



## RAIL INFRASTRUCTURE ALLIANCE

### Western Turnback Development Plan – Stage 1 (Rail Works)

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# ABBREVIATIONS AND DEFINITIONS

Table 1 Abbreviations, Terms and Definitions

Abbreviation	Term	Definition
<b>BNV</b>	Bicycle Network Victoria	Victoria's biggest bike riding organisation that aim to build places to ride, change behaviours, support riders, run events and act as a voice for all.
<b>BSGC</b>	Metro Tunnel Business Support Guidelines for Construction	Document that provides guidelines for Metro Tunnel contractors to address residual impacts on businesses so far as is reasonably practicable and appropriate.
<b>CSEMF</b>	Metro Tunnel Community and Stakeholder Engagement Management Framework	Overarching document that provides a framework for Metro Tunnel contractors to address the management of communications and stakeholder engagement associated with the delivery of the works.
<b>CSEMP</b>	Communications and Stakeholder Engagement Management Plan	Document to be prepared by RIA which details the management of communications and stakeholder engagement associated with the delivery of the works.
<b>CEMP</b>	Construction Environment Management Plan	Overarching document to be prepared by the RIA which details the management of environmental aspects and impacts associated with the delivery of the works.
<b>CSR</b>	Council	Maribyrnong City Council
<b>CSR</b>	Combined Services Route	A common cable containment system that houses communications, signalling and power cabling.
<b>DELWP</b>	Department of Environment, Land Water and Planning	The Victorian State Government Department responsible for Environment, Land Water and Planning which brings together planning, local government, environment, energy, suburban development, forests, emergency management, climate change and water functions into a single department to strengthen connections between the environment, community, industry and economy.
<b>DOT</b>	Department of Transport	The Victorian State Government Department responsible for Transport.
<b>DPRC</b>	Metro Tunnel Development Plan Review Committee	A committee engaged by the Victorian State Government to review and advise on the Development Plans for the Metro Tunnel Project.
<b>DTF</b>	Department of Treasury and Finance	The Victorian State Government Department responsible for Treasury and Finance which provides economic, financial and resource management advice to help the Victorian Government deliver its policies.
<b>EES</b>	Environment Effects Statement	The environment effects statement for the Metro Tunnel Project exhibited and assessed under the Environment Effects Act 1978 (Vic).
<b>EMF</b>	Metro Tunnel Environmental Management Framework	Required under the Incorporated Document, it outlines clear accountabilities for the delivery and monitoring of the Environmental Performance Requirements to manage the environmental effects of the Metro Tunnel Project. The Metro Tunnel EMF was approved by the Minister for Planning and is publicly available on the Project website.
<b>EMS</b>	Metro Tunnel Environmental Management System	A series of documents with requirements, to ensure that works are planned and performed so that the adverse effects on the environment are either avoided or minimised, and are carried out in accordance with the approved EPRs.
<b>EPRs</b>	Environmental Performance Requirements	Environmental Performance Requirements as detailed within the approved EMF are performance-based requirements that define the project-wide environmental outcomes that must be achieved during design, construction and operation of the Project.
<b>EPA</b>	Environment Protection Authority	An independent statutory authority under the <i>Environment Protection Act 2017</i> with the objective to prevent and control of air, land and water pollution, industrial noise and waste.
<b>HV</b>	Heritage Victoria	The Victorian State Government's principal cultural (non-



Abbreviation	Term	Definition
		Aboriginal) heritage agency who identify, protect and interpret Victoria's most significant cultural heritage resources, and give advice on heritage matters.
	Incorporated Document	The <i>Melbourne Metro Rail Project Incorporated Document</i> as inserted into the Maribyrnong, Melbourne, Port Phillip and Stonnington Planning Schemes via planning scheme amendment GC45 and subsequent amendments.
<b>MW</b>	Melbourne Water	A statutory authority owned by the Victorian Government who manage and protect Melbourne's major water resources on behalf of the community.
<b>MTM</b>	Metro Trains Melbourne	A consortium of rail and construction businesses which manage Melbourne's metropolitan rail service.
<b>OEMP</b>	Operations Environmental Management Plan	Document which details the management of operational aspects and impacts associated with the delivery of the works.
<b>OVGA</b>	Office of the Victorian Government Architect	The leader in enhancing the quality of built environments in Victoria through the provision of leadership and strategic advice to government about architecture and urban design, along with the promotion an awareness of good design making great living places and urban environments.
<b>OHW</b>	Overhead Wiring	A wire is used to transmit electrical energy to trams, trolleybuses or trains
<b>PSA</b>	Planning Scheme Amendment	An amendment to the relevant local Planning Scheme/s which govern the use and development of the Project Land.
	Project Land	Land as identified within Appendix 1 of the Incorporated Document.
<b>PTV</b>	Public Transport Victoria	Statutory authority that manages Victoria's train, tram and bus services.
<b>RIA</b>	Rail Infrastructure Alliance	The consortium contracted to deliver the Portals, cut and cover tunnelling, tunnel decline structures and the realignment of existing rail tracks to allow for the new Metro Tunnel tracks as they surface.
<b>RPV</b>	Rail Projects Victoria	Government authority responsible for the planning and delivery of the Metro Tunnel Project.
<b>RRL</b>	Regional Rail Link	The pair of non-electrified tracks running from Southern Cross station to West Werribee Junction.
<b>SEIP</b>	Site Environmental Implementation Plans	Documents prepared by RIA which detail specific measures to prevent adverse environmental impacts during construction of the Metro Tunnel Project.
	Sensitive receptor or sensitive receiver	Sensitive receptors/receivers as per relevant statutory guidelines, including homes, schools, universities and hospitals, or places where a person's regular daily life might be affected by amenity impacts as a consequence of the Project. Sensitive receptors/receivers do not include public open space or places of work.
<b>the Project</b>	Metro Tunnel Project	The Metro Tunnel Project or Melbourne Metro Rail Project, as identified in the Incorporated Document.
<b>TfV</b>	Transport for Victoria	Transport for Victoria brings Victoria's sector transport agencies together under one umbrella.
<b>TTWG</b>	Metro Tunnel Traffic and Transport Working Group	A technical working group of transport agencies and emergency services that allows for centralised discussion and agreement on key transport issues of relevance to the Metro Tunnel Project.
<b>UDAAP</b>	Metro Tunnel Urban Design and Architectural Advice Panel	The independent design review body for the Metro Tunnel Project, chaired by the OVGA.
<b>UDS</b>	Metro Tunnel Urban Design Strategy	Required under the Incorporated Document, it provides urban design guidance relating to the design, procurement and implementation of the Project. The Metro Tunnel UDS was approved by the Minister for Planning and is publicly available on the Project website.
	VicRoads	VicRoads plans, develops and manages the arterial road network of Victoria and delivers road safety initiatives and customer focused registration and licensing services.
	VicTrack	VicTrack owns Victoria's transport land, assets and infrastructure and works to protect and grow the value of the

Abbreviation	Term	Definition
		portfolio to support a thriving transport system, and make travel and living better for Victorians.
<b>VHI</b>	Victorian Heritage Inventory	Inventory of historical archaeological sites which are identified and protected under the Heritage Act 2017.
<b>VHR</b>	Victorian Heritage Register	Register of significant heritage places or/or objects which are identified and protected under the Heritage Act 2017.

# FOREWORD

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

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

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

The Western Turnback is part of the Metro Tunnel Project. It includes a new passenger platform and additional track at West Footscray station to enable trains to start and finish services at West Footscray. The Rail Infrastructure Alliance (RIA) has been appointed by RPV as the consortium that will deliver works at West Footscray. The proposed works will occur entirely within the railway corridor and will be delivered in two stages:

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

A separate Development Plan is required for each stage – Stage 1 (Rail Works) only is addressed in this Development Plan.

The scope for Stage 1 (Rail Works) includes combined services route relocation, signalling cutover, overhead wiring relocation, piling pad installation, temporary rail crossings, installation of new piles and preparatory works.

RIA will prepare a draft Development Plan for Stage 2 (Station Works) for public display and comment at a later date.



Evan Tattersall  
Chief Executive Officer  
Rail Projects Victoria

# 1 Introduction

## 1.1 Purpose

The Rail Infrastructure Alliance (RIA), on behalf of Rail Projects Victoria (RPV), is delivering Stage 1 of the Western Turnback as part of the Metro Tunnel Project (the Project).

This Western Turnback Development Plan – Stage 1 (Rail Works) (the Plan) addresses the rail service infrastructure works for the Western Turnback. It has been prepared by RIA for approval by the Minister for Planning as required under the conditions of the *Melbourne Metro Rail Project Incorporated Document* (the Incorporated Document).

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

- Site Layout Plans.
- An assessment of the proposed above ground works against the relevant sections of the approved Urban Design Strategy (UDS) and Environmental Performance Requirements (EPRs) included within the Environmental Management Framework (EMF).

## 1.2 Metro Tunnel Project

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

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

The Metro Tunnel Environment Effects Statement (EES) defined nine precincts as part of the Project based on the location, the nature of Project components and construction works, the potential impacts on local areas and the characteristics of surrounding communities. The precinct relevant to this Plan is described as follows:

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

## 1.3 Delivery of the Metro Tunnel Project

The Project is being delivered under separate works packages as follows:

- **Metro Tunnel Early Works (Early Works)** – these works are separate to the RIA Project Early Works. This initial program of works is required to prepare key construction sites to support the Tunnel and Stations works. These works are ongoing.
- **Tunnel and Stations PPP (T&S PPP)** – this package is to deliver the five new stations and the new tunnels, including tunnel boring machine retrieval shafts at the portals. This package is

being delivered by the Cross Yarra Partnership (CYP). These works are ongoing. A delivery interface exists at the portal precincts, between the CYP T&S PPP package and the RIA Project, with CYP delivering part of the portal infrastructure.

- **Rail Systems Alliance (RSA)** – this package is to deliver the signalling system required to support the Project and is being delivered by the Rail Systems Alliance. These works are ongoing.
- **Rail Infrastructure Alliance (RIA)** – this package is to deliver a series of rail corridor enhancements along the Sunbury, Cranbourne and Pakenham lines, including delivery of the Western Turnback precinct as described in this document. This package is being delivered by RIA. These works are ongoing.

Figure 1, below shows the schematic design and scope of the Project.

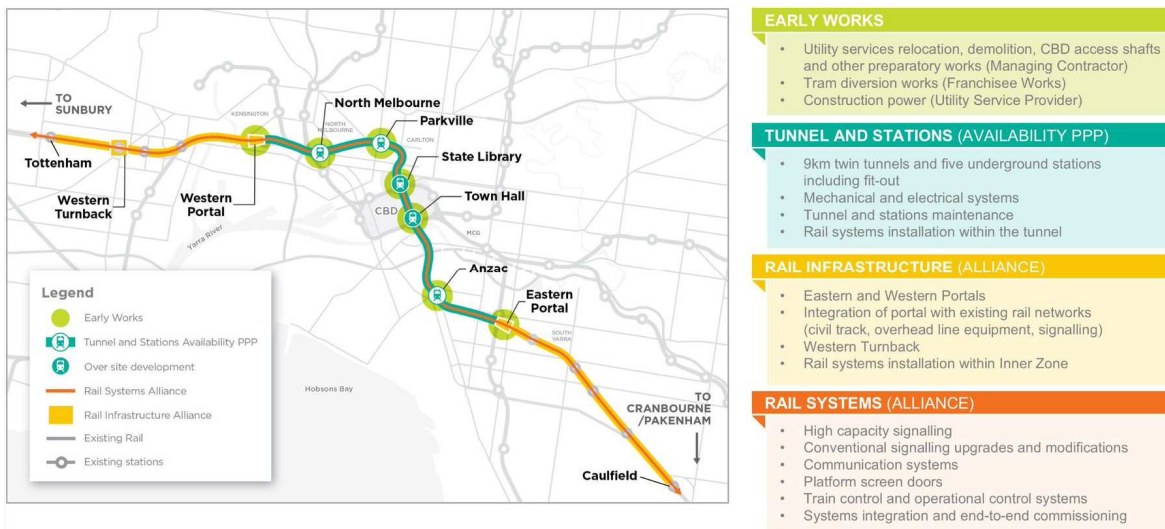


Figure 1 Metro Tunnel Project Schematic Diagram

## 2 Approvals Framework

### 2.1 Incorporated Document

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

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

### 2.2 Incorporated Document Conditions

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

Table 2 Incorporated Document Conditions relevant to the Plan

Clause	Requirements
4.7.1	Specifies that a Development Plan must be approved by the Minister for Planning for development that relates to the rail turnback at West Footscray station and any of the above-ground works or structures that are part of the Project.
4.7.2 and 4.7.3	Stipulates that a Development Plan must address surface works that are associated with the Western Turnback and include: <ul style="list-style-type: none"> <li>• A site layout plan/s.</li> <li>• Architectural, landscape and public realm plans and elevations including lighting, signage, pedestrian access, bicycle access and other ancillary facilities. [Note: this plan does not include any permanent building works and, hence, such plans are not provided.]</li> <li>• An explanation demonstrating how the Development Plan (including materials and external finishes) is in accordance with the approved Urban Design Strategy and the approved Environmental Performance Requirements included within the Environmental Management Framework. [Note: the only permanent works being assessed in this Plan is rail services infrastructure typical of rail corridors and as such a detailed assessment against the UDS is not provided.]</li> </ul>
4.7.4	Sets out the stakeholder and community consultation process associated with the approval process for Development Plans.
4.7.5 and 4.7.6	Specifies that written comments received under Clause 4.7.4, and a summary of consultation and response to issues raised during the consultation, must accompany a Development Plan submitted to the Minister for Planning. Before deciding whether to approve the Development Plan, the Minister for Planning must consider all written comments received and the consultation and response summary.
4.7.7	Requires that the Development Plan be approved by the Minister for Planning prior to the commencement of any development relating to an item in Clause 4.7.1.
4.7.8	Notes that 'a <i>Development Plan may be prepared and approved in stages or parts and may be amended from time to time with the approval of the Minister for Planning</i> '. Amendments to Development Plans: <ul style="list-style-type: none"> <li>• Must not involve any change to an approved Environmental Performance Requirement; and</li> <li>• Must comply with the requirements set out in Clauses 4.7.3, 4.7.4, 4.7.5 and 4.7.6, unless, in the opinion of the Minister for Planning, the proposed amendment 'does not result in a material detriment to any person', or 'a person who may suffer a material detriment as a result of the Minister's approval of the amendment has already been sufficiently consulted in respect to the amendment'.</li> </ul>
4.7.9	For land to which a Development Plan applies, development must be carried out in accordance with an approved Development Plan.

## 2.3 Approved Metro Tunnel Project Plans

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

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

### 3 Community and Stakeholder Engagement

During the preparation of the Project EES, a comprehensive engagement program to seek input from stakeholders and the community was undertaken. Stakeholders and the community had the opportunity to provide formal submissions during a public exhibition period. The Inquiry and Advisory Committee then considered the EES and submissions, and prepared a report for the Minister for Planning.

This Plan builds on that previous consultation. RIA has consulted with each of the relevant stakeholders identified in the Incorporated Document, being:

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

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

- Department of Environment, Land Water and Planning
- Metro Tunnel Development Plan Review Committee
- Metro Tunnel Traffic and Transport Working Group
- Metro Trains Melbourne
- Environment Protection Authority
- Rail Systems Alliance
- Bicycle Network Victoria
- VicTrack
- Department of Treasury and Finance
- Western Bulldogs Football Club
- Local community and businesses

Between October and December, RIA undertook engagement with community members and commuters in West Footscray in support of the preparation of this Plan. Key activities included:

- E-newsletters were distributed to Metro Tunnel Project subscribers as follows:
  - In October to advise readers of the upcoming consultation period.
  - In November to provide readers with links to this Plan and the online survey.
- Informational post cards were distributed to local residents and businesses in the vicinity of West Footscray station as follows:



- In October to 450 dwellings in the vicinity of West Footscray station to advise recipients of the upcoming consultation period.
- In November to invite recipients to comment on the Plan.
- The offer of one on one briefings to Western Bulldogs, Victoria University, the Les Twentyman Foundation and various other groups and one on one meetings with identified groups / traders
- Community drop ins and informational pop ups at West Footscray station were provided as follows:
  - In October a community drop in session at Barkers Café, Whitten Oval and two pop ups at West Footscray station.
  - In November:
    - A community drop in session at Barkers Café, Whitten Oval on Saturday 08 December – 9am to 11am. Attendees were provided with copies of the Plan and display boards and fact sheets were made available. Attendees were also able to make submissions while at the sessions.
    - Two information pop ups at West Footscray station. The sessions were as follows:
      - Wednesday 5 December – 6:30am to 9am
      - Thursday 6 December – 4:30pm to 6pm
- In November the Project's social media accounts posted the links to this Plan and the online survey, and featured information on the time and locations of consultation activities and sessions listed above and below.
- In accordance with the requirements of Clause 4.6.4 of the Incorporated Document:
  - This Plan was made available for public inspection for 15 business days from Monday 26 November 2018 until Friday 14 December 2018 on the Project website
  - The website provided interested parties with an opportunity to provide feedback via an online survey
  - A notice was published in The Age newspaper on Monday 26 November 2018

Overall, 24 public submissions were received on the Plan and there were no material changes required. All updates to the Plan following consultation sought to respond to comments by providing more clarity in relation to design details, the retention of access and car parking during construction.

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

- Impacts to access provided by the existing pedestrian and bicycle overpass
- Car parking loss and traffic management
- Strategic Project and location justification
- Tree removal

## 4 Site Context

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

### 4.1 Development Plan Area

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

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

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

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

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

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

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

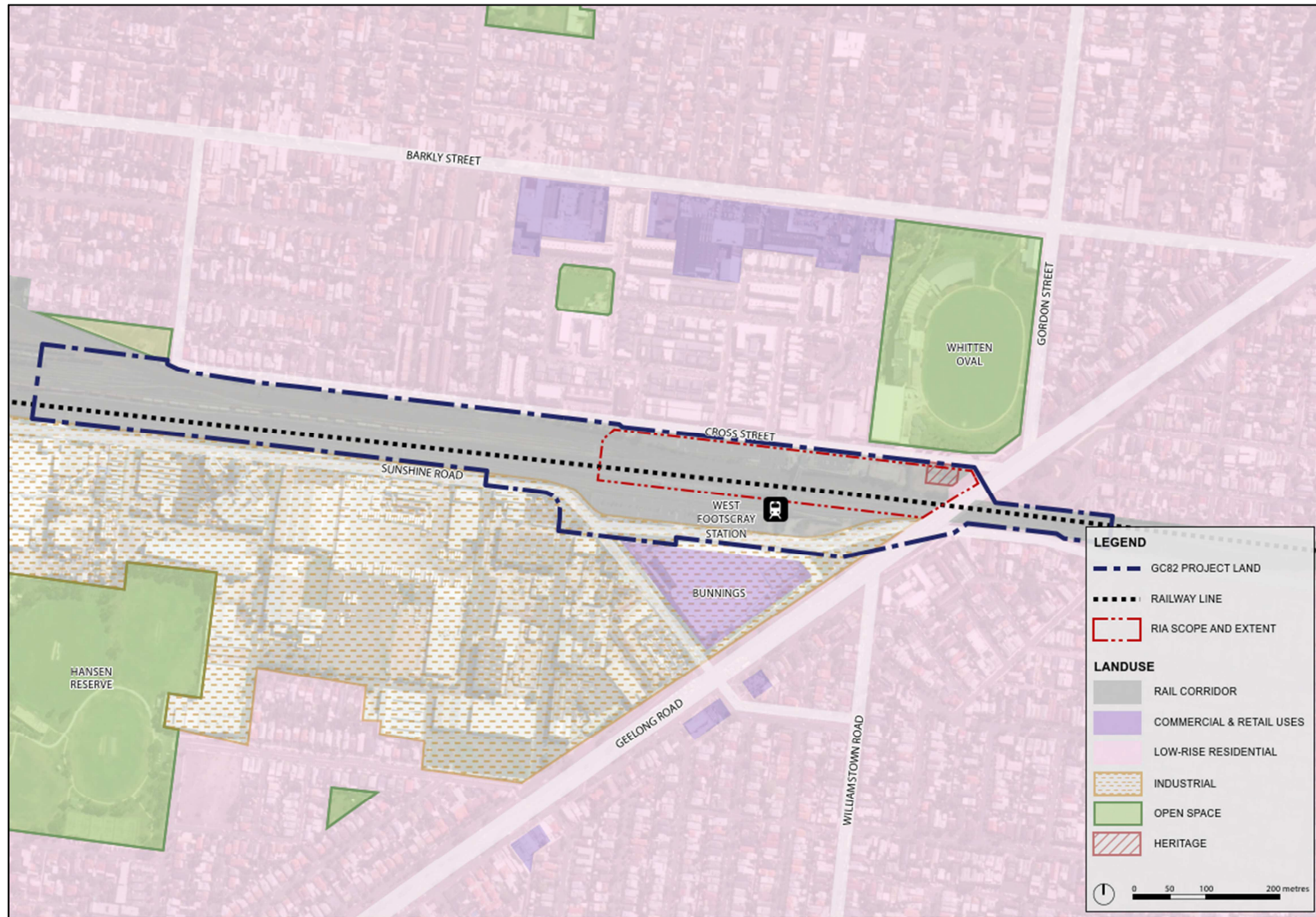


Figure 2 Site Context Plan

## 4.2 Existing Site Conditions

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

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

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

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

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

## 4.3 Broader context and strategic positioning

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

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

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

The Tottenham and West Footscray Precinct Framework Plan seeks to establish a clear vision, revitalise the precincts economic role, encourage and facilitate redevelopment, utilise future major transport infrastructure and improve internal access and connectivity, improve the character and

amenity, manage industrial and commercial interfaces with adjoining residential areas and improve the quality of Stony Creek.

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

## 5 Scope

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

The scope of works for the Western Turnback comprises two complementary stages. Stage 1 (Rail Works) is assessed in this Plan and is detailed further below.

Stage 2 (Station Works) will be assessed in a separate Plan. Stage 2 (Station Works) will, among other things, comprise of the construction of a third platform and track at West Footscray station, as well as modifications to the existing concourse.

All works are to be located entirely within the rail corridor.

### 5.1 Stage 1 (Rail Works) Scope of Work

Stage 1 (Rail Works) of the Western Turnback comprises the following proposed works:

- Combined services route (CSR) relocation
  - Decommissioning of the existing CSR alignment adjacent the Tottenham rail yard and the relocation of the power and communications network out of the proposed new West Footscray platform alignment.
- Signalling cutover
  - Once the new CSR alignment has been constructed, the signalling system will be commissioned.
- Overhead wiring (OHW) relocation
  - Installation of new permanent overhead wiring structures and the associated commissioning of these new structures.
- Temporary piling pad installation
  - Excavation and removal of spoil from the site and installation of a new crushed rock bearing pad to facilitate the movement of piling rigs into and out of the construction site.
- Temporary rail crossings
  - Two temporary rail crossings to facilitate construction vehicle access.
- Installation of new piles for the new West Footscray platform.
- Initial works to the pedestrian and bicycle overpass, including the removal of cladding.

These works are identified in the Site Layout plans (refer Appendix A).

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

The works outlined in this Development Plan are intended to commence in early 2019 following the approval of this Development Plan, with the works taking up to 12 months to complete. Affected stakeholders will be appropriately notified in advance of works commencing.

Associated construction works to occur within the Development Plan area are also identified on the plans in Appendix A and the associated construction impacts will be managed in accordance with the approved Environmental Management Framework (refer Section 7.2 and Appendix B). The associated construction works will involve:

- Establishment of laydown areas and temporary car park occupation, including the erection of temporary fencing/hoarding.
- Establishment of site offices.



## 6 Urban Design Strategy

The scope for Stage 1 (Rail Works) is not considered to require a detailed assessment against the UDS as it is for rail services infrastructure typical of rail corridors, not legacy works. Additionally, the structure and form of the overhead wires are designed to meet functional and safety requirements for the establishment of the Western Turnback and therefore would not require a detailed assessment against the UDS. An assessment against the UDS is however required to manage construction impacts, this is provided in Section 6.1, below.

### 6.1 Managing Construction Impacts

Section 3.5 of the UDS discusses the management of construction impacts. Table 3 outlines a response to Section 3.5 of the UDS as relevant to Rail Works. The management of construction impacts and the various management plans proposed, is also discussed in Section 7.2 and Appendix B (in relation to the EPRs).

Table 3 Response to Section 3.5 of the UDS

Clause	Design Guideline	Development Plan Response
3.5.c.1	<p>Maintain circulation and transport operations during the construction process:</p> <ul style="list-style-type: none"> <li>• Redirect pedestrian and cyclist movements as necessary to ensure safe access around construction work sites, businesses and properties immediately adjacent to construction work sites.</li> <li>• Provide for universal access, amenity, and safety.</li> <li>• Provide for emergency and maintenance access, deliveries, access for construction projects on nearby sites, and public events.</li> <li>• Provide temporary bus and tram stops, including shelters, where appropriate.</li> <li>• Provide awnings for weather protection, where appropriate.</li> <li>• Provide directional signage and temporary signs for businesses and properties obscured by construction activities.</li> </ul>	<p>The Rail Works will maintain access, circulation and transport operations during the construction process. Where there may be short term impacts to pedestrians, cyclists or through temporary occupation of the tracks, this will be managed through consultation with relevant road management authorities and addressed in the Worksite Traffic Management Plan (WTMP). In addition, aspect specific management plans will be in place to manage construction impacts as required.</p>
3.5.c.2	<p>Protect the viability of, and amenity for, activities at and near construction work sites:</p> <ul style="list-style-type: none"> <li>• Apply principles of Crime Prevention Through Environmental Design to arrangements of access routes, hoardings and other features during the construction period.</li> <li>• Ensure that the location of temporary works sites and temporary infrastructure requirements align with future land use renewal, public realm activation and uplift opportunities.</li> </ul>	<p>The design of the Rail Works will protect the viability of, and amenity for, activities at and near the construction work sites at West Footscray station that might be affected by construction activities. In addition, aspect specific management plans will be in place to manage construction impacts as required.</p>
3.5.c.3	<p>Protect features from damage:</p> <ul style="list-style-type: none"> <li>• Where existing trees are to be retained, avoid damage to their canopies and minimise soil compaction and excavation within root zones. Where damage to existing canopies is likely, undertake advance pruning. Where damage to existing roots is likely, provide appropriate arboricultural care in preparation for and during construction including advanced root pruning and irrigation.</li> </ul>	<p>The Rail Works design response minimises impacts on services and materials, and will reinstate services and materials where possible. There are no trees to be removed as part of this Development Plan that require approval under Clause 4.7 of the Incorporated Document. In addition, aspect specific management plans will be in place to manage construction impacts as required.</p>

Clause	Design Guideline	Development Plan Response
	<ul style="list-style-type: none"> <li>• Protect, relocate, reinstate or upgrade underground and overhead services as appropriate.</li> <li>• Protect and / or temporarily remove, restore and reinstall monuments and artworks.</li> <li>• Conserve, salvage and reuse materials where possible and appropriate including bluestone kerbs and cobblestones, street furniture, etc.</li> </ul>	
3.5.c.4	<p>Maintain an attractive presentation to surrounding areas:</p> <ul style="list-style-type: none"> <li>• Provide enclosures, hoardings and screens that are designed to respond to the predominant viewing distance and types of activity they are exposed to (e.g. addressed to nearby pedestrians or to motorists at a distance).</li> <li>• Design all enclosures, hoardings, screens and other temporary features to create a positive visual presentation to prominent sites, busy pedestrian areas and key tourism precincts.</li> <li>• Design enclosures, hoardings, screens and other temporary features with increasing quality in proportion to the time they will be present.</li> <li>• Design all temporary elements to respect the character of their setting, to ensure a neat appearance throughout the construction process, to assist in minimisation of graffiti, bill-posting and other unauthorised advertising, and to include consistent project branding.</li> <li>• Provide opportunities to convey information about the history of the site and the Metro Tunnel to the community including explanation of the project objectives, scope of works, construction impacts, innovations and progress.</li> <li>• Design to allow for temporary uses, programs of events, and pop-up public spaces to offset the impact of construction activities, including temporary parks, outdoor dining areas, pop-up markets and community arts / music festivities.</li> <li>• Recognise the potential of acoustic sheds, in particular those at CBD North, CBD South and Domain to be designed to contribute to the image and identity of the city.</li> </ul>	<p>The Rail Works is located entirely within the rail corridor and are not expected to impact on the attractiveness of the presentation to the surrounding area. Nevertheless, the design will aim to maintain an attractiveness of the presentation to the surrounding area and during construction aspect specific management plans will be in place to manage impacts as required.</p>



# 7 Environmental Management Framework

## 7.1 Consistency with the Environmental Management Framework

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

The Incorporated Document requires that this Plan must demonstrate how the Rail Works will be delivered in accordance with the EPRs within the EMF.

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

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

The key environmental risk areas and corresponding mitigation strategies associated with this Plan are summarised in Table 4 below. A comprehensive assessment against the relevant EPRs is provided in Section 7.1, 7.2 and Appendix B.

Table 4 Risk and impact mitigation strategies associated with the design response

Key Environmental Risk Area	Impact Mitigation Strategy
<b>Water, Air and Noise</b>	Compliance with applicable EPRs, ongoing consultation with the key stakeholders.
<b>Trees, land use and the landscape</b>	Compliance with applicable EPRs, consultation with and notification to affected stakeholders, adoption of the design and construction hierarchy identified under the RPV Tree Protection Plan, Tree Removal Checklist and Tree Management Plan.
<b>Protection of cultural and historical heritage places and values</b>	Compliance with applicable EPRs, approved CHMP and Heritage Management Plan, consultation with and notification to affected stakeholders, avoidance of known cultural and historic heritage places (through design and construction methods), and identification of No-Go Zones on Site Environmental Implementation Plans (SEIP) and drawings.
<b>Traffic and transport management and change</b>	Compliance with applicable EPRs, consultation with and notification to affected stakeholders, implementation of Transport Management Plan, installation of way-finding signage and alternative access plans where significant pedestrian links are to be modified.

## 7.2 Managing Construction Impacts

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

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

The aspect-specific plans and management strategies that will be prepared prior to commencement of works to manage construction impacts are as follows:

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

## 8 Conclusion

The Plan has been prepared to address the requirements of the Incorporated Document as it relates to the proposed Stage 1 (Rail Works) RIA Project works for the Western Turnback. Specifically, it also includes a response to the EMF and the UDS.

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

The Plan addresses the rail service infrastructure works for the Western Turnback including, combined services route relocation, signalling cutover, overhead wiring relocation, temporary piling pad installation, temporary rail crossings, installation of new piles and initial works to the existing pedestrian and bicycle overpass.

In accordance with the Incorporated Document this plan includes:

- Site Layout Plans.
- An assessment of the proposed above ground works against the relevant sections of the approved Urban Design Strategy (UDS) and Environmental Performance Requirements (EPRs) included within the Environmental Management Framework (EMF).

This Plan has incorporated feedback from a range of stakeholders, fulfilling the requirements of the Incorporated Document. This included the formal 15 business days public inspection period from Monday 26 November 2018 until Friday 14 December 2018 during which time the Plan was available on the Project website along with an opportunity to provide feedback. A total of 24 public submissions were received on the Plan. The submissions received have been considered and addressed within this Plan.

# APPENDIX A: WESTERN TURNBACK SITE LAYOUT PLAN



(DATE)  
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 (BLOCK LETTERS)  
 Certified By:



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**LEGEND**  
 - - - PROJECT BOUNDARY

**KEY PLAN**  
 SCALE 1:5000

FOR INFORMATION

3:03:59 AM  
  
 11/13/2018

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
		A		ISSUED FOR INFORMATION				

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Project Title <b>RAIL INFRASTRUCTURE ALLIANCE</b>			Project Drawing Number <b>RIA-MGA-SDW-ZWD-SKT-WFY-1001</b>		Rev <b>A</b>
<b>WEST FOOTSCRAY</b> <b>WESTERN TURNBACK</b> <b>STAGE 1 (RAIL WORKS) DEVELOPMENT PLAN</b> <b>KEY PLAN</b>			Drawn By	Designed By	
			Checked By	Ind. Review	
Up Location East. North. ID#			Down Location East. North. ID#	Datum MGA Z55	
File Name RIA-AEC-SKT-120-300-00-1001			Sheet No. <b>01 of 01</b>		Approved Approval Date
In Serv.			Drawing Number		Revision
Scale 1:5000			Sheet Size A3		

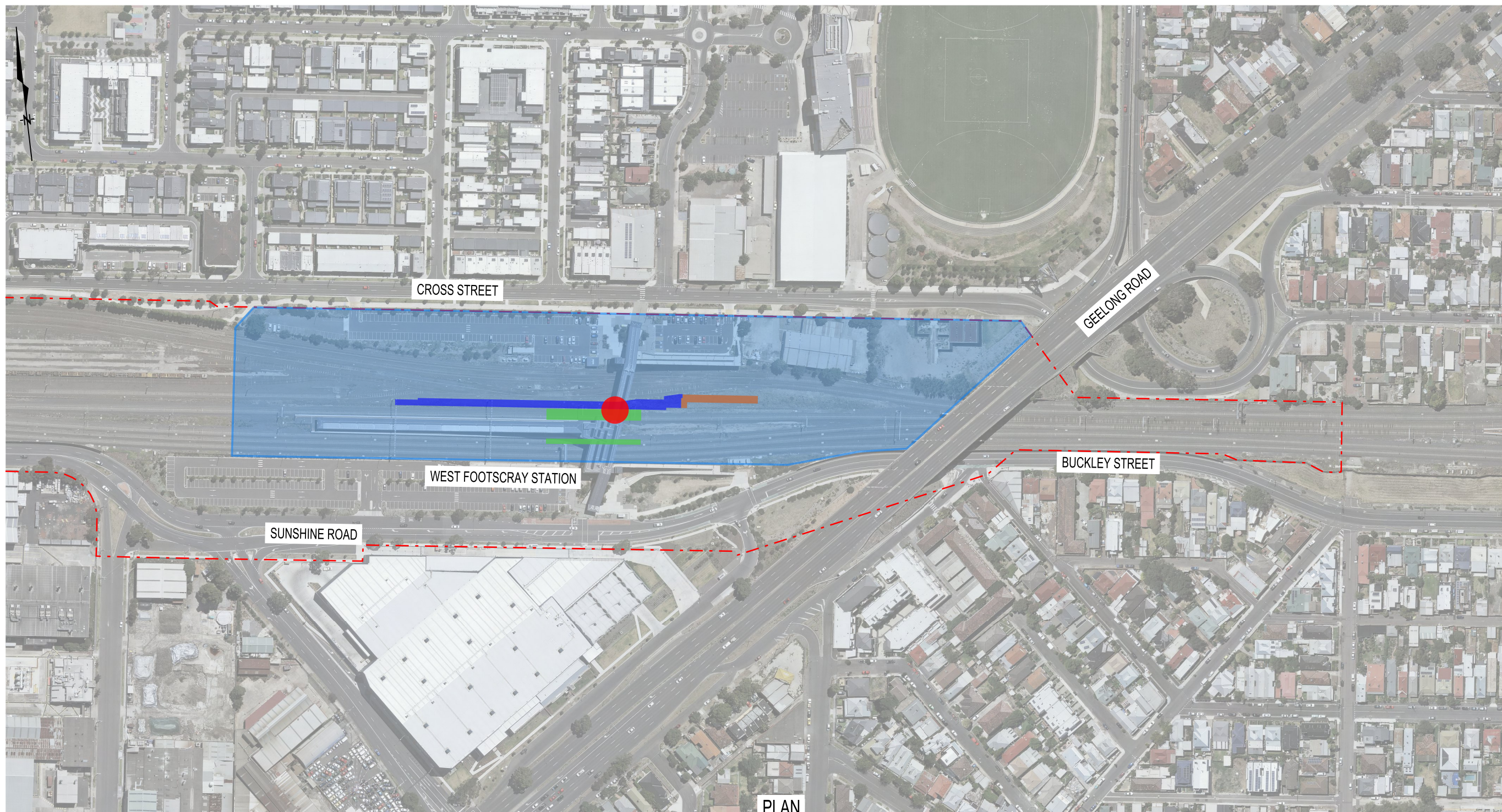


(DATE)

(SIGNATURE)

(BLOCK LETTERS)

Certified By:



**PLAN**  
SCALE 1:2500



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**LEGEND**

- - - - - PROJECT BOUNDARY
- COMBINED SERVICES ROUTE INSTALLATION & SIGNALLING
- OVERHEAD WIRE RELOCATION
- PILING & PILING PAD INSTALLATION
- — — — — EXISTING TRACK
- PREPARATORY WORKS TO THE PEDESTRIAN BRIDGE, INCLUDING THE REMOVAL OF CLADDING
- PROJECT LAND FOR ASSOCIATED WORKS

**FOR INFORMATION**

11/14/2018 1:33:55 AM

Revised By	In Serv	Rev.	Date	Description	Designed	Checked	Ind. Review	Approved
				ISSUED FOR INFORMATION				

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Project Title <b>RAIL INFRASTRUCTURE ALLIANCE</b>			Project Drawing Number <b>RIA-MGA-SDW-ZWD-SKT-AUD-WFY-A1002</b>		Rev <b>A</b>
<b>WEST FOOTSCRAY</b> WESTERN TURNBACK STAGE 1 (RAIL WORKS) DEVELOPMENT PLAN SITE PLAN			Drawn By	Designed By	
			Checked By	Ind. Review	
Up Location East. North. ID#			Down Location East. North. ID#	Datum MGA Z55	
File Name RIA-AEC-SKT-120-300-00-1002			Sheet No. <b>01 of 01</b>		Approved Approval Date
In Serv.			Scale 1:2000 Sheet Size A3		Drawing Number Revision



# APPENDIX B: WESTERN TURNBACK ENVIRONMENTAL PERFORMANCE REQUIREMENTS DESIGN RESPONSE

Table 5 Environmental Management Framework

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Environmental Management Framework</b>	<b>EMF1</b>	<ol style="list-style-type: none"> <li>1. Prior to commencement of Project works, prepare and implement an Environmental Management System (EMS) that is certified to ISO 14001:2015 Environmental Management Systems – requirements with guidance for use for construction and operation.</li> </ol>	RIA has prepared and implemented an EMS that is certified to ISO 14001:2015 Environmental Management Systems – requirements with guidance for use for construction and operation.
<b>Environmental Management Framework</b>	<b>EMF2</b>	<ol style="list-style-type: none"> <li>1. Prepare a Construction Environmental Management Plan (CEMP), Site Environment Implementation Plans (SEIP), Operations Environmental Management Plan (OEMP) and other plans as required by the Environmental Performance Requirements (EPRs) and as relevant to any stage of the Project.</li> <li>2. Develop a program to set out the process and timing for development of an EMS, CEMP, SEIP, OEMP and other plans as required by the EPRs and as relevant to any stage of the Project.</li> <li>3. The process for development of and implementation of the CEMP, the SEIP and OEMP must include consultation with Councils, Heritage Victoria, the Roads Corporation, Melbourne Water, Public Transport Victoria (PTV)/DEDJTR (Transport), the Environment Protection Authority (EPA) and other stakeholders as relevant. These consultation processes must be described in the program. Plans are to be reviewed in accordance with the EMF.</li> <li>4. The CEMP should be prepared in accordance with EPA Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996).</li> </ol>	RIA has prepared and implemented a CEMP in accordance with EPA Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996). Site specific controls are detailed in the SEIP. Aspect specific management plans have been prepared as required by the EPRs. Consultation with relevant stakeholders has been undertaken during the preparation of the CEMP, SEIP and aspect specific management plans in accordance with EPR requirements.
<b>Environmental Management Framework</b>	<b>EMF3</b>	<ol style="list-style-type: none"> <li>1. Prior to commencement of Project works, appoint an Independent Environmental Auditor to audit proposed plans, as required in the Incorporated Document, so as to ensure the plans comply with the EPRs and to undertake environmental audits of compliance with the approved CEMP, SEIP, OEMP (the OEMP is for Public Private Partnership (PPP) only), EPRs and approval conditions.</li> </ol>	RPV has appointed an Independent Environmental Auditor to undertake environmental audits as required by the Metro Tunnel EMF.

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Environmental Management Framework</b>	<b>EMF4</b>	<ol style="list-style-type: none"> <li>1. Prior to commencement of Project works, develop and implement a process for the recording, management and resolution of complaints from affected stakeholders consistent with Australian Standard AS/NZS 10002: 2014 Guidelines for Complaint Management in Organisations.</li> <li>2. The complaints management approach will be documented in the Community and Stakeholder Engagement Management Framework required under EPR SC3 and be integrated with the Proponent and Contractors' own EMS'. The complaints management system will address requirements of the Business Support Guidelines for Construction (BSGC). (See EPR B2).</li> </ol>	<p>RIA has developed a complaints management system within the CSEMP. The CSEMP was prepared in accordance with AS/NZS 10002: 2014 Guidelines for Complaint Management in Organisations, the RIA EMS and the RPV CSEMF and BSGC. The CSEMP will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.</p>
<b>Aquatic Ecology and River Health</b>	<b>AE1</b>	<ol style="list-style-type: none"> <li>1. Fully integrate the stormwater treatment system into the design of Melbourne Metro (all precincts) for construction to ensure that stormwater entering a receiving water body complies with SEPP (Waters of Victoria).</li> </ol>	<p>RIA has prepared a Surface Water Management Plan with site specific controls in the SEIP to manage stormwater compliance with <i>SEPP (Waters of Victoria)</i>. The Surface Water Management Plan will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.</p> <p>The design of the Rail Works will not impact on stormwater quality as all works are restricted to subsurface works and the installation of temporary construction infrastructure.</p> <p>Any design with a potential impact to stormwater will be designed to manage stormwater compliance with <i>SEPP (Waters of Victoria)</i>.</p>



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response															
<b>Aquatic Ecology and River Health</b>	<b>AE7</b>	1. Fully integrate the stormwater treatment system into the design of all precincts and portals to ensure that any stormwater entering a receiving water body complies with SEPP (Waters of Victoria).	The design of the Rail Works will not impact on stormwater quality as all works are restricted to subsurface works and the installation of temporary construction infrastructure. Any design with a potential impact to stormwater will be designed to manage stormwater compliance with SEPP (Waters of Victoria).															
		<table border="1"> <thead> <tr> <th>Pollutant type</th> <th>Receiving water objective</th> <th>Current best practice performance objective(1)</th> </tr> </thead> <tbody> <tr> <td>Suspended solids (SS)</td> <td>Comply with SEPP (not to exceed the 90th percentile of 80 mg/L) (2)</td> <td>80% retention of the typical urban annual load</td> </tr> <tr> <td>Total phosphorus (TP)</td> <td>Comply with SEPP (base flow concentration not to exceed 0.08 mg/L) (3)</td> <td>45% retention of the typical urban annual load</td> </tr> <tr> <td>Total nitrogen (TN)</td> <td>Comply with SEPP (base flow concentration not to exceed 0.9 mg/L) (3)</td> <td>45% retention of the typical urban annual load</td> </tr> <tr> <td>Litter</td> <td>Comply with SEPP (No litter in waterways) (2)</td> <td>70% reduction of typical urban annual load (4)</td> </tr> <tr> <td>Flows</td> <td>Maintain flows at pre-urbanisation levels</td> <td>Maintain discharges for the 1.5 year ARI at pre-development levels</td> </tr> </tbody> </table> <p>Notes  (1) Best practice performance objectives are based on the Best Practice Environmental Management Guidelines for Urban Stormwater – CSIRO.  (2) An example using SEPP (Waters of Victoria), general surface waters segment.  (3) SEPP Schedule F7 – Yarra Catchment – urban waterways for the Yarra River main stream.  (4) Litter is defined as anthropogenic material larger than five millimetres.</p>		Pollutant type	Receiving water objective	Current best practice performance objective(1)	Suspended solids (SS)	Comply with SEPP (not to exceed the 90th percentile of 80 mg/L) (2)	80% retention of the typical urban annual load	Total phosphorus (TP)	Comply with SEPP (base flow concentration not to exceed 0.08 mg/L) (3)	45% retention of the typical urban annual load	Total nitrogen (TN)	Comply with SEPP (base flow concentration not to exceed 0.9 mg/L) (3)	45% retention of the typical urban annual load	Litter	Comply with SEPP (No litter in waterways) (2)	70% reduction of typical urban annual load (4)
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Flows	Maintain flows at pre-urbanisation levels	Maintain discharges for the 1.5 year ARI at pre-development levels																
<b>Aboriginal Cultural Heritage</b>	<b>AH1</b>	1. Comply with a Cultural Heritage Management Plan approved under the Aboriginal Heritage Act 2006 and prepared in accordance with the Aboriginal Heritage Regulations 2007.	The Rail Works design is within the activity area defined in the approved Cultural Heritage Management Plan (CHMP 13967). Construction works will be undertaken in accordance with the requirement of the Cultural Heritage Management Plan.															

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Air Quality</b>	<b>AQ3</b>	<ol style="list-style-type: none"> <li>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.</li> </ol>	<p>RIA has prepared an Air Quality Management Plan with site specific controls in the SEIP to maintain air quality in accordance with the <i>SEPP (Air Quality Management)</i> and <i>SEPP (Ambient Air Quality)</i>. The Air Quality Management Plan will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.</p> <p>Once in operation, it is not expected that the Rail Works will produce emissions of smoke, dust, fumes and other pollutions into the atmosphere.</p>
<b>Arboriculture</b>	<b>AR1</b>	<ol style="list-style-type: none"> <li>During detailed design, review any potential tree impacts and achieve the maximum possible tree retention on both public and private land, including retaining all valuable habitat linkages or corridors where practicable.</li> <li></li> <li>Comply with any requirements of Heritage Victoria if the trees are on the VHR.</li> </ol>	<p>Trees are present within the Development Plan area, and RIA has undertaken a process to determine tree impact requirements. There are no trees to be removed as part of this Development Plan that require approval under Clause 4.7 of the Incorporated Document.</p> <p>Trees to be protected will be subject to the RIA Tree Management Plan (including an assessment of highest and best use reuse options for removed trees and potential for relocation). Any tree to be removed will also be subject to RPV approval. No trees are identified as trees on the VHR.</p>
<b>Arboriculture</b>	<b>AR2</b>	<ol style="list-style-type: none"> <li>Reinstate quality soils to sufficient volumes to support long-term viable growth of replacement trees. Ensure ongoing supply of water to tree root zones, especially during their establishment stage. Employ water sensitive urban design principles (WSUD) where possible.</li> </ol>	<p>There are no trees to be removed as part of this Development Plan that require approval under Clause 4.7 of the Incorporated Document.</p>
<b>Arboriculture</b>	<b>AR4</b>	<ol style="list-style-type: none"> <li>Prior to commencement of construction of any Project works that could affect trees, prepare and implement Tree Protection Plans for each precinct in accordance with AS4970-2009 Protection of Trees on Development Sites. The plans must respond to the detailed design and construction methodology of the Project and ensure that trees proposed to be retained are adequately protected from the impact of construction or related activities.</li> <li>Where a Tree Protection Plan is required for a heritage place, the plan must be developed in consultation with Heritage Victoria or the relevant council (as applicable).</li> </ol>	<p>RIA has prepared a Tree Management Plan with site specific controls in the SEIP. The Tree Management Plan will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.</p> <p>The Tree Management Plan requires that retained trees within the works area or adjacent to (where relevant) will be managed through a Tree Protection Plan.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Business</b>	<b>B1</b>	<ol style="list-style-type: none"> <li>1. Reduce the disruption to businesses from direct acquisition or temporary occupation of land, and work with business and land owners to endeavour to reach agreement on the terms for possession of the land.</li> <li>2. Provide businesses with adequate notice (as required under the relevant legislation) of any need for relocation, as a result of the Project including the termination of leases of public or private land where the displacement is a direct consequence of the Project.</li> </ol>	RIA has prepared a CSEMP, which will include a Business Disruption Plan. The CSEMP will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.
<b>Business</b>	<b>B2</b>	<ol style="list-style-type: none"> <li>1. Prior to commencement of relevant works, prepare a business disruption plan consistent with the contractors Community and Stakeholder Engagement Management Plan (SC4) to: <ol style="list-style-type: none"> <li>a) Manage potential impacts to non-acquired businesses, commercial property owners and not-for-profit organisations.</li> <li>b) Ensure appropriate engagement with local councils, businesses, property owners and the community throughout construction.</li> </ol> </li> <li>2. The plan must outline the stakeholder engagement measures for each precinct and include: <ol style="list-style-type: none"> <li>a) Adequate notice of key Project milestones.</li> <li>b) Details of any changes to traffic and parking conditions and duration of impact.</li> <li>c) A Project construction schedule developed in coordination with transport authorities and local councils and in consultation with businesses to minimise cumulative impacts of this and other projects.</li> <li>d) Plans for notifying customers of proposed changes to business operations, including the setting of suitable timeframes for notification prior to commencement of works.</li> <li>e) Measures to ensure access to businesses is maintained for customers, deliveries and consistent with EPR T10 for waste removal, unless there has been prior engagement with affected businesses (including mutually agreed mitigation measures as required). These measures could include the installation of directional and business signage to assist customers and agreed protocols for engaging with service providers (i.e. deliveries, collections, etc.).</li> <li>f) Process for registering, management and resolution of complaints from affected businesses consistent with Australian Standard AS/NSZ 10002:2014 Guidelines for Complaint Management in Organisations.</li> <li>g) Measures for supporting affected businesses during construction in accordance with the Business Support Guidelines for Construction (BSGC) such as marketing and promotion, local activation, way-finding programs and upskilling opportunities.</li> </ol> </li> </ol>	RIA has prepared a CSEMP, which will include a Business Disruption Plan. The CSEMP will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
		<p>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.</p>	
<p><b>Contaminated Land and Spoil Management</b></p>	<p><b>C1</b></p>	<ol style="list-style-type: none"> <li>1. Prior to commencement of shaft construction and prior to commencement of main works, prepare and implement a Spoil Management Plan (SMP) for each Works Package. The SMP must be in accordance with RPV's Spoil Management Strategy and any relevant regulations, standards or best practice guidelines. The SMP must be developed in consultation with the EPA. The SMP will include but is not limited to the following:               <ol style="list-style-type: none"> <li>a) Applicable regulatory requirements.</li> <li>b) Identifying nature and extent of spoil (clean fill and contaminated spoil).</li> <li>c) Roles and responsibilities.</li> <li>d) Identification of management measures for handling and transport of spoil for the protection of health and the environment (consistent with the transport management plan(s) as required by EPRs T2 and T3).</li> <li>e) Identification, design and development of specific environmental management plans for temporary stockpile areas</li> <li>f) Identifying potential sites for re-use, management or disposal of any spoil.</li> <li>g) Monitoring and reporting requirements.</li> <li>h) Identifying locations and extent of any prescribed industrial waste (PIW) and the method for characterising PIW spoil prior to excavation.</li> <li>i) Identifying suitable sites for disposal of any PIW.</li> </ol> </li> <li>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).</li> </ol>	<p>RIA has prepared a Spoil Management Plan in accordance with RPV's Spoil Management Strategy which will include an Acid Sulfate Soil and Rock Management Sub-Plan. Consultation with the EPA is ongoing regarding the management of spoil. The Spoil Management Plan will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Cultural Heritage - Historical</b>	<b>CH1</b>	<ol style="list-style-type: none"> <li>Design permanent and temporary works to avoid or minimise impacts on the cultural heritage values of heritage places. Consult, as required, with Heritage Victoria and/or the relevant local council (as applicable). Note (1) The Project must meet the requirements of the Heritage Act 1995.</li> </ol>	<p>There is no impact expected to heritage fabric within the scope of the Rail Works.</p> <p>The cultural heritage values of the Cross Street Electrical Substation (HO192 - Cross Street Electrical Substation on part of the land known as Allotment 9, Section 13 in the Parish of Cut-PawPaw (Cross Street, Footscray)) has been considered and avoided in the design.</p>
<b>Cultural Heritage - Historical</b>	<b>CH2</b>	<ol style="list-style-type: none"> <li>To avoid or minimise impacts on the cultural heritage values of heritage places, prior to commencement of relevant works, prepare and implement a Heritage Management Plan (HMP) in consultation with Heritage Victoria or the relevant local council (as applicable).</li> <li>The HMP must identify the heritage values of the place, the degree of significance of component parts, how proposed works will affect the heritage values, the mitigation measures to be adopted to avoid or minimise impacts on heritage values and any possible heritage benefits.</li> </ol>	<p>RIA has prepared a Heritage Management Plan with site specific controls in the SEIP. Consultation with Heritage Victoria and Maribyrnong City Council is ongoing regarding the design of the Rail Works in accordance with EPR requirements. The Heritage Management Plan will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.</p>
<b>Cultural Heritage - Historical</b>	<b>CH8</b>	<ol style="list-style-type: none"> <li>In consultation with Heritage Victoria, the relevant local council and/or Aboriginal Victoria (as applicable), develop and implement, a heritage interpretation strategy for places in the VHR and VHI or which explores historical and Aboriginal cultural heritage themes.</li> <li></li> <li>The heritage interpretation strategy should consider the RPV Creative Strategy.</li> </ol>	<p>There are no VHR or VHI sites within the Development Plan area or in the vicinity of the Project Land that would be impacted by the Rail Works.</p>
<b>Cultural Heritage - Historical</b>	<b>CH10</b>	<ol style="list-style-type: none"> <li>Ensure new development is responsive to heritage places in terms of height, massing, form, façade articulation, materials and impacts on their settings and key views.</li> </ol>	<p>There is no impact expected to heritage fabric within the scope of the Rail Works.</p>
<b>Cultural Heritage - Historical</b>	<b>CH22</b>	<ol style="list-style-type: none"> <li>Retain and protect the Cross Street Electrical Substation in situ within or abutting proposed construction site.</li> </ol>	<p>The cultural heritage values of the Cross Street Electrical Substation (HO192 - Cross Street Electrical Substation on part of the land known as Allotment 9, Section 13 in the Parish of Cut-PawPaw (Cross Street, Footscray)) has been retained and protected in the design.</p>
<b>Cultural Heritage - Historical</b>	<b>CH23</b>	<ol style="list-style-type: none"> <li>Ensure that, where impacted by Project works, street fabric and infrastructure is conserved and/or accurately reconstructed in consultation with Heritage Victoria and the relevant local council.</li> </ol>	<p>There is no impact expected to heritage fabric within the scope of the Rail Works.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Greenhouse Gas</b>	<b>GHG1</b>	1. Prior to commencement of main works, develop and implement a Sustainability Management Plan to meet, as a minimum, the Melbourne Metro sustainability targets, including achieving the specified ratings under the Infrastructure Sustainability Council of Australia's Infrastructure Sustainability Rating Tool and the Green Star Design and As Built Melbourne Metro Rail Tool.	RIA has prepared a Sustainability Management Plan. The Sustainability Management Plan will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.
<b>Greenhouse Gas</b>	<b>GHG2</b>	1. Monitor and report on how each of the best practice GHG abatement measures and sustainability initiatives identified in the Concept Design is implemented in the detailed design of the Project and whether any additional measures not included in the Concept Design are feasible.	RIA has prepared and implemented a Sustainability Management Plan developed in accordance with Project targets and requirements for greenhouse gas emission reductions. The Sustainability Management Plan will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF. RIA is required to report to RPV on a monthly basis regarding sustainability performance of the RIA Project.
<b>Ground Movement and Stability</b>	<b>GM2</b>	1. Design and construct the permanent structures and temporary works to limit ground movements to within appropriate acceptability criteria (to be determined in consultation with relevant stakeholders, local councils and land managers and which build upon the assumptions for criteria presented in the EES) for vertical, horizontal, and angular deformation as appropriate for Project activities during the construction and operational phase. In the design of the works and the planning of construction and mitigations, incorporate the findings of investigations reported in the EES and subsequent relevant investigations.	The Rail Works design response does not include any significant excavation works or active dewatering, therefore ground movement impacts are unlikely and a Ground Movement Management Plan (GMMP) is not required.
<b>Ground Movement and Stability</b>	<b>GM4</b>	1. Conduct pre-construction condition surveys for the assets predicted to be affected by ground movement, including where a property owner reasonably expects to be potentially affected and has requested a pre-construction condition survey. 2. Develop and maintain a data base of as-built and pre-construction condition information for each potentially affected structure identified as being in an area susceptible to damage (see EPR GM3) or where a property owner has requested a pre-construction condition survey, specifically including: <ul style="list-style-type: none"> <li>a) Identification of structures/assets which may be susceptible to damage resulting from ground movement resulting from Melbourne Metro works.</li> <li>b) Results of condition surveys of structures, pavements, significant utilities and parklands to establish baseline conditions and potential vulnerabilities.</li> <li>c) Records of consultation with landowners in relation to the condition surveys.</li> </ul>	Pre-construction condition surveys will be undertaken for assets or structures potentially impacted by ground movement in accordance with the CSEMP. If, during design development, any third party assets are identified as crossing the works site these will be investigated, assessed and protected as required.

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
		<ul style="list-style-type: none"> <li>d) Post-construction stage condition surveys conducted, where required, to ascertain if any damage has been caused as a result of Melbourne Metro.</li> <li>e) Share pre- and post-condition assessments and records of consultation with the property owner proactively.</li> <li>f) Ensure all stakeholder engagement activities are undertaken in accordance with the contractors Community and Stakeholder Engagement Management Plan.</li> </ul>	
<b>Groundwater</b>	<b>GW1</b>	<ol style="list-style-type: none"> <li>1. Design the tunnel and underground structures so that they minimise changes to groundwater levels during construction and operation to minimise impacts on groundwater dependent values, ground movement and contamination plume migration.</li> </ol>	The Rail Works design response does not include any significant excavation works, active dewatering, or installation of continuous hydraulic barriers. such that there will be little or no in changes to the local groundwater levels, flow and quality.
<b>Groundwater</b>	<b>GW2</b>	<ol style="list-style-type: none"> <li>1. Develop a groundwater model through a process that involves ongoing referral to the Independent Environmental Auditor consistent with the Australian Groundwater Modelling Guidelines (Barnett et al, 2012). Apply the model for the detailed design phase to predict impacts associated with any changes to construction techniques or operational design features proposed during detailed design, and reconfirm that the EPRs and mitigation measures are sufficient to mitigate impacts from changes in groundwater levels, flow and quality.</li> <li>2. The groundwater model should be updated to address comprehensively transient calibration, aquifer specific storage parameter values and their justification, prediction of cumulative impacts during construction and uncertainty assessments.</li> <li>3. Ensure that the model geometry set-up (node and grid network of model and layering definition) is accurately matched into the Project's detailed design excavation geometry.</li> <li>4. Undertake monitoring during construction to ensure that predictions are accurate and mitigation measures are appropriate, and adjust the model if required.</li> </ol>	The Rail Works design response does not include any significant excavation works, active dewatering, or installation of continuous hydraulic barriers. such that there will be little or no in changes to the local groundwater levels, flow and quality.
<b>Groundwater</b>	<b>GW3</b>	<ol style="list-style-type: none"> <li>1. Prior to commencement of shaft construction and prior to commencement of main works, develop and implement a Groundwater Management Plan (GWMP) for each Works Package detailing groundwater management approaches to address the predicted impacts to groundwater dependent values during construction and to ensure protection of groundwater dependent values.</li> <li>2. The GWMP must be based on the detailed design phase groundwater model, and should include the following details: <ul style="list-style-type: none"> <li>a) Approach to collection, treatment and disposal of groundwater collected during construction in accordance with the RPV Groundwater Disposal Strategy.</li> </ul> </li> </ol>	The Rail Works design response does not include any significant excavation works, active dewatering, or installation of continuous hydraulic barriers. such that there will be little or no in changes to the local groundwater levels, flow and quality, and therefore a GWMP is not required.



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
		<ul style="list-style-type: none"> <li>b) Identifying and if necessary, specifying mitigation measures to protect groundwater dependent vegetation during periods of drawdown.</li> <li>c) An approach identified in consultation with the EPA so that contaminant migration causes no significant impacts on beneficial uses or vapour intrusion into underground structures, and establish appropriate monitoring networks to measure the effectiveness of the approach.</li> <li>d) Methods for minimising drawdown in areas of known PASS and establishing appropriate monitoring networks to confirm effectiveness of approach.</li> <li>e) Methods for minimising drawdown at any existing recharge bores, and establishing appropriate monitoring networks to measure the effectiveness of mitigation.</li> <li>f) Groundwater drawdown trigger levels for groundwater dependent values at which additional mitigation measures must be adopted.</li> <li>g) Design, operation and management of groundwater injection borefields.</li> <li>h) Contingency measures if impacts occur at existing active groundwater bores and surface water bodies.</li> <li>i) Contingency measures should unexpected groundwater conditions be encountered.</li> </ul> <p>3. The GWMP must be developed in consultation with EPA and relevant water authorities.</p> <p>4. The GWMP should also address RPV's sustainability requirements where appropriate.</p>	
<b>Land Use and Planning</b>	<b>LU1</b>	<p>1. Prior to commencement of relevant works, develop and implement a plan for construction and operation of the Project that has as its purpose minimising impacts on existing land uses during both early works and main works, including by:</p> <ul style="list-style-type: none"> <li>a) Limiting the extent of any permanent change of use within existing public open space.</li> <li>b) Minimising the footprints of construction sites and any permanent infrastructure which is to be located on public land.</li> <li>c) Locating and designing all Project works to avoid, to the extent practicable, any temporary and permanent loss of public open space to maximise the re-instatement potential of that land.</li> <li>d) Minimising impacts to existing public open spaces and recreational facilities and the users of these facilities, including (but not limited to): JJ Holland Park, University Square, the Melbourne City Baths, City Square, Federation Square, the</li> </ul>	<p>Consultation with Maribyrnong City Council is ongoing regarding the design of the Rail Works in accordance with EPR requirements.</p> <p>The Rail Works are located wholly within the existing rail corridor and are for rail services infrastructure, therefore the design will not result in any permanent changes to existing land uses.</p> <p>The design will not impact Cross Street or Sunshine Road and the construction will aim to minimise the impact to Cross Street and Sunshine Road.</p> <p>The construction access and laydown areas include areas of the car park of West Footscray station, to the north of the station, however this is contained within the existing rail corridor and therefore will not impact on public open space or public land.</p>



Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
		<p>Shrine of Remembrance and the Shrine Reserve, Domain Parklands, Edmund Herring Memorial Oval, and the Albert Road Reserve.</p> <ul style="list-style-type: none"> <li>e) Minimising the impacts to existing residential areas by locating new above ground infrastructure, such as electrical substations in appropriate locations considering adjoining properties and exploring the co-location of rail infrastructure facilities where practicable.</li> <li>f) Ensuring residents are notified in advance of works in accordance with EPRs SC4 and SC10.</li> </ul> <p>2. Such measures must be developed in consultation with affected land managers for public land, local councils and key stakeholders, as applicable.</p> <p>Note (1) The approach to defining key stakeholders is to be outlined in the Community and Stakeholder Engagement Management Framework (see EPR SC3).</p>	
<b>Land Use and Planning</b>	<b>LU2</b>	<ul style="list-style-type: none"> <li>1. Development of the Project must be generally in accordance with the relevant Open Space Master Plans (including but not limited to, the Domain Parklands, and University Square Master Plans and Chapel ReVision Structure Plan), and be consistent with the Melbourne Metro Urban Design Strategy and EPR SC8 in designing and constructing above ground infrastructure for the tunnels.</li> <li>2. Consultation must occur with land managers and/or agencies responsible for the implementation of the relevant Open Space Master Plans, including local councils and key stakeholders. The outputs must be consistent with EPR SC8.</li> </ul>	<p>Consultation with Maribyrnong City Council is ongoing regarding the design of the Rail Works in accordance with EPR requirements.</p> <p>No open space master plans apply to the Development Plan area.</p> <p>The Rail Works only includes works within the existing rail corridor to be used for rail services infrastructure and therefore is in accordance with the Maribyrnong Planning Scheme. It does not affect the implementation of relevant master plans, nor does it require assessment against the UDS (refer to Section 6).</p>
<b>Land Use and Planning</b>	<b>LU4</b>	<ul style="list-style-type: none"> <li>1. Prior to commencement of relevant works, develop and implement a plan in consultation with the Urban Design and Architectural Advice Panel (UDAAP) to ensure the design of the Project meets the Melbourne Metro Urban Design Strategy and relevant planning schemes that considers: <ul style="list-style-type: none"> <li>a) Permanent above ground structures.</li> <li>b) Temporary structures adopting principles of the Growing Green Guide 2014 including green walls, roofs and facades, where practicable.</li> <li>c) The RPV Creative Strategy.</li> <li>d) Wayfinding, signage and advertising for above ground elements of the Project.</li> </ul> </li> <li>2. The strategies must be developed in consultation with relevant local councils and land managers. (See EPR LV1).</li> </ul>	<p>The design of the Rail Works is being developed in consultation with Urban Design and Architectural Advice Panel (UDAAP) and Maribyrnong City Council.</p> <p>The Rail Works only includes works within the existing rail corridor and is to be used for rail services infrastructure. As these works will not impact the public realm they do not require assessment against the UDS (refer to Section 6).</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
<b>Landscape and Visual</b>	<b>LV1</b>	<ol style="list-style-type: none"> <li>1. Prior to commencement of relevant works, develop and implement a plan for the design of permanent and temporary works, including temporary landscaping, in consultation with relevant local councils and the Office of Victorian Government Architect to comply with the Melbourne Metro Urban Design Strategy. Avoid or minimise, to the extent practicable, visual impacts in both duration and intensity on sensitive receptors and heritage places, and maintain broader landscape character and heritage precinct values.</li> </ol>	<p>Consultation with the Office of the Victorian Government Architect and Maribyrnong City Council is ongoing regarding the design of the Rail Works in accordance with EPRs.</p> <p>The Rail Works only includes works within the existing rail corridor and is to be used for rail services infrastructure. As these works will not impact the public realm, it does not require assessment against the UDS (refer to Section 6). Regardless, the design of the Rail Works accords with the UDS and as stated above has been undertaken in consultation with UDAAP (including the OVGA).</p> <p>Given the above, and as landscaping is already provided in the existing station precinct, the proposed works do not need to be complemented by landscaping and other mitigation solutions such as screening.</p>
<b>Landscape and Visual</b>	<b>LV2</b>	<ol style="list-style-type: none"> <li>1. Develop and implement a plan in consultation with the Office of Victorian Government Architect, local councils and other land managers to comply with the Melbourne Metro Urban Design Strategy to re-establish and enhance public open space, recreation reserves and other valued places disturbed by temporary works. Some of these are heritage places and further consultation will be required.</li> <li>2. The plan must include, but not be limited to, a methodology and timeframe for storage, reinstatement or replacement of existing public art, monuments and public infrastructure such as poles (including banner poles), bins, and other street furniture such as wayfinding signage (including signage hubs).</li> <li>3. Where temporary works on public open space, recreation reserves and other valued places disturb trees in these locations, the plan must be consistent with measures proposed under plans and actions required under EPR AR1, AR2 and AR3 regarding reinstatement of trees.</li> </ol>	<p>Consultation with the Office of the Victorian Government Architect and Maribyrnong City Council is ongoing regarding the design of the Rail Works in accordance with EPRs.</p> <p>The Rail Works only includes works within the existing rail corridor and is to be used for rail services infrastructure. As these works will not impact the public realm, it does not require assessment against the UDS (refer to Section 6). Regardless, the design of the Rail Works accords with the UDS and as stated above has been undertaken in consultation with UDAAP (including the OVGA).</p>
<b>Noise and Vibration</b>	<b>NV3</b>	<ol style="list-style-type: none"> <li>1. Prior to commencement of shaft construction and prior to commencement of main works, each Works Package contractor must appoint a suitably qualified acoustic and vibration consultant to predict construction noise and vibration (through modelling) and update the modelling to reflect current construction methodology, site conditions and specific equipment noise and vibration levels (this will require noise and vibration measurements). The model is to be used to determine appropriate mitigation to achieve the EPRs.</li> <li>2. The acoustic and vibration consultant must document the modelling and mitigation investigation in a Construction Noise and Vibration Assessment</li> </ol>	<p>This Plan presents the rail works built form of the Western Turnback. RIA has prepared a Noise and Vibration Management Plan with site specific controls in the SEIP. These controls have been informed by a Construction Noise and Vibration Impact Assessment and modelling undertaken by a suitably qualified acoustic and vibration consultant for works during this stage.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response									
		<p>Report for review by the Independent Environmental Auditor. This report must provide the basis for the development of the construction noise and vibration management plan required under EPR NV21.</p> <p>3. The model must consider airborne noise to residential and non-residential receivers, ground-borne noise at residences, blasting vibration and ground-borne vibration. (For heritage places see EPR CH24).</p>										
<b>Noise and Vibration</b>	<b>NV16</b>	<p>1. Design Phase</p> <p>a) Appoint a suitably qualified acoustic and vibration consultant to predict and assess operational noise and vibration and determine practicable mitigation measures necessary to achieve the EPRs</p> <p>b) The acoustic and vibration consultant must prepare an Operation Noise and Vibration Report for review by the Independent Environmental Auditor, which documents the predictions and mitigation measures</p> <p>2. Commissioning / Operation</p> <p>a) Appoint a suitably qualified acoustic and vibration consultant to undertake commissioning noise and vibration measurements to assess levels with respect to the EPRs.</p>	<p>Nosie and vibration impacts for the Rail Works will be assessed by an acoustic consultant to confirm that the design can meet the relevant EPRs.</p> <p>The outputs of this assessment would be documented in an Operation Noise and Vibration Report. The Operation Noise and Vibration Report will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.</p>									
<b>Noise and Vibration</b>	<b>NV17</b>	<p>1. Avoid, minimise or mitigate rail noise where the following PRINP (April 2013) Investigation Thresholds are exceeded during operation:</p> <table border="1"> <thead> <tr> <th>Time</th> <th>Type of Receiver</th> <th>Investigation Thresholds</th> </tr> </thead> <tbody> <tr> <td>Day (6 am - 10 pm)</td> <td>Residential dwellings and other buildings where people sleep including aged persons homes, hospitals, motels and caravan parks Noise sensitive community buildings, including schools, kindergartens, libraries</td> <td>65 dBLAeq and a change in 3 dB(A) or more or 85 dBLAmax and a change in 3 dB(A) or more</td> </tr> <tr> <td>Night (10 pm - 6 am)</td> <td>Residential dwellings and other buildings where people sleep including aged persons homes, hospitals, motels and caravan parks</td> <td>60 dBLAeq and a change in 3 dB(A) or more or 85 dBLAmax and a change in 3 dB(A) or more</td> </tr> </tbody> </table> <p>Notes (1) If an investigation shows that the Investigation Thresholds are not exceeded, then no further action is considered under the PRINP. (2) The barrier thresholds of the PRINP are to be used as the design</p>	Time	Type of Receiver	Investigation Thresholds	Day (6 am - 10 pm)	Residential dwellings and other buildings where people sleep including aged persons homes, hospitals, motels and caravan parks Noise sensitive community buildings, including schools, kindergartens, libraries	65 dBLAeq and a change in 3 dB(A) or more or 85 dBLAmax and a change in 3 dB(A) or more	Night (10 pm - 6 am)	Residential dwellings and other buildings where people sleep including aged persons homes, hospitals, motels and caravan parks	60 dBLAeq and a change in 3 dB(A) or more or 85 dBLAmax and a change in 3 dB(A) or more	<p>Operational noise from rolling stock will be assessed in accordance with PRINP for the Rail Works.</p>
Time	Type of Receiver	Investigation Thresholds										
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Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
		<p>targets for the barrier heights and configuration.</p> <p>(3) If the Investigation Thresholds cannot be achieved with the installation of barriers or other on-reservation treatment then off- reservation treatment such as upgrades to residential building facades must be considered. Such treatments should be designed to meet the following internal noise levels where practicable to do so and subject to landowner consent:</p> <ul style="list-style-type: none"> <li>a. Maximum noise levels of trains should not exceed 50 dB LAMax in bedrooms.</li> <li>b. Maximum noise level of trains should not exceed 60 dB LAMax in living areas.</li> </ul> <p>(4) LAMax, is defined as maximum A-weighted sound pressure level and is the 95 percentile of the highest value of the A-weighted sound pressure level reached within the day or night</p> <p>(5) For Melbourne Metro the location of assessment is at 1m from the centre of the window of the most exposed external façade.</p>	
<b>Noise and Vibration</b>	<b>NV18</b>	<ol style="list-style-type: none"> <li>1. For operation, noise from fixed plant associated with Melbourne Metro must: <ul style="list-style-type: none"> <li>a) Comply with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1).</li> <li>b) Where SEPP N-1 does not apply, comply with the internal Satisfactory Recommended Design Sound Levels as defined in AS/NZS 2107 for the following sensitive areas: <ul style="list-style-type: none"> <li>i. Teaching spaces</li> <li>ii. Laboratories</li> <li>iii. Conference rooms</li> <li>iv. Libraries</li> <li>v. Music studios</li> <li>vi. Operating Theatres / Surgeries</li> <li>vii. Wards / Recliners</li> <li>viii. Performance spaces / Galleries</li> <li>ix. Places of worship</li> </ul> </li> </ul> </li> <li>2. If the existing internal background noise level within any of the above areas exceeds the Maximum Recommended Design Sound Level in AS/NZS 2107, then noise from the fixed plant associated with the Melbourne Metro Project must not exceed the existing background levels within these spaces at the commencement of operation.</li> <li>3. This does not apply to noise generated by trains and/or trams.</li> </ol>	<p>Noise from infrastructure will be designed to comply with SEPP N-1 at the Rail Works.</p> <p>There is no fixed plant within the scope of the Rail Works.</p>

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response																								
<b>Noise and Vibration</b>	<b>NV20</b>	<p>1. During operation, achieve the following guideline targets (based on Table 1 in BS6472-1:2008) or background levels (whichever is higher) for vibration as follows:</p> <table border="1"> <thead> <tr> <th rowspan="2">Location</th> <th colspan="4">VDV (M/s<sup>1.75</sup>)</th> </tr> <tr> <th colspan="2">Day 7am-10pm</th> <th colspan="2">Night 10pm-7am</th> </tr> </thead> <tbody> <tr> <td>Residences</td> <td>0.2</td> <td>0.4</td> <td>0.1</td> <td>0.2</td> </tr> <tr> <td>Offices, schools, educational institutions, places of worship</td> <td>0.4</td> <td>0.8</td> <td>0.4</td> <td>0.8</td> </tr> <tr> <td>Workshops</td> <td>0.8</td> <td>1.6</td> <td>0.8</td> <td>1.6</td> </tr> </tbody> </table> <p>Notes            (1) The Guideline Targets are non-mandatory; they are goals that should be sought to be achieved through the application of feasible and reasonable mitigation measures.            (2) Compliance with these values implies no structural damage due to operation.</p>	Location	VDV (M/s <sup>1.75</sup> )				Day 7am-10pm		Night 10pm-7am		Residences	0.2	0.4	0.1	0.2	Offices, schools, educational institutions, places of worship	0.4	0.8	0.4	0.8	Workshops	0.8	1.6	0.8	1.6	<p>Future rolling stock movement will be designed to meet vibration targets during operation at the Rail Works.            The scope of the Rail Works is not expected to result in a change to existing vibration levels.</p>
Location	VDV (M/s <sup>1.75</sup> )																										
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Workshops	0.8	1.6	0.8	1.6																							
<b>Social and Community</b>	<b>SC3</b>	<p>1. RPV must develop a Community and Stakeholder Engagement Framework to outline the principles and approach to advising key stakeholders and other potentially affected stakeholders across the Project of the construction activities.</p> <ul style="list-style-type: none"> <li>a) The CSEMF will cover all stages of work including early works and mains works for all contract works packages.</li> <li>b) The CSEMF will inform the CSEMF prepared by each contract works package.</li> </ul> <p>2. The CSEMF must provide for any interested stakeholder to be able to register their contact details to the Project webpage to ensure they are included and automatically advised of planned construction activities, Project progress, mitigation measures and intended reinstatement measures where applicable.</p> <p>3. The CSEMF must document a complaints management process in accordance with EPR EMF4.</p> <p>4. The CSEMF must be approved by the Minister for Planning prior to the commencement of early works.</p>	<p>The CSEMF, prepared by RPV, has been approved by the Minister for Planning.</p>																								
<b>Social and Community</b>	<b>SC4</b>	<p>1. Prior to the commencement of Project works, each works package contractor must develop and implement a Community and Stakeholder Engagement Management Plan (CSEMF) in accordance with the CSEMF, to engage potentially affected stakeholders individually or through groups such as the Precinct Reference Groups. The CSEMF should advise potentially affected stakeholders of the planned construction activities, Project progress, mitigation measures and intended reinstatement measures where applicable.</p>	<p>RIA has prepared a CSEMF in accordance with the CSEMF to address this issue. The CSEMF will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.</p>																								

Discipline	EPR Ref	Environmental Protection Requirements	Development Plan Response
		<p>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:</p> <ul style="list-style-type: none"> <li>a) Measures to minimise impacts to the development and/or operation of existing facilities including ensuring replacement power, network or other utility services are provided, if necessary and where practicable, where any disruption to such service is likely.</li> <li>b) Measures for providing advance notice of significant milestones, changed traffic conditions, interruptions to utility services, changed access and parking conditions, periods of predicted high noise and vibration activities.</li> <li>c) Measures for communicating the design of and results from environmental monitoring programs (e.g. vibration, noise, dust, ground movement).</li> <li>d) Process for informing landowners about pre-condition property surveys (as stated in EPRs GM4 and NV5).</li> <li>e) Process for notifying key stakeholders and the public of the release of early works plans or development plans for public inspection and comment.</li> <li>f) Process for registering, managing and resolving complaints consistent with Australian Standard AS/NSZ 10002:2014 <i>Guidelines for Complaint Management in Organisations</i>.</li> <li>g) Measures to address any other matters which are of concern to potentially affected stakeholders through the construction of the Project.</li> </ul> <p>3. The plan must consider each precinct and station location in detail. Stakeholders to be consulted relevant to each precinct and considered in the plan include:</p> <ul style="list-style-type: none"> <li>a) Local councils</li> <li>b) Land managers</li> <li>c) Potentially affected residents</li> <li>d) Potentially affected businesses</li> <li>e) Recreation, sporting and community groups and facilities</li> <li>f) Other public facilities in proximity.</li> </ul>	

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<b>Social and Community</b>	<b>SC6</b>	<p>1. Work with relevant local councils to plan for and coordinate with key stakeholders during major public events. This should include, but not be limited to:</p> <ul style="list-style-type: none"> <li>a) Timely provision of construction schedules to allow for appropriate event planning.</li> <li>b) Timely notification of schedule changes that may impact upon major public events.</li> <li>c) Consideration of appropriate alternative sites and routes for events and parades.</li> </ul>	The Rail Works is not expected to affect any major public events. The CSEMP considers potential impacts to major public events and provides for coordination with affected stakeholders. The CSEMP will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF.
<b>Social and Community</b>	<b>SC7</b>	<p>1. In consultation with the relevant local councils, develop a relocation strategy for sports clubs and other formal users of directly impacted recreational facilities. This strategy should aim to identify available local alternative facilities for formal recreational users displaced from recreational facilities by the Project. This strategy should avoid displacing existing users at alternative facilities and provide adequate notification to clubs to minimise the impact of relocation.</p>	The Rail Works will not displace sports clubs or directly impact recreational facilities. The scope of works will include temporary car park occupation at West Footscray station, this displacement will be offset by the development of a temporary car park in Tottenham and managed by a Worksite Traffic Management Plan in accordance with EPR requirements.
<b>Social and Community</b>	<b>SC8</b>	<p>2. In consultation with relevant local Councils and key stakeholders, and in accordance with the Melbourne Metro Urban Design Strategy, relevant statutory approvals and other relevant requirements:</p> <ul style="list-style-type: none"> <li>a) Re-establish sites impacted by construction works, to be generally in accordance with adopted open space master plans, and conservation management plans (where appropriate).</li> </ul>	The reinstatement of areas impacted by construction works at the Rail Works will be undertaken in consultation with Maribyrnong City Council and other key stakeholders. There are no master plans within the Development Plan area.
<b>Social and Community</b>	<b>SC12</b>	<p>1. In addition to EPR SC11, RPV to establish Precinct Reference Groups as required for all other Project precincts, which collectively provide for representation of interested and relevant stakeholders.</p> <p>2. These groups should be configured in a way that broadly satisfies the recommendation in the Minister's Assessment and which also allows each Group to function coherently and effectively. Each Precinct Reference Group should have an independent chair.</p>	A community group has not been established for Rail Works. Engagement has and will be undertaken in line with the CSEMP and key stakeholders have been consulted with regarding the design and aspect specific management plans for Rail Works, including the local community.
<b>Surface Water</b>	<b>SW2</b>	<p>1. For all precincts, to the satisfaction of the responsible waterway management authority:</p> <ul style="list-style-type: none"> <li>a) Undertake modelling of the design of permanent and temporary works to demonstrate the resultant flood levels and risk profile</li> <li>b) Maintain existing flood plain storage capacity potentially impacted by the Project</li> <li>c) Ensure that permanent and associated temporary construction works do not increase flood levels to result in additional flood risk</li> <li>d) Ensure permanent and associated temporary works do not increase flow velocities that would potentially affect the stability of property, structures or assets, and/or result in erosion during</li> </ul>	RIA has prepared a Surface Water Management Plan with site specific controls in the SEIP. The Surface Water Management Plan will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF. Consultation with the responsible waterway management authority has been undertaken during the preparation of the Surface Water Management Plan in accordance with EPR requirements. The Development Plan area only includes works within the existing rail corridor and is to be used for rail services infrastructure and



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		<p>operation or construction</p> <p>e) Undertake stormwater modelling of the design of permanent and temporary works to demonstrate the resultant stormwater quantity and quality response to the Project.</p> <p>2. For all Precincts adopt WSUD and integrated water management principles in the stormwater design, as required through the Melbourne Metro Urban Design Strategy, and to the requirements of the relevant local council.</p>	<p>therefore does not require assessment against the UDS (refer to Section 6).</p>
<b>Transport</b>	<b>T7</b>	<p>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.</p> <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>	<p>The TMP and WTMPs will implement measures to protect vehicular, pedestrian and bicycle movements and ensure clear and safe detours if required. During construction, there will be changes to car parking at the West Footscray station. This will be offset by temporary carparking in Tottenham. This will be managed through the TMP and WTMPs in accordance with the EPRs. The TMP and WTMPs will be approved by RPV and will be subject to audit by the Independent Environmental Auditor, as required by the Metro Tunnel EMF. Once in operation the Western Turnback Rail Works will not affect the public road network surrounding the Development Plan area.</p>
<b>Transport</b>	<b>T8</b>	<p>3. In consultation with the relevant road management authorities, implement measures to address pedestrian congestion at and around station entrances where they interface with the Precincts, to the extent practicable.</p> <p>4. Provide adequate wayfinding to facilitate passenger transfers (see EPR LU4).</p>	<p>The TMP and WTMPs will implement measures to protect vehicular, pedestrian and bicycle movements and ensure clear and safe detours if required. Pedestrian congestion is not expected to be affected during the Rail Works. If pedestrian congestion appears likely to occur on the adjacent shared path, short term impacts to pedestrians, will managed through consultation with relevant road management authorities and addressed in the WTMP. Wayfinding signage will be provided to enhance connectivity for pedestrians and public transport users during the Rail Works. Prior to implementation wayfinding signage will be designed in consultation with Maribyrnong City Council and key stakeholders.</p>

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<b>Transport</b>	<b>T9</b>	<ol style="list-style-type: none"> <li>2. In cooperation with the relevant road management authority and local council, and where practicable to do so, re-instate on-road bicycle lanes and bicycle parking provisions removed during construction.</li> <li>5. Review the reinstatement and provision of safe and effective bicycle lanes and pedestrian access in and around the Melbourne Metro station sites in cooperation with the relevant road management authorities and the relevant local council.</li> <li>6. Provide wayfinding information to enhance connectivity for pedestrians and public transport users, in consultation with relevant local councils and user groups.</li> <li>7. Consult with the TTWG on active transport, where required.</li> </ol>	<p>The TMP and WTMPs will implement measures to protect vehicular, pedestrian and bicycle movements and ensure clear and safe detours if required. It is not expected that on-road bicycle lane and bicycle parking will be affected during Rail Works. If on-road bicycle lane and bicycle parking impacts appear likely to occur these impacts will be managed through consultation with relevant road management authorities and addressed in the WTMP.</p> <p>Wayfinding signage will be provided to enhance connectivity for cyclists during the Rail Works. Prior to implementation wayfinding signage will be designed in consultation with Maribyrnong City Council and key stakeholders.</p> <p>Any changes to the active transport will be in consultation with the TTWG.</p>