmental outcomes that must be achieved during design, construction and operation of the Metro Tunnel (Environmental Performance Requirements, **EPR**).

The key environmental risk areas relevant to the Amendment include consultation and business disruption, health and safety and traffic management.

A delivery partner will be appointed and contracted to prepare and/or implement the following documents to mitigate and manage key environmental risks in accordance with the relevant EPRs:

- Environment Management System (**EMS**)
- Construction Environmental Management Plan (**CEMP**)
- Site Environmental Implementation Plan (**SEIP**)
- CSEMP
- Occupational Health and Safety Management Plan (**OHSM**)
- transport management plan (**TMP**)

No amendments to the EMF or associated EPRs are proposed as part of the Amendment.

Non-applicable EPRs

It is also noted that the EMF has been developed to address the key environmental risks of the entire MTP. Whilst the proposed works are for the purpose of the MTP, the Amendment is only a small component of the wider project. As such, several EPRs are not relevant to the Amendment as they are either relate to another precinct, works specific to the tunnels and stations (such as shaft construction) or the operation of the Metro Tunnel. Some EPRs are also the responsibility of RPV.

Table B.1 in Appendix B provides a detailed assessment of the proposed works against the relevant EPRs and lists non-applicable EPRs.

6. Conclusion

The Amendment outlines the proposed works to address the safety upgrades raised in a Road Safety Audit conducted in 2019.

The Amendment complies with the EMF and UDS, satisfying all the relevant requirements of the GC82 Incorporated Document.

The Amendment has been prepared pursuant to clause 4.7.8 of the GC82 Incorporated Document (reduced consultation). Notwithstanding, RPV has undertaken informal consultation with key stakeholders who are in support of the Amendment. These stakeholders, as well as the wider community, will continue to be engaged through the delivery of the works.

Throughout the delivery of the works, all plans required under the EMF will be prepared and implemented by the appointed delivery partner.

Overall, the Amendment provides a positive outcome for the Domain Precinct that enhances the safety of the Park Street / Wells Street and Palmerston Crescent intersection.

Appendix A: Compliance with UDS

Table A.1: Compliance with relevant Design Guidelines

USD Requirements			Design Response
Section	Clause	Design Guideline	
Relevant Design Guidelines			
3.1 - Make new and improved connections	3.1.c.1	Station precinct environments must support safe and predictable movements that are prioritised along the following transport hierarchy: <ul style="list-style-type: none"> • active transport • sustainable transport • emergency and short-term vehicles • private transport 	The Amendment is in line with the Clause 3.1.c.1 transport hierarchy as it includes works to prioritise the safety of pedestrians and trams in a vehicular environment.
	3.1.c.2	Provide for integration of all transport modes in line with the modal hierarchy above: <ul style="list-style-type: none"> • Locate, orient and design station entries to connect via public routes into the wider pedestrian network. • Ensure clear visual and physical connections to nearby bus, tram and taxi stops and kiss-and-ride facilities. • Maximise bicycle parking facilities associated with stations where it will expand access to Metro services by connecting to major cycling routes and key catchments, in particular at Arden, Parkville and Domain Stations. 	The Amendment signals the traffic movements at the exiting intersection, thus providing for a more efficient and safe integration of transport modes.
	3.1.c.3	Minimise conflicts between transport modes and intersecting routes of travel: <ul style="list-style-type: none"> • Design station entries with adequate space for people to transition from stairs, escalators and lifts to travel routes along the ground surface so that congestion in surrounding thoroughfares is minimised and appropriately managed. • Define pathways and promote awareness of crossing transport modes, e.g. using changes in surface treatments and other visual cues. • Ensure that aboveground station infrastructure does not create unnecessary barriers or obstructions to pedestrian or cycle flows in the streets. • Integrate balustrades and other required barriers and safety devices into the overall precinct design. 	The Amendment minimises conflicts between transport modes. The signalisation will enable all existing modes of traffic movement to be conducted safely.

USD Requirements			Design Response
Section	Clause	Design Guideline	
	3.1.c.5	<p>Create and improve strategic walking and cycling routes that connect the stations into surrounding areas:</p> <ul style="list-style-type: none"> -- Create opportunities for public pedestrian links through non-ticketed areas of station buildings to provide safe crossings of major streets. -- Create convenient and safe alignments of footpaths and walking routes that facilitate access to the stations and to other destinations in the precinct. -- Consider the needs of future growth, long-term development patterns, and changes to demand. -- Provide generous path widths, safe and accessible slopes and cross-falls, and the placement of features to maintain clear circulation space, with priority generally given to circulation areas along the building line. -- Design of crossings and Shared Zones (where pedestrians, cyclists and motorised traffic share the same road space) to ensure safety and prioritisation according to the modal hierarchy. -- Provide bike paths, shared paths and on-street bike lanes, with widths and treatments that maximise safety and allow for future growth in demand. 	The Amendment include signalised pedestrian movements which supports pedestrian connectivity by providing a safer movement for pedestrians.
	3.1.c.6	Provide universal access throughout public spaces and stations, with intuitive paths of travel for people with visual impairments, accessible grades along paths, and appropriate use of ramps, kerb ramps, and tactile paving.	The Amendment is compliant with the <i>Disability Discrimination Act 1992</i> .
	3.1.c.7	Provide for vehicular traffic lanes as appropriate, with consideration of lane widths, kerb radials at corners and intersections to suit swept paths, and appropriate levels, slopes and cross-falls.	The Amendment provides for traffic lanes consistent with DoT (VicRoads) standards and guidelines.
	3.1.c.8	Provide for vehicle parking, as appropriate, with consideration of locations and arrangements, management systems (ticket machines etc.) and motorcycle parking.	The Amendment requires the removal of one car space to improve the safety of the intersection.
3.2 - Make Great Public Spaces	3.2.c.1	<p>Ensure that all aspects of the design are of a high quality in concept, resolution and execution. Designs must be:</p> <ul style="list-style-type: none"> • fit for purpose • responsive to all users' needs • responsive to the site and associated cultural values • sustainable. 	The Amendment is fit for purpose functionally and visually. The Amendment responds to user needs and the site by creating a safer interface between all transport modes as well as providing material palette consistent with the existing intersection minimising visual impact.
	3.2.c.2	<p>Design spaces to be activated by public use:</p> <ul style="list-style-type: none"> • Provide seating and other infrastructure to encourage people to inhabit the space. • Support the programming of spaces for a range of event scales and types. 	The Amendment supports an appropriate use of the intersection. Signalling the intersection will limit unsafe traffic movement and encourage efficient movement through the intersection.

USD Requirements			Design Response
Section	Clause	Design Guideline	
		<ul style="list-style-type: none"> Accommodate opportunities for street trading activities as consistent with local authority policies and guidelines. Locate, design and manage activities in underground stations, including business opportunities, to contribute to activation of the wider precinct. Support appropriate uses of public streets and spaces to support social and recreational needs of the precinct. 	
	3.2.c.3	Provide safe environments that promote safe behaviour and the feeling of safety: <ul style="list-style-type: none"> Design spaces with consideration of Crime Prevention Through Environmental Design principles. Support complementary mixes of activities, activation and passive surveillance that contribute to other users' interest and safety. Maximise visual connectivity between spaces to enable passive surveillance and arrange uses to maximise passive surveillance. Design and manage entries to underground stations and pedestrian subways to ensure safe conditions in surrounding spaces and approach routes, including when the stations are closed 	The Amendment responds to concerns raised in an independent Road Safety Audit and aims to improve the safety of the intersection. The signalisation will enable all existing traffic movements to be conducted safely.
	3.2.c.6	Select and design paving and surface finishes to be fit for purpose, durable, sustainable and easy to maintain, and to enhance the character and use of the space.	The Amendment provides fit for purpose material palettes that are consistent the existing intersection.
	3.2.c.8	Provide lighting for amenity, wayfinding, visual comfort, road safety and personal security: <ul style="list-style-type: none"> 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. Contribute positively to and integrate with the character of the area. Incorporate feature lighting as appropriate to express the hierarchy and functionality of spaces. Minimise light spill to adjacent sensitive land uses. Use responsible management systems, efficient technology and other forms of best practice energy conservation. Reinstate existing CCTV infrastructure where affected by the project. 	The Amendment includes upgrades to existing lighting and CCTV which will provide road safety and personal security.
	3.2.c.12	Provide signage as appropriate and in accordance with Public Transport Victoria (PTV), VicRoads, land manager and authority standards and guidelines, including: <ul style="list-style-type: none"> traffic and parking management signs 	The relevant stakeholders, City of Port Phillip, DoT and Yarra Trams, have been consulted on the Amendment and are satisfied with the signage. All traffic signage will be in

USD Requirements		Design Response
Section	Clause	Design Guideline
		<ul style="list-style-type: none"> street signs, place / building name signage, and address numbers pedestrian directional signs and tourist information - interpretive signage and commemorative plaques temporary or events signage.
3.3 - Balance line-wide consistency with site responsiveness	3.3.c.3	<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"> 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. Respond to the setting and complement the design of adjoining buildings and open space. 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. Minimise detrimental impacts on uses, e.g. as may result from fragmentation of spaces by physical structures, cluttering footpaths, conflicting traffic patterns (including pedestrian traffic), and noise. Where fragmentation is unavoidable, design structures and spaces to support the activation and use of surrounding spaces. Avoid obstructing views to building frontages or important pedestrian pathways. Minimise visual conflicts with significant buildings, monuments, specimen trees, open spaces and landscape vistas, especially those with a formal character that is highly sensitive to intrusions. Where possible, locate aboveground utilitarian structures near to larger nearby structures and plantings (other than sensitive ones noted above) to make the new structures seem relatively insignificant by comparison. Design all structures to complement and coordinate with existing nearby structures and service infrastructure, with consideration of their cumulative impact on the visual character and uses of spaces. Where appropriate, minimise the visual impact of structures with screen plantings that are consistent in character with the site.
		accordance with the relevant Vic Roads standards and guidelines.
		The Amendment proposes materials which are consistent with DoT (VicRoads) and City of Port Phillip standards and the existing intersection, seamlessly integrating into its surroundings.

USD Requirements		Design Response	
Section	Clause	Design Guideline	
		<ul style="list-style-type: none"> • Provide high quality architectural and landscape solutions including the use of forms, sustainable materials, finishes and detailing that are appropriate to their uses, responsive to the context, that present well to nearby viewers. • Minimise inactive and blank walls visible from the public realm, especially between ground and first floor levels. • Maximise levels of solar access, passive surveillance and views into, through and between pedestrian routes and open spaces. • Integrate acoustic treatments, where required, into the form and design of structures and equipment to minimise requirements for additional noise abatement screens. • Minimise opportunities for, and likely damage from, graffiti and vandalism. 	
	3.3.c.4	<p>Design streetscapes and open spaces to integrate with their context:</p> <ul style="list-style-type: none"> • Use furniture and material palettes that are consistent with standards and guidelines of the Cities of Melbourne, Stonnington and Port Phillip, and the University of Melbourne. • Use furniture and material palettes that respond to the changed context created by Metro Tunnel, including increases in pedestrian activity and heightened prominence in certain locations. • Designs for streetscape works should be consistent with the remainder of the affected street, including the street layout, tree planting, paving materials and detailing (unless otherwise specified for particular sites). • Tree species, tree densities and their locations in the road reserve (e.g. in footpaths or medians) should be consistent with relevant local plans and strategies 	
3.5 - Design to help manage construction impacts	3.5.c.1	<p>Maintain circulation and transport operations during the construction process:</p> <ul style="list-style-type: none"> • Redirect pedestrian and cyclist movements as necessary to ensure safe access around construction work sites, businesses and properties immediately adjacent to construction work sites. • Provide for universal access, amenity, and safety. • Provide for emergency and maintenance access, deliveries, access for construction projects on nearby sites, and public events. • Provide temporary bus and tram stops, including shelters, where appropriate. • Provide awnings for weather protection, where appropriate. • Provide directional signage and temporary signs for businesses and properties obscured by construction activities. 	<p>The works are planned to minimise the duration of the construction period, in order to minimise disruptions to the transport network.</p> <p>Impacts on local pedestrian traffic will be managed through safe and accessible detours with wayfinding signage.</p> <p>The delivery partner will consult with the City of Port Phillip to coordinate any major events with the delivery program (if required).</p>
	3.5.c.2	<p>Protect the viability of, and amenity for, activities at and near construction work sites:</p> <ul style="list-style-type: none"> • Apply principles of Crime Prevention Through Environmental 	<p>The amenity impacts of construction activity on surrounding land uses will be minimised by the short construction period</p>

USD Requirements			Design Response
Section	Clause	Design Guideline	
		<ul style="list-style-type: none"> Design to arrangements of access routes, hoardings and other features during the construction period. Ensure that the location of temporary works sites and temporary infrastructure requirements align with future land use renewal, public realm activation and uplift opportunities. 	and a clear and active approach to engagement outlined in the a CSEMP.
	3.5.c.3	<p>Protect features from damage:</p> <ul style="list-style-type: none"> 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. Protect, relocate, reinstate or upgrade underground and overhead services as appropriate. Protect and / or temporarily remove, restore and reinstall monuments and artworks. Conserve, salvage and reuse materials where possible and appropriate including bluestone kerbs and cobblestones, street furniture, etc. 	The Amendment proposes minimal impact to the existing streetscape, any impacts will be replaced like for like.
	3.5.c.4	<p>Maintain an attractive presentation to surrounding areas:</p> <ul style="list-style-type: none"> Provide enclosures, hoardings and screens that are designed to respond to the predominant viewing distance and types of activity they are exposed to (e.g. addressed to nearby pedestrians or to motorists at a distance). Design all enclosures, hoardings, screens and other temporary features to create a positive visual presentation to prominent sites, busy pedestrian areas and key tourism precincts. Design enclosures, hoardings, screens and other temporary features with increasing quality in proportion to the time they will be present. Design all temporary elements to respect the character of their setting, to ensure a neat appearance throughout the construction process, to assist in minimisation of graffiti, bill-posting and other unauthorised advertising, and to include consistent project branding. Provide opportunities to convey information about the 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. 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. 	Adherence to the CEMP will maintain the construction area in as neat a condition as practicable and minimise adverse visual amenity impacts.

USD Requirements			Design Response
Section	Clause	Design Guideline	
		<ul style="list-style-type: none"> 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. 	
3.6 – Design for the Future	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"> 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. Design to maximise long term flexibility in the management of, and options for improvement, of nearby spaces and infrastructure. 	The proposed works are located in an area which is predicted to undergo densification in the future. To protect the safety of future residents, the Amendment aims to improve the safety of the intersection.
	3.6.c.2	<p>Although MMRA 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"> Streets, spaces and assets that will be managed and maintained by a particular agency must be designed to the satisfaction of that agency. Boundaries between areas and assets included in the project area and scope of works, but which are ultimately to be managed by other agencies, must be delineated and the implications of that long-term management responsibility must be reflected in the design. Facilities that are managed through separate contractual processes (e.g. the City of Melbourne’s self-cleaning public toilets) should, where possible, be maintained as discrete elements enabling clear demarcation of responsibilities 	DoT will become the asset owner of the traffic controls and has been consulted on the proposed works.
4.7 – Precinct 7: Domain Station	4.7.1.e.1	Consider stakeholder requirements for St Kilda Road from Toorak Road to Dorcas Street, and ensure the potential for integration of works in the project area with future implementation of streetscape improvements by others beyond the project area.	The Amendment has been developed in consultation with key stakeholders and does not undermine improvements that may be proposed in the area.
	4.7.1.e.2	<p>Provide convenient pedestrian access:</p> <ul style="list-style-type: none"> Support pedestrian crossings of St Kilda Road via the proposed station subway and by improving the safety and amenity of street level crossings. Enhance pedestrian links from St Kilda Road to the Park Street (South Melbourne) tram route. . 	The installation of pedestrian signals at the intersection improves pedestrian accessibility and movement through the intersection.
	4.7.1.e.4	<p>Complement St Kilda Road’s formal boulevard character:</p> <ul style="list-style-type: none"> Maintain or recreate a generally symmetrically balanced layout, with regular kerb alignments typically set parallel to the road’s centreline, and large canopy trees. 	The proposed works will not impact views to the Shrine of Remembrance.

USD Requirements			Design Response
Section	Clause	Design Guideline	
		<ul style="list-style-type: none"> • Design the island tram stop/interchange as a high-quality public space with a formal design character that complements the boulevard setting. • Coordinate or integrate passenger shelters at the tram stop with weather protection for the Metro Tunnel station entry. • Arrange tram overheads to minimise visual clutter and to allow for tree planting. • Minimise commercial advertising except as allowed under current PTV contracts with providers of tram shelters. • Ensure that the design of the Park Street (South Melbourne) tram stop near Wells Street preserves views to the Shrine. 	
Non – applicable design guidelines			
<p>As the proposed works are minor and a small part of MTP, as such the following design guidelines are not relevant to the Amendment:</p> <ul style="list-style-type: none"> • Design Guideline 3.1.c.4 • Design Guideline 3.2.c.4 • Design Guideline 3.2.c.5 • Design Guideline 3.2.c.9 • Design Guideline 3.2.c.10 • Design Guideline 3.2.c.11 • Design Guideline 3.2.c.13 • Design Guideline 3.2.c.14 • Design Guideline 3.2.c.15 • Design Guideline 3.3.c.1 • Design Guideline 3.3.c.2 • Design Guideline 3.6.c.3 • Design Guideline 3.6.c.4 • Design Guideline 3.6.c.5 • Design Guideline 3.6.c.6 • Design Guideline 3.6.c.7 <p>The following design guidelines are not required for the Domain Precinct and therefore not applicable to the Amendment:</p> <ul style="list-style-type: none"> • Clause 3.4 Support Integrated Site Redevelopment • Clause 4.2 Precinct 1: Tunnels 			

USD Requirements			Design Response
Section	Clause	Design Guideline	
		<ul style="list-style-type: none">• Clause 4.2 Precinct 2: Western Portal (Kensington)• Clause 4.3: Precinct 3 Arden• Clause 4.4 Precinct 4 Parkville Station• Clause 4.5: Precinct 5 CBD North Station• Cluse 4.6: Precinct 6 CBD South Station• Clause 4.8 Precinct 8 Eastern Portal (South Yarra)• Clause 4.9 Precinct 9 Western Turnback	

Appendix B: Compliance with EMF

Table B.1: Compliance with relevant EPRs

Category	Applicable EPR	Development Plan Response	
Relevant EPRs			
Environmental Management Framework (EMF)	EMF1	<ol style="list-style-type: none"> 1. Prior to commencement of Project works, prepare and implement an EMS that is certified to ISO 14001:2015 Environmental Management Systems – requirements with guidance for use for construction and operation. 	The Delivery partner will operate in accordance with an ISO 14001 Accredited EMS.
	EMF2	<ol style="list-style-type: none"> 1. Prepare a CEMP, SEIP, Operations Environmental Management Plan (OEMP) and other plans as required by the Environmental Performance Requirements (EPRs) and as relevant to any stage of the Project. 2. Develop a program to set out the process and timing for development of an EMS, CEMP, SEIP, OEMP and other plans as required by the EPRs and as relevant to any stage of the Project. 3. The process for development of and implementation of the CEMP, the SEIP and OEMP must include consultation with Councils, Heritage Victoria, the Roads Corporation, Melbourne Water, Public Transport Victoria (PTV)/DEDJTR (Transport), the Environment Protection Authority (EPA) and other stakeholders as relevant. These consultation processes must be described in the program. Plans are to be reviewed in accordance with the EMF. 4. The CEMP should be prepared in accordance with EPA Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996). 	<p>A CEMP and SEIP will be prepared and implemented by the delivery partner in consultation with the relevant stakeholders including City of Port Phillip, DoT, Yarra Trams and EPA and in accordance with EPA Publication 480, <i>Environmental Guidelines for Major Construction Sites</i> (EPA 1996).</p> <p>It is noted that the Operations Environmental Management Plan (OEMP) only applies to the Public Private Partnership (PPP) and is not relevant to this Amendment.</p>
	EMF3	<ol style="list-style-type: none"> 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. 	<p>An independent environmental auditor will be engaged prior to the commencement of work.</p> <p>During construction the independent environmental auditor will undertake an audit of compliance with the CEMP and SEIP.</p>
	EMF4	<ol style="list-style-type: none"> 1. Prior to commencement of Project works, develop and implement a process for the recording, management and resolution of complaints from affected stakeholders consistent with Australian Standard AS/NZS 10002: 2014 Guidelines for Complaint Management in Organisations. 2. The complaints management approach will be documented in the Community and Stakeholder Engagement Management Framework required under EPR SC3 and be integrated with the Proponent and Contractors' own EMS'. The complaints 	The delivery partner will prepare CSEMP which will include a process for the recording, management and resolution of complaints from affected stakeholders in accordance with the requirements of EMF4.

Category	Applicable EPR	Development Plan Response	
Relevant EPRs			
		management system will address requirements of the Business Support Guidelines for Construction (BSGC).	
Aquatic ecology and River Health	AE2	<ol style="list-style-type: none"> Best practice sedimentation and pollution control measures must be applied to protect waterways in accordance with Best Practice Environmental Management: Environmental Guidelines for Major Construction Sites – EPA publication 480 (1996) and in accordance with an approved CEMP. Control measures may include vehicle wheel wash and rumble bars at worksite egress points, appropriate placement of material stockpiles and chemical storages, covered loads, street sweeping and water quality monitoring, where required. 	The CEMP will address best practice sedimentation and pollution control measures in line with EPA 480 (1996)
Aboriginal Cultural Heritage (AH)	AH1	<ol style="list-style-type: none"> Comply with a Cultural Heritage Management Plan approved under the <i>Aboriginal Heritage Act</i> 2006 and prepared in accordance with the Aboriginal Heritage Regulations 2007. 	The proposed works will comply with the Melbourne Metro Rail Project Complex Cultural Heritage Management Plan No. 13967.
Air Quality (AQ)	AQ1	<ol style="list-style-type: none"> 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). The plan(s) must: <ol style="list-style-type: none"> Set out air quality criteria and outline the justification for those criteria for above ground construction works. Be informed by air modelling of construction activities, which should identify the main dust sources and the location of sensitive land uses. Air modelling for particulate dispersion must include construction ventilation discharges and assess for both dust particulates and respirable crystalline silica. Be informed by a human health risk assessment, conducted by a suitably qualified professional, for high risk construction activities which may generate possible airborne contaminants of potential concern, including: dust, respirable crystalline silica, asbestos, Aspergillus spores (Precinct 4 only) and any other common industrial contaminants within dust (such as metals and polycyclic aromatic hydrocarbons). Describe the proposed dust management and monitoring system including (but not necessarily limited to): <ol style="list-style-type: none"> Routinely reviewing weather model predictions. Continuous monitoring and real-time alert systems in the event of measured exceedances. 	The CEMP will address the EPR requirements of AQ1-AQ3 to manage, minimise and monitor the impact of construction dust during construction. Note many of the sensitive receptors listed for these EPRs are not relevant to this location.

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
		<ul style="list-style-type: none"> iii. Protocols for record-keeping. iv. Protocols to ensure that site personnel advise the site manager if excessive dust emissions are observed. e. Describe the mitigation measures that will be implemented to ensure compliance with air quality criteria. f. Address monitoring requirements for key sensitive receptors, including (but not limited) to: <ul style="list-style-type: none"> i. Residential and commercial properties, including ACMI. ii. Hospitals and research facilities within the Parkville precinct. iii. Heritage listed places sensitive to dust including St Pauls Cathedral and the Melbourne City Baths. iv. Universities, including The University of Melbourne and RMIT. v. Schools, including Melbourne Grammar School (South Yarra Campus) and Christ Church Grammar School. vi. The Arts Centre Melbourne and National Gallery of Victoria. vii. Public parks and outdoor public recreational areas including the Shrine of Remembrance Reserve and JJ Holland Reserve.
	AQ2	1. Manage construction activities to minimise dust and other emissions in accordance with EPA Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996).
	AQ3	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.
Arboriculture (AR)	AR1	<ul style="list-style-type: none"> 1. During detailed design, review any potential tree impacts and achieve the maximum possible tree retention on both public and private land, including retaining all valuable habitat linkages or corridors where practicable. 2. Trees to be removed during early works must only be those associated with early works. 3. Comply with any requirements of Heritage Victoria if the trees are on the VHR. 4. Prior to commencement of Project Works, develop and implement a plan in consultation with the relevant local council that identifies all trees in the Project Area which covers: <ul style="list-style-type: none"> a. Trees to be removed or retained. b. Condition and significance of the trees to be removed.
		<p>No street tree removal or impacts to existing street trees is proposed.</p> <p>If required, pruning of trees will be undertaken by a qualified arborist.</p>

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
		<ul style="list-style-type: none"> c. Options for temporary re-location of palms and reinstatement at their former location or another suitable location. d. Options for re-location of all trees and, if feasible for the tree species, reinstatement of the trees at their former location. 5. The plan should include a tree removal protocol established in consultation with the City of Melbourne, the City of Port Phillip, the City of Stonnington, the Shrine of Remembrance and Shrine Trustees, University of Melbourne and Heritage Victoria as applicable that includes a process for RPV approval of trees prior to removal.
Business (B)	B2	<ul style="list-style-type: none"> 1. Prior to commencement of relevant works, prepare a business disruption plan consistent with the contractors Community and Stakeholder Engagement Management Plan (SC4) to: <ul style="list-style-type: none"> a. Manage potential impacts to non-acquired businesses, commercial property owners and not-for-profit organisations. b. Ensure appropriate engagement with local councils, businesses, property owners and the community throughout construction. 2. The plan must outline the stakeholder engagement measures for each precinct and include: <ul style="list-style-type: none"> a. Adequate notice of key Project milestones. b. Details of any changes to traffic and parking conditions and duration of impact. c. A Project construction schedule developed in coordination with transport authorities and local councils and in consultation with businesses to minimise cumulative impacts of this and other projects. d. Plans for notifying customers of proposed changes to business operations, including the setting of suitable timeframes for notification prior to commencement of works. e. Measures to ensure access to businesses is maintained for customers, deliveries and consistent with EPR T10 for waste removal, unless there has been prior engagement with affected businesses (including mutually agreed mitigation measures as required). These measures could include the installation of directional and business signage to assist customers and agreed protocols for engaging with service providers (i.e. deliveries, collections, etc.). f. Process for registering, management and resolution of complaints from affected businesses consistent with Australian Standard AS/NSZ 10002:2014 Guidelines for Complaint Management in Organisations. g. Measures for supporting affected businesses during construction in accordance with the Business Support Guidelines for Construction (BSGC) such as marketing
		The CSEMP will address business disruption.

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
		and promotion, local activation, way-finding programs and upskilling opportunities. 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.
	B3	1. Following consultation with potentially affected businesses and prior to commencement of relevant works, prepare management plans and during construction implement those plans to minimise dust, noise and vibration impacts during construction, as per EPRs AQ1, NV5 and NV21. The CSEMP will address business disruption and the EPR requirements of AQ1, NV5 and NV21 to minimise dust, noise and vibration impacts during construction.
Contaminated Land and Spoil Management (C)	C1	1. Prior to commencement of shaft construction and prior to commencement of main works, prepare and implement a SMP for each Works Package. The SMP must be in accordance with RPV's Spoil Management Strategy and any relevant regulations, standards or best practice guidelines. The SMP must be developed in consultation with the EPA. The SMP will include but is not limited to the following: a. Applicable regulatory requirements. b. Identifying nature and extent of spoil (clean fill and contaminated spoil). c. Roles and responsibilities. d. Identification of management measures for handling and transport of spoil for the protection of health and the environment (consistent with the transport management plan(s) as required by EPRs T2 and T3). e. Identification, design and development of specific environmental management plans for temporary stockpile areas f. Identifying potential sites for re-use, management or disposal of any spoil. g. Monitoring and reporting requirements. h. Identifying locations and extent of any prescribed industrial waste (PIW) and the method for characterising PIW spoil prior to excavation. i. Identifying suitable sites for disposal of any PIW. 2. The SMPs must include sub-plans as appropriate, including but not limited to an Acid Sulfate Soil and Rock (ASS/ASR) Management Sub-Plan (see EPR C2). The CEMP will address spoil management in accordance with RPV's Spoil Management Strategy, DoT (VicRoads) Contaminated Land (Planning, Construction & Maintenance) Guidelines and with reference to the relevant EPA guidelines (e.g. IWRG 621)
	C2	1. Prior to commencement of shaft construction and prior to commencement of main works, prepare and implement an Acid Sulfate Soil and Rock (ASS/ASR) Management Sub-Plan as a sub-plan of the overarching SMP for each Works Package. The Sub-Plan must be developed in accordance with the Industrial Waste The CEMP will address management of Acid Sulfate Soil and Rock (ASS/ASR) in accordance with Industrial Waste Management Policy (Waste Acid Sulfate

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
		<p>Management Policy (Waste Acid Sulfate Soils) 1999, EPA Publication 655.1 Acid Sulfate Soil and Rock and relevant (EPA) regulations, standards and best practice guidance and in consultation with the EPA.</p> <p>2. This Sub-Plan will adopt the general requirements of the SMP and also:</p> <ol style="list-style-type: none"> Identify locations and extent of any potential ASS/ASR. Characterise ASS/ASR spoil prior to excavation. Identify and implement measures to prevent oxidation of ASS/ASR wherever possible. Identify potential sites for re-use, management or disposal of any ASS/ASR.
	C3	<p>1. Prior to commencement of shaft construction and prior to commencement of main works, prepare a Remedial Management Plan (RMP) for each Works Package for contaminated land and groundwater. The RMP must:</p> <ol style="list-style-type: none"> Consider the outcomes of further investigations including the appropriate groundwater investigations and modelling required in EPRs GW1, GW2, GW3 and GW5. Interpret groundwater permeation and VOC results. Present and take account of the outcomes of risk assessments. If required, identify remedial options to be implemented for contaminated land and groundwater in accordance with relevant regulations, standards and best practice guidance and in consultation with the EPA. <p>2. If required, as an outcome of the RMP, prepare and implement a remedial action plan and integrate the remediation approach into the design of the Project in accordance with relevant regulations, standards and best practice guidance and to the satisfaction of EPA.</p>
Contaminated Land and Spoil Management (C)	C4	<p>1. Prior to commencement of relevant works, prepare and implement a health, safety and environmental plan for the management of hazardous substances. The plan must include but not be limited to:</p> <ol style="list-style-type: none"> Consideration of the risks associated with exposure to hazardous substances for employees, visitors and general public. The identification of methods to control such exposure in accordance with relevant regulations, standards and best practice guidance and to the satisfaction of WorkSafe and in consultation with EPA. Method statements detailing monitoring and reporting
Landscape and Visual (LV)	LV3	<p>1. Prior to commencement of relevant works where temporary lighting is required, develop measures to minimise light spillage during construction to protect the amenity</p>
		Soils) 1999, EPA Publication 655.1 where relevant to these works.
		The CEMP will identify remedial options to be implemented for contaminated land and include an action plan for remediation in accordance with relevant regulations, standards and best practice guidance (if required for these works).
		An Occupational Health and Safety Management Plan (OHSM) will be prepared and implemented in accordance with relevant regulations, standards and best practice guidance and to the satisfaction of WorkSafe and in consultation with EPA.
		The CEMP will address such matters as light spillage during construction.

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
		of adjacent neighbourhoods, parks and community facilities. Lighting for operation must be designed in accordance with council requirements and relevant standards.
Noise and Vibration (NV)	NV1	1. Manage construction noise in accordance with EPA Publication 1254 Noise Control Guidelines and as specified in the Construction Noise and Vibration Management Plan (CNVMP) prepared under EPR NV21. The CNVMP must not prescribe standards or practices which are less rigorous than recommended by EPA Publication 1254.
	NV4	<p>Noise and Vibration Monitoring - Construction</p> <ol style="list-style-type: none"> 1. Prior to commencement of shaft construction and prior to commencement of main works, each Works Package contractor must appoint a suitably qualified acoustic and vibration consultant to undertake noise and vibration monitoring. 2. The acoustic and vibration consultant must undertake noise and vibration monitoring to assess levels with respect to any Guideline Targets specified in the EPRs. Where monitoring indicates exceedances of Guideline Targets, appropriate management actions must be implemented as soon as possible. 3. The model developed during the Design Stage should be updated / calibrated using the results of the noise and vibration monitoring to provide more accurate predictions of the noise and vibration levels associated with ongoing and future construction works. It may be appropriate to adjust management measures as a result of the more accurate predictions.
	NV5	1. Prior to commencement of project works, each Works Package contractor must prepare and implement a communications plan to liaise with potentially affected community stakeholders and landowners regarding potential noise and vibration impacts. The plan must include procedures for complaint management as per SC3. In developing the plan, consult with relevant local councils, EPA Victoria, the Parkville Precinct Reference Group and RMIT University and other precinct reference groups, as appropriate.
	NV6	<p>Airborne Construction Noise Guideline Targets (External)</p> <ol style="list-style-type: none"> 1. Implement management actions if construction noise is predicted to or does exceed the Guideline Noise Levels at residential locations as specified in EPA Publication 1254.
	NV8	1. Implement management actions if, due to construction activity, the following DIN 4150 Guideline Targets for structural damage to buildings (for short-term vibration or long-term vibration) are not achieved.
	NV13	<p>Ground-borne (internal) Noise Guideline Targets for Amenity</p> <ol style="list-style-type: none"> 1. Implement management actions as agreed with potentially affected land owners to protect amenity at residences, sleeping areas in hospital wards, student
		The CEMP will address construction noise and vibration. There are no operational noise impacts associated with these works.
		The delivery partner will appoint a suitably qualified acoustic and vibration consultant to undertake noise and vibration monitoring during construction works.
		The CSEMP will be prepared and implemented in accordance with NV5.
		The construction techniques for the proposed works are well understood and are unlikely to cause significant noise and vibration impacts.
		The CEMP will provide procedures for mitigating noise and vibration impacts associated with the construction that meet EPR NV targets.

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
	<p>NV21</p>	<p>accommodation and hotel rooms where the following ground-borne noise Guideline Targets are exceeded during construction (See Table below based on NSW Interim Construction Noise Guidelines 2009).</p> <p>2. Implement management actions, as determined in consultation with potentially affected landowners, where ground-borne noise levels unreasonably limit usage in educational institutions such as lecture theatres.</p> <p>Construction Noise and Vibration Management Plan</p> <p>1. Prior to commencement of project works, each Works Package contractor must develop and implement a Construction Noise and Vibration Management Plan (CNVMP) in consultation with EPA Victoria and the relevant councils. The CNVMP must comply with and address Noise and Vibration EPRs, be informed by the modelling undertaken by the acoustic and vibration consultant in accordance with EPR NV3 and must include (but not be limited to):</p> <ul style="list-style-type: none"> a. Identification of sensitive receivers along Melbourne Metro's alignment. b. Details of construction activities and an indicative schedule for construction works, including the identification of key noise and/or vibration generating construction activities (based on representative construction scenarios, including at ancillary facilities) that have the potential to generate noise and/or vibration impacts on surrounding sensitive receivers. <p>2. The CNVMP must include the following:</p> <p>A. Airborne Noise Management Levels during Normal Working Hours</p> <p>A1. The CVNMP must adopt daytime Management Levels for airborne noise at residences during Normal Working Hours (as defined in EPR NV6) in accordance with Table NV21-A. The Management Level in Table NV21-A is not a noise limit or target but represents noise levels above which community reaction may be adverse and which should trigger management actions to minimize the noise impact.</p> <p>A2. In addition to the Management Levels shown in Table NV21-A, the Guideline Targets shown in EPRs NV6 and NV7 are to be adopted and addressed in the CNVMP.</p> <p>B. Airborne Noise Mitigation Measures</p> <p>B1. Identification of reasonable and practicable measures to be implemented to manage construction noise impacts in accordance with:</p> <ul style="list-style-type: none"> i. EPA Publication 1254 Noise Control Guidelines ii. NSW ICNG (excluding Part 5, and Part 7.2.1 which relates to pre-approval documentation relevant to NSW) and TfNSW Construction Noise Strategy (but with Section 7 construction hours as per EPA1254 as shown in EPR NV6).

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
		<p>B2. Any management actions to be implemented if predicted noise levels exceed, for an extended period of time, the guideline targets specified in EPRs NV6 or NV7 or the Management Levels in Table NV21-A.</p> <p>B3. Measures to be implemented in accordance with the RPV Residential Impact Mitigation Guidelines including (but not limited to) mitigation measures for out of hours works (including unavoidable works) where predicted noise levels exceed the noise levels specified in the Residential Impact Mitigation Guidelines.</p> <p>Vibration: Structures</p> <p>C1. Identification of any alternative vibration guideline targets to those specified in EPRs NV8, NV9 or NV10 deemed necessary and/or appropriate to protect the structural integrity of structures based on pre-construction condition surveys, undertaken in accordance with CH24, GM4 and NV9 (or as otherwise required to assess the impact of vibration on structures along the alignment).</p> <p>C2. Identification of practicable measures to be implemented to manage construction vibration impacts in accordance with the:</p> <ul style="list-style-type: none"> i. Vibration guideline targets for structures specified in, or otherwise determined in accordance with, EPR NV8 ii. Construction vibration limits for above ground utility assets determined in accordance with EPR NV9 iii. Vibration guideline targets for below ground infrastructure specified in, or as otherwise determined in accordance with NV10. <p>C3. Any management actions to be implemented if predicted vibration levels exceed the guideline targets specified in EPRs NV8, NV9, or NV10.</p> <p>C4. Specific heritage measures where relevant in accordance with EPRs CH2 and CH24.</p> <p>D. Vibration and Ground-borne Noise: Human Comfort</p> <p>D1. Identification of reasonable and practicable measures to be implemented to manage construction vibration and ground-borne noise impacts in accordance with the:</p> <ul style="list-style-type: none"> i. Vibration dose values for human comfort specified in EPR NV11 (which may be expressed as peak particle velocity rates for the purposes of the CVNMP). ii. Ground-borne (internal) noise guideline targets for amenity specified in EPR NV13.

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
	<p>D2. Any management actions to be implemented if predicted vibration or ground-borne noise levels exceed, for an extended period of time, the guideline targets identified in EPRs NV11 or NV13.</p> <p>D3. Any measures to be implemented in accordance with the Residential Impact Mitigation Guidelines including (but not limited to) mitigation measures for out of hours works (including unavoidable works) where ground-borne noise levels are predicted to exceed the ground-borne noise construction targets specified in the Residential Impact Mitigation Guidelines.</p> <p>E. Vibration and Ground-borne Noise: Sensitive Equipment and Bio-resources</p> <p>E1. Identification of reasonable and practicable measures, to be determined following consultation with the Parkville Precinct Reference Group and RMIT University, to be implemented to manage construction vibration and ground-borne noise impacts in accordance with the:</p> <ul style="list-style-type: none"> i. Vibration sensitive equipment guidelines specified in, or as otherwise determined in accordance with EPR NV12 ii. Bio-resource guideline targets specified in, or as otherwise determined in accordance with EPR NV15. <p>E2. Any management actions to be implemented if predicted vibration or ground-borne noise levels exceed the guideline targets identified in EPRs NV12 or NV15.</p> <p>F. Blasting</p> <p>F1. If blasting is proposed, an assessment of the potential noise and vibration impacts associated with blasting activities, and the identification of measures to ensure compliance with Australian Standard AS2187.2-2006 as specified in EPR NV14.</p> <p>F2. Any measures to be implemented in accordance with the Residential Impact Mitigation Guidelines.</p> <p>G. Community Consultation</p> <p>G1. Details of all community consultation measures to be implemented in accordance with NV5 and SC3 including:</p> <ul style="list-style-type: none"> i. Any precinct-specific community consultation measures; and ii. The establishment of measures concerning complaints management. 	

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
		<p>H. Haulage</p> <p>H1. Operational procedures and controls that minimise truck noise, including, but not limited to, consideration of the following:</p> <ul style="list-style-type: none"> i. Where reasonable and practicable, limit heavy construction vehicle movements to Normal Working Hours (as defined by the EPA) providing this limitation does not include vehicles essential to maintaining construction operations ii. Where practicable, select traffic routes to limit the amount of accelerating and braking, prioritise routes with existing heavy vehicle usage where possible, and avoid local roads (e.g. residential streets), particularly for 24-hour activities iii. Install 'no engine braking' signs on designated routes iv. Ensure trucks are fitted with mufflers that comply with the original equipment manufacturer specifications and relevant EPA in-service noise requirements v. Enforce speed restrictions on all construction vehicles vi. Complete regular maintenance checks of road surfaces and trucks vii. Implement temporary changes to traffic light sequences on designated routes to minimise trucks starting and stopping at junctions viii. Monitor construction vehicle driver behaviour ix. Identify suitable locations for trucks to idle pending arrival at construction sites x. Minimise the need for trucks to reverse and require the use of broadband reverse alarms xi. Address to the extent practicable noise from any truck wash required for vehicles leaving construction sites (particularly at night). <p>I. Monitoring</p> <p>I1. Mechanisms to ensure effective monitoring of noise and vibration associated with construction in accordance with EPR NV4, including:</p> <ul style="list-style-type: none"> i. Vibration and noise measurement methodologies for monitoring both baseline and construction levels, including details of the parameters to be obtained, the measurement equipment, and relevant standards to be adhered to for the collection and analysis of data ii. Baseline and construction noise and vibration monitoring locations iii. The most critical periods, whether determined separating distance or ground conditions, and the duration of monitoring periods

Category	Applicable EPR	Development Plan Response
Relevant EPRs		<ul style="list-style-type: none"> iv. Specific measures, to be determined following consultation with relevant stakeholders, with respect to sensitive equipment and biological resources (which must, where practicable, include continuous monitoring during construction) v. How the results of monitoring would be recorded, reported, and interpreted. <p>J. Unavoidable Work</p> <p>J1. The following Unavoidable Works may need to be undertaken outside of Normal Working Hours:</p> <ul style="list-style-type: none"> i. The delivery of oversized plant or structures that police or other authorities determine require special arrangements to transport along public roads ii. Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm iii. Maintenance and repair of public infrastructure where disruption to essential services and/or considerations of worker safety do not allow work within standard hours iv. Tunnelling works including mined excavation elements and the activities that are required to support tunnelling works (i.e. spoil treatment facilities) v. Rail occupations or works that would cause a major traffic hazard vi. Works where a proponent demonstrates and justifies a need to operate outside normal working hours such as work that once started cannot practically be stopped until completed such as a concrete pour or construction of diaphragm walls. <p>J2. Prior approval must be obtained for the above work to be undertaken outside of Normal Working Hours (except for item ii). In all cases management actions would need to be applied as per the Residential Impact Mitigation Guidelines and practicable mitigation measures employed to reduce the impact of the noise. All other works must comply with the Guideline Noise Levels in EPR NV6.</p> <p>J3. For unavoidable work:</p> <ul style="list-style-type: none"> i. Approval for planned unavoidable works can only be granted by the Independent Environmental Auditor ii. Details of unavoidable works including the type of work, equipment to be used and duration of works must be made publicly available <p>3. For emergency unavoidable work, the proponent must provide a rationale to the satisfaction of the Independent Environmental Auditor as soon as practicable.</p>

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
	<p>SC4</p>	<p>Community and Stakeholder Engagement Management Plan (CSEMP)</p> <ol style="list-style-type: none"> 1. Prior to the commencement of Project works, each works package contractor must develop and implement a Community and Stakeholder Engagement Management Plan (CSEMP) in accordance with the CSEMF, to engage potentially affected stakeholders individually or through groups such as the Precinct Reference Groups. The CSEMP should advise potentially affected stakeholders of the planned construction activities, Project progress, mitigation measures and intended reinstatement measures where applicable. 2. The CSEMP should integrate all Project activities that potentially impact on community and business operations as well as provide for and direct a well-coordinated communication and engagement process. The plan must include: <ol style="list-style-type: none"> a. Measures to minimise impacts to the development and/or operation of existing facilities including ensuring replacement power, network or other utility services are provided, if necessary and where practicable, where any disruption to such service is likely. b. Measures for providing advance notice of significant milestones, changed traffic conditions, interruptions to utility services, changed access and parking conditions, periods of predicted high noise and vibration activities. c. Measures for communicating the design of and results from environmental monitoring programs (e.g. vibration, noise, dust, ground movement). d. Process for informing landowners about pre-condition property surveys (as stated in EPRs GM4 and NV5). e. Process for notifying key stakeholders and the public of the release of early works plans or development plans for public inspection and comment. f. Process for registering, managing and resolving complaints consistent with Australian Standard AS/NSZ 10002:2014 Guidelines for Complaint Management in Organisations. g. Measures to address any other matters which are of concern to potentially affected stakeholders through the construction of the Project. 3. The plan must consider each precinct and station location in detail. Stakeholders to be consulted relevant to each precinct and considered in the plan include: <ol style="list-style-type: none"> a. Local councils b. Land managers c. Potentially affected residents d. Potentially affected businesses e. Recreation, sporting and community groups and facilities

Category	Applicable EPR	Development Plan Response
Relevant EPRs		<ul style="list-style-type: none"> f. Royal Melbourne Hospital, Victorian Comprehensive Cancer Centre, Peter Doherty Institute and other health and medical facilities g. The University of Melbourne h. RMIT University i. Melbourne Grammar School j. Other public facilities in proximity. <p>Monitoring</p> <p>I1. Mechanisms to ensure effective monitoring of noise and vibration associated with construction in accordance with EPR NV4, including:</p> <ul style="list-style-type: none"> i. Vibration and noise measurement methodologies for monitoring both baseline and construction levels, including details of the parameters to be obtained, the measurement equipment, and relevant standards to be adhered to for the collection and analysis of data ii. Baseline and construction noise and vibration monitoring locations iii. The most critical periods, whether determined separating distance or ground conditions, and the duration of monitoring periods iv. Specific measures, to be determined following consultation with relevant stakeholders, with respect to sensitive equipment and biological resources (which must, where practicable, include continuous monitoring during construction) v. . How the results of monitoring would be recorded, reported, and interpreted. <p>J. Unavoidable Work</p> <p>J1. The following Unavoidable Works may need to be undertaken outside of Normal Working Hours:</p> <ul style="list-style-type: none"> i. The delivery of oversized plant or structures that police or other authorities determine require special arrangements to transport along public roads ii. Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm iii. Maintenance and repair of public infrastructure where disruption to essential services and/or considerations of worker safety do not allow work within standard hours iv. Tunnelling works including mined excavation elements and the activities that are required to support tunnelling works (i.e. spoil treatment facilities) v. Rail occupations or works that would cause a major traffic hazard

Category	Applicable EPR	Development Plan Response	
Relevant EPRs			
		<p>vi. vi. Works where a proponent demonstrates and justifies a need to operate outside normal working hours such as work that once started cannot practically be stopped until completed such as a concrete pour or construction of diaphragm walls.</p> <p>J2. Prior approval must be obtained for the above work to be undertaken outside of Normal Working Hours (except for item ii). In all cases management actions would need to be applied as per the Residential Impact Mitigation Guidelines and practicable mitigation measures employed to reduce the impact of the noise. All other works must comply with the Guideline Noise Levels in EPR NV6.</p> <p>J3. For unavoidable work:</p> <ol style="list-style-type: none"> i. Approval for planned unavoidable works can only be granted by the Independent Environmental Auditor ii. Details of unavoidable works including the type of work, equipment to be used and duration of works must be made publicly available iii. For emergency unavoidable work, the proponent must provide a rationale to the satisfaction of the Independent Environmental Auditor as soon as practicable. 	
Social and Community (SC)	SC6	<ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> a. Timely provision of construction schedules to allow for appropriate event planning. b. Timely notification of schedule changes that may impact upon major public events. <ol style="list-style-type: none"> i. Consideration of appropriate alternative sites and routes for events and parades. 	The delivery partner will prepare and implement a CSEMP in accordance with RPV's Community and Stakeholder Engagement Management Framework (CSEMF).
	SC10	<ol style="list-style-type: none"> 1. Prior to commencement of relevant works, provide written notice to adjoining landholders of any works to be carried out in a precinct. Such notice must advise of the works to be undertaken, the duration of those works, what local impacts might occur and contact details for further information. 	As part of MTP RPV has ongoing engagement with City of Port Phillip to coordinate construction with any public event. The CSEMP prepared by the delivery partner will highlight and address any conflict (if required).
	T2	<p>Transport Management Plans</p> <ol style="list-style-type: none"> 1. Prior to commencement of relevant works, each Works Package contractor must develop a transport management plan(s) in consultation with the Traffic and Transport Working Group and implement the plan(s) to minimise disruption to 	The CSEMP will outline a procedure for notifying adjoining landholders of any works.

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
		<p>affected local land uses, traffic, car parking, on-road public transport, pedestrian and bicycle movements and existing public facilities during all stages of construction.</p> <ol style="list-style-type: none"> 2. The transport management plan(s) must be prepared for each precinct, and also be coordinated across the whole Project to provide an overall transport management plan for the Project. 3. The transport management plan(s) must be informed and supported by an appropriate level of transport modelling, as agreed by the TTWG, and must include, but not be limited, to: <ol style="list-style-type: none"> a. Management of any temporary or permanent full or partial closure of traffic lanes including (but not limited to): <ol style="list-style-type: none"> i. Childers Street, Tennyson Street and Lloyd Street, Kensington. ii. Arden Street, Langford Street and Laurens Street, North Melbourne. iii. Royal Parade, Grattan Street, Barry Street and Leicester Street, Parkville. iv. Franklin Street, A'Beckett Street and Little La Trobe Street, at CBD North. v. Flinders Street, Flinders Lane and Swanston Street, at CBD South. vi. Linlithgow Avenue, St Kilda Road, Domain Road, Albert Road, Bowen Crescent and Bowen Lane, at Domain. vii. Toorak Road West at Fawkner Park (and the surrounding road network) during construction of the route 8 tram diversion along Toorak Road West between St Kilda Road and Park Street, South Yarra. viii. Osborne Street and William Street, South Yarra. b. A monitoring methodology and a program for monitoring results of the implementation of transport management plans to be reported to the TTWG. If unanticipated adverse effects are further identified, practicable mitigation measures must be developed and implemented. c. Monitoring of: <ol style="list-style-type: none"> i. Travel behaviour changes caused by construction works, including pre-construction baseline data and periodic reporting on behaviour change. Use this data as an input to the design of transport networks following construction and for review of the transport management plan(s), which should occur at least annually. ii. Traffic, public transport, pedestrian and bicycle movements throughout the construction period. 4. The transport management plan(s) must be developed recognising other Projects operating concurrently and transient businesses such as bus/walking/cycling tours and airport transfers, where relevant.

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
<p>Transport (T)</p>	<p>T3</p> <p>Road Transport (Construction Phase)</p> <ol style="list-style-type: none"> 1. Road Network Management: As appropriate, transport management plan(s) must include/address the following issues: <ol style="list-style-type: none"> a. In consultation with emergency services, develop suitable measures to ensure emergency service access is not inhibited as a result of Melbourne Metro construction worksites. b. Provision for two-way traffic on St Kilda Road through the construction period within the Domain station precinct. c. Domain Road should be kept open from the east up to the existing entrance of Edmund Herring Memorial Oval, with provision for a local turnaround. d. Develop and implement Network Enhancement Projects (NEPs) in consultation with the TTWG for locations including, but not limited, to: <ol style="list-style-type: none"> i. College Crescent, Gatehouse Street, Cemetery Road and other east-west roads in the Parkville Precinct, to accommodate traffic that may use these roads as a result of the Grattan Street closure for Parkville station. ii. Kings Way, Canterbury Road and other roads and intersections to accommodate traffic that may use these roads as a result of the St Kilda Road lane reduction for Domain station construction. <p>These NEPs should have the objective of balancing impacts across the transport network and must consider the VicRoads Road Users Hierarchy principles set out in SmartRoads to ensure the needs of vehicle traffic and on-road public transport are appropriately accommodated during disruptions.</p> e. Provision of suitable routes for vehicles to maintain connectivity for road users to JJ Holland Park, South Kensington station, to medical facilities in the Domain Precinct and to the medical and educational facilities adjacent to the Parkville construction work site. f. Provision of alternative routes for trucks accessing the 50 Lloyd Street Business Estate, Kensington. 2. Construction trucks: As appropriate, transport management plan(s) must include/address the following issues: <ol style="list-style-type: none"> a. Potential routes for construction vehicles travelling to and from all Melbourne Metro construction work sites, recognising sensitive receptors and minimising the use of local streets where practicable (refer to EPR NV21). Approved truck routes in the Arden precinct must not include the use of Miller Street, North Melbourne. b. Provision of construction vehicle staging areas and/or construction methodologies to minimise the potential impacts of truck call-forward options on residents and businesses. 	<p>The delivery partner will prepare and implement a transport management plan (TMP) in consultation with the Traffic and Transport Working Group in accordance with T2 and T3.</p>

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
	<ul style="list-style-type: none"> c. Special arrangements for delivery or removal of large loads. 3. Parking: As appropriate, transport management plan(s) must include/address the following issues: <ul style="list-style-type: none"> a. Provision of alternative parking where possible to replace public and commuter parking lots from West Footscray Station, Childers Street, Laurens Street, Grattan Street, Domain Road, St Kilda Road and Albert Road during construction and preventing parking at undesignated locations on local roads. b. The need to minimise the loss of public parking and replace or reinstate parking at the earliest opportunity. c. Provision of suitable alternative parking and associated facilities to replace private parking and facilities lost or inaccessible during construction for any significant time, in consultation with the relevant stakeholders. The private parking is to be replaced or reinstated at the earliest opportunity. d. A parking management plan prepared in consultation with and approved by the relevant road authority to manage parking in and around the construction zones. The plan must: <ul style="list-style-type: none"> i. Include parking controls to support other relevant EPR requirements. ii. Maintain Police Only parking bays in Swanston Street and Flinders Lane to the satisfaction of Victoria Police. iii. Minimise impacts on existing users, particularly those with special needs. iv. Provide a suitable level of accessibility to loading zones. v. Use of off-street car parks for construction workers must be by prior agreement with the relevant management body; and 4. Measures must be implemented to prevent, to the extent practicable, construction workers parking in on-street spaces, unless it can be demonstrated by car-parking surveys that there is adequate on-street supply. 	
T4	<p>Public Transport (Construction Phase)</p> <ul style="list-style-type: none"> 1. Prior to commencement of relevant works, develop and implement a plan for occupying railway land and tracks at the western portal, eastern portal and western turnback that minimises the disruption to railway services during construction. The plan must be developed to the satisfaction of VicTrack, PTV, DEDJTR (transport) and MTM, as relevant. 2. In consultation with the TTWG, provide suitable routes for pedestrians to maintain connectivity where access is altered by the contractor, including DDA access where practicable, for users of South Kensington Station, Melbourne Central Station, Flinders Street Station, new tram and bus stops relocated or constructed during the construction period, and around all construction sites generally. 	

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
	<ol style="list-style-type: none"> 3. In consultation with the TTWG, investigate and implement intersection modifications where practicable, including public transport priority measures for affected bus and tram routes. 4. Develop and implement measures to minimise disruption to the tram and bus networks resulting from the construction of Melbourne Metro in consultation with the relevant road management authorities, and to the satisfaction of PTV / DEDJTR (Transport), including (but not limited to): <ol style="list-style-type: none"> a. Options to divert the 401, 402, 403, 505 and 546 bus services. b. Tram routes on La Trobe Street and Swanston Street. c. Tram routes on Flinders Street and Swanston Street. d. Tram operations on Toorak Road West and the diversion of the No. 8 tram route. e. Periodic closures of Royal Parade tram route. f. Tram routes on St Kilda Road. g. Disruption to other tram routes through Domain tram stop. <ol style="list-style-type: none"> i. Bus replacement services for disrupted rail passengers. 	
T5	<p>Active Transport (Construction Phase)</p> <ol style="list-style-type: none"> 1. Develop and implement transport management measures in consultation with the TTWG and relevant road management authorities for cyclists and pedestrians to maintain connectivity and reasonable performance levels throughout construction for road and shared path users including (but not limited to): JJ Holland Park, South Kensington station, Laurens Street, Grattan Street, Swanston Street adjacent to Gate 4 at University of Melbourne, Franklin Street (including RMIT facilities), Swanston Street, Flinders Street, St Kilda Road, Domain Road, Domain Parklands, Albert Road, Toorak Road, Fawkner Park, Osborne Street, William Street and Chapel Street. 2. Implement active control and wayfinding information at construction work site access points to maintain safety by avoiding potential conflicts between trucks, pedestrians and cyclists. 3. In consultation with the City of Melbourne, provide a suitable route for pedestrians to maintain connectivity and connection between Domain Road and the diverted number 8 tram on Toorak Road West. 4. In consultation with the City of Melbourne, provide suitable routes for cyclists and pedestrians throughout construction to maintain connectivity for road and shared path users around JJ Holland Park and South Kensington station. 5. In consultation with the City of Stonnington, provide suitable routes for cyclists and pedestrians to maintain connectivity and connection, having regard to the removal of the William Street Bridge and Lovers Walk pedestrian path during the construction phase. 	<p>The TMP will address the provision of suitable routes for pedestrians (including DDA access where practicable) to maintain connectivity during the construction period and measures to minimise disruption to the tram and bus associated with construction activity.</p>

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
	<p>6. If surface works are required at Linlithgow Avenue or nearby for temporary construction access shafts, provide for movement along the Tan Track in the Botanical Gardens near the Linlithgow Avenue construction sites, or provide a suitable alternative pedestrian path during construction.</p> <p>a. Maintain appropriate pedestrian access to public car parks and adjoining properties adjacent to or within construction areas including the car park beneath University Square.</p>	
T7	<p>Road Transport (Operation Phase)</p> <ol style="list-style-type: none"> 1. Design all roadworks and shared path works to relevant design standards to maintain safety of movement in consultation with the relevant road management authorities and TTWG, as required. Designs should be underpinned by appropriate transport modelling and have an objective to facilitate public transport and minimise carpark loss to the extent practicable. 2. Develop and implement a plan to reinstate car parking on Childers Street, Kensington and Laurens Street, North Melbourne in consultation with the relevant road management authorities that: <ol style="list-style-type: none"> a. Minimises the permanent loss of parking where possible. b. Ensures re-instated car parking does not encroach on JJ Holland Park. c. Considers opportunities for replacement of any net loss of parking at nearby locations. d. Reduces the risk of overflow parking in local streets from South Kensington station and activities at JJ Holland Park. e. Replaces loading zones to service the needs of the existing businesses in the precinct where disrupted during construction. 3. Develop and implement a plan for the Arden Precinct in consultation with the relevant road management authorities to manage parking generated by the new Arden Station. 4. Develop and implement a plan for the reinstatement of Grattan Street, Parkville in consultation with the relevant road management authorities that includes: <ol style="list-style-type: none"> a. Optimal replacement of car parking spaces along Grattan Street to service the needs of the hospitals and the University of Melbourne, including the retention or replacement of specific short-term and DDA compliant parking. b. Optimal design of the road network around Grattan Street associated with the changed demands and network changes on Grattan Street and Royal Parade / Elizabeth Street. 5. Develop and implement a plan for the future use of Franklin Street in consultation with the relevant road management authorities that includes: 	<p>The TMP will address wayfinding during construction and maintain appropriate pedestrian access to adjoining properties.</p>

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
	<ul style="list-style-type: none"> a. Optimising the design of Franklin Street in the Project Area. b. Regard to the future function of Franklin Street envisaged in the Queen Victoria Market Precinct Renewal Master Plan. c. Monitoring the change in travel patterns around the area associated with the revised design of Franklin Street. <p>6. Develop and implement a plan for the design of A'Beckett Street, Little La Trobe Street and Swanston Street in consultation with relevant road management authorities that includes:</p> <ul style="list-style-type: none"> a. Optimising the design of A'Beckett Street and location of station infrastructure. b. Consideration of pedestrian and vehicle movements on Swanston Street between La Trobe and A'Beckett Streets and on Little La Trobe Street. <p>7. Optimise the design of the reinstated St Kilda Road and apply the road users hierarchy in consultation with the relevant road management authorities to:</p> <ul style="list-style-type: none"> a. Reduce delays and congestion. b. Maintain safe operations through the precinct. c. Determine the optimal parking provision in the area and replace any lost parking where possible. <p>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.</p>	
T7	<p>Road Transport (Operation Phase)</p> <ul style="list-style-type: none"> 1. Design all roadworks and shared path works to relevant design standards to maintain safety of movement in consultation with the relevant road management authorities and TTWG, as required. Designs should be underpinned by appropriate transport modelling and have an objective to facilitate public transport and minimise carpark loss to the extent practicable. 2. Develop and implement a plan to reinstate car parking on Childers Street, Kensington and Laurens Street, North Melbourne in consultation with the relevant road management authorities that: <ul style="list-style-type: none"> a. Minimises the permanent loss of parking where possible. b. Ensures re-instated car parking does not encroach on JJ Holland Park. c. Considers opportunities for replacement of any net loss of parking at nearby locations. d. Reduces the risk of overflow parking in local streets from South Kensington station and activities at JJ Holland Park. 	<p>The proposed works are in response to a Road Safety Audit and aim to provide an improved vehicular and pedestrian traffic environment.</p> <p>The proposed works have also been designed in consultation with DoT.</p>

Category	Applicable EPR	Development Plan Response
Relevant EPRs		<ul style="list-style-type: none"> e. Replaces loading zones to service the needs of the existing businesses in the precinct where disrupted during construction. 3. Develop and implement a plan for the Arden Precinct in consultation with the relevant road management authorities to manage parking generated by the new Arden Station. 4. Develop and implement a plan for the reinstatement of Grattan Street, Parkville in consultation with the relevant road management authorities that includes: <ul style="list-style-type: none"> a. Optimal replacement of car parking spaces along Grattan Street to service the needs of the hospitals and the University of Melbourne, including the retention or replacement of specific short-term and DDA compliant parking. b. Optimal design of the road network around Grattan Street associated with the changed demands and network changes on Grattan Street and Royal Parade / Elizabeth Street. 5. Develop and implement a plan for the future use of Franklin Street in consultation with the relevant road management authorities that includes: <ul style="list-style-type: none"> a. Optimising the design of Franklin Street in the Project Area. b. Regard to the future function of Franklin Street envisaged in the Queen Victoria Market Precinct Renewal Master Plan. c. Monitoring the change in travel patterns around the area associated with the revised design of Franklin Street. 6. Develop and implement a plan for the design of A'Beckett Street, Little La Trobe Street and Swanston Street in consultation with relevant road management authorities that includes: <ul style="list-style-type: none"> a. Optimising the design of A'Beckett Street and location of station infrastructure. b. Consideration of pedestrian and vehicle movements on Swanston Street between La Trobe and A'Beckett Streets and on Little La Trobe Street. 7. Optimise the design of the reinstated St Kilda Road and apply the road users hierarchy in consultation with the relevant road management authorities to: <ul style="list-style-type: none"> a. Reduce delays and congestion. b. Maintain safe operations through the precinct. c. Determine the optimal parking provision in the area and replace any lost parking where possible. 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. 9.

Category	Applicable EPR	Development Plan Response
Relevant EPRs		
Non - applicable EPRs		
<p>The following EPRs are not required for the Domain Precinct and therefore not applicable to the Amendment:</p> <ul style="list-style-type: none"> • AE 4, 5 and 6 • B 6 • CH 11, 12, 13, 14, 15, 16, 17 18 ,23 and 23 • EMI 1 and 2 • LU 3 • NV 12 14, and 15 • SC 5, 9 and 11 <p>The following EPRs are the responsibility of RPV and therefore are not applicable to the Amendment:</p> <ul style="list-style-type: none"> • SC 3 • T 1, 6 <p>As the proposed works are minor and a small part of the entire MTP any operational EPR is not consideration applicable. The following EPRs are also not relevant to the Amendment:</p> <ul style="list-style-type: none"> • AE 1,3 and 7 (works are not expected to impact stormwater) • AR 2, 3, 4 and 5 (no native vegetation or street trees is proposed for removal) • B1, B4 and B5 (the works are not located near any key health or medical facilities and no land acquisition is proposed) • CH1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 19, 20, 21 and 24 (there are no VHR or VHI sites in proximity of the proposed works) • FF 1, 2 and 3 (there are no biodiversity values and no proposed tree removal) • GHG 1 and 2 • GM 1, 2, 3, 4, 5 and 6 (works are not expected to impact land stability) • GW 1, 2, 3, 4 and 5 (works are not expected to intercept groundwater) • LU 1, 2 and 4 (works do not change existing land uses and are compliant with the UDS – refer to Appendix A) • LV 1, 2 and 4 (no landscaping is proposed) • NV 2, 3, 7, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19 and 20 (the construction techniques are well understood and are unlikely to cause significant noise and vibration impacts) • SC 1, 2, 5, 7, 8, 9, 11 and 12 (the Amendment is minor and has been prepared in accordance with clause 4.7.8(a)(ii) and (b) of the GC82 Incorporated Document) • SW 1 and 2 (no waterways in the vicinity of the proposed works) • 		

