Appendix 1 – Planning Scheme Amendment

East West Link (Eastern Section) Project
Incorporated Document

June 2014

Incorporated document pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*

1.0 INTRODUCTION

This document is an incorporated document in the Melbourne, Moonee Valley, Moreland and Yarra Planning Schemes pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*.

The East West Link (Eastern Section) Project (the Project) is a new road connection between the Eastern Freeway and the Port of Melbourne. It comprises two parts. Part A is a connection between the Eastern Freeway and CityLink, including a new tunnel. Part B is a connection from CityLink to the Port of Melbourne.

The land identified in this document may be used and developed in accordance with the control in this document.

The control in this document prevails over any contrary or inconsistent provision in the Melbourne, Moonee Valley, Moreland or Yarra Planning Scheme.

2.0 PURPOSE

The purpose of the control in this document is to allow the use and development of land for the purposes of Part A and Part B of the Project.

3.0 LAND

The control in this document applies to the land in the Cities of Melbourne, Moonee Valley, Moreland and Yarra shown in Figure 1 of this document.

4.0 CONTROL

Despite any provision to the contrary or any inconsistent provision in the Melbourne, Moonee Valley, Moreland or Yarra Planning Scheme, no planning permit is required for, and nothing in those Planning Schemes operates to prohibit or restrict, the use or development of land shown in Figure 1 of this document for the construction and operation of Part A and Part B of the Project which includes, but is not limited to:

- A freeway standard road connecting the Eastern Freeway to CityLink, improvements to CityLink and a connection to the Port of Melbourne at West Melbourne.
- Interchanges and grade separations associated with road connections.
- A new road tunnel and associated infrastructure.

- Earthworks and structures, kerbs, channels, cuttings, batters and fill associated with the Project.
- Ancillary activities including, but not limited to:
  - Establishing and using lay down areas for construction purposes.
  - Constructing and using temporary site workshops and storage, administration and amenities buildings.
  - Displaying direction, construction and business identification signs.
  - Removing, destroying and lopping trees and removing vegetation, including native vegetation.
  - Demolishing and removing buildings, structures and works.
  - Constructing fences.
  - Constructing or carrying out works to create bunds, mounds, landscaping, shared use paths and wetlands, excavate land and salvage artefacts.
  - Constructing and using temporary access roads, diversion roads and vehicle parking areas.
  - Constructing or carrying out works to alter or relocate drainage, utilities and services.
  - Creating or altering access to a road in a Road Zone, Category 1 or land in a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road.
  - Subdividing and consolidating land.

This control is subject to the conditions in clause 5.0 of this document.

5.0 CONDITIONS

5.1 The use and development and the ancillary activities specified in clause 4.0 of this document must be:

a) For Part A or Part B of the Project.

b) In accordance with the Urban Design Principles in Table 1 of this document.

c) In accordance with the Performance Requirements in Table 2 of this document.

d) In accordance with the Environmental Management Framework in the Comprehensive Impact Statement for the Project and which, in addition, is to include provision for:

i) A mechanism for public reporting of compliance against the Environmental Management Framework and Construction and Operation Environmental Management Plans, including the reports of the Independent Auditor.

ii) A complaints management process that is accessible to the general community.

iii) The establishment and administration of a Community Liaison Committee for the duration of the construction period for the Project. The Community Liaison Committee is to have an independent chairperson and include representatives from the Linking Melbourne Authority, contractor, municipal councils, relevant statutory authorities and the community.

e) Generally in accordance with a Construction Environmental Management Plan prepared to the satisfaction of the Minister for Planning after consultation with the Linking Melbourne Authority, Environment Protection Authority and relevant municipal council(s).

5.2 The Performance Requirements in the Environmental Management Framework must be consistent with the Performance Requirements in Table 2 of this document. (The Urban Design Framework referred to in the Performance Requirements is the Urban Design Framework in the Comprehensive Impact Statement for the Project, except that the Urban Design Principles are the Urban Design Principles in Table 1 of this document.)

5.3 The Construction Environmental Management Plan must:

a) Be in accordance with the Environmental Management Framework in the Comprehensive Impact Statement for the Project amended as required in clauses 5.1 d) and 5.2 of this document.

b) Include the following:

i) An air quality management and monitoring plan.

ii) A noise management plan.

iii) A surface water management plan.

iv) A groundwater management plan to manage potential groundwater impacts, including the risks of “mobilisation” and “migration” of contaminated groundwater.

v) A tree management plan.

vi) A White's Skink management plan.

vii) A communication plan.

viii) A contamination management plan.

5.4 The Construction Environmental Management Plan may:

a) Be prepared and approved for stages of the Project.

b) Be amended from time to time to the satisfaction of the Linking Melbourne Authority and the Minister for Planning as provided for in clause 5.5 or 5.6 or otherwise appropriate.

5.5 Amendments to the Construction Environmental Management Plan to clarify or improve environmental management practices or procedures or add new obligations and associated controls, without increasing or introducing new environmental risks or impacts, must be endorsed by the Independent Auditor and prepared to the satisfaction of the Linking Melbourne Authority after consultation with the relevant municipal council(s).

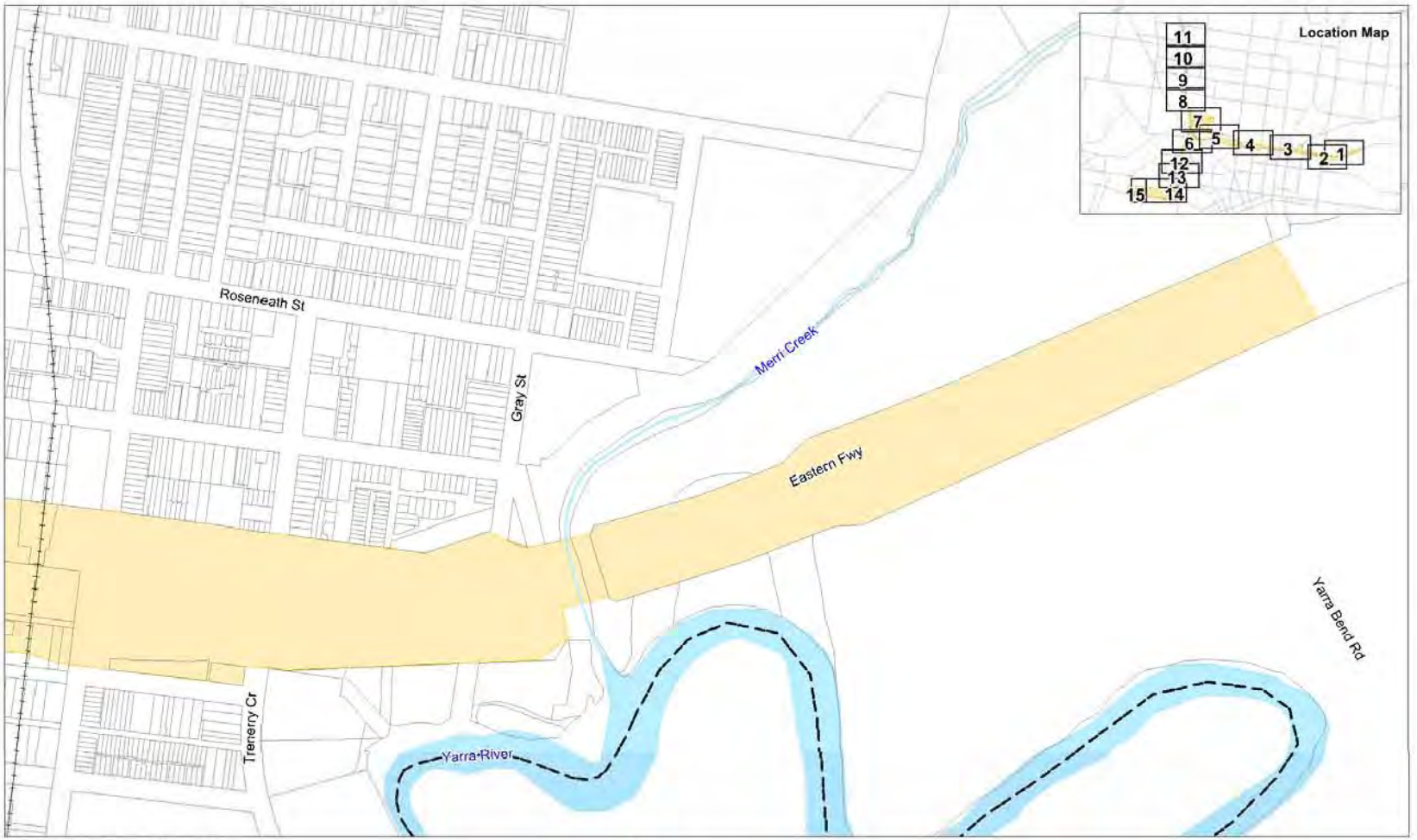
5.6 Amendments to the Construction Environmental Management Plan which provide for a change to work methods or scope that results in increased or new environmental risks or impacts must be endorsed by the Independent Auditor and prepared to the satisfaction of the Minister for Planning after consultation with the Linking Melbourne Authority and relevant municipal council(s).

6.0 EXPIRY

The control in this document expires if any of the following circumstances applies:

- The development allowed by the control is not started by 31 December 2020.
- The development allowed by the control is not completed by 31 December 2030.
- The use allowed by the control is not started by 31 December 2030.

The responsible authority may extend these periods if a request is made in writing before the expiry date or within three months afterwards.



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LEGEND
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- Watercourse/Waterbody
- LGA Boundary

Figure 1
East West Link (Eastern Section)
Sheet 1 of 15

Revision Date: 27/6/2014 Map Reference: 1044-1-1

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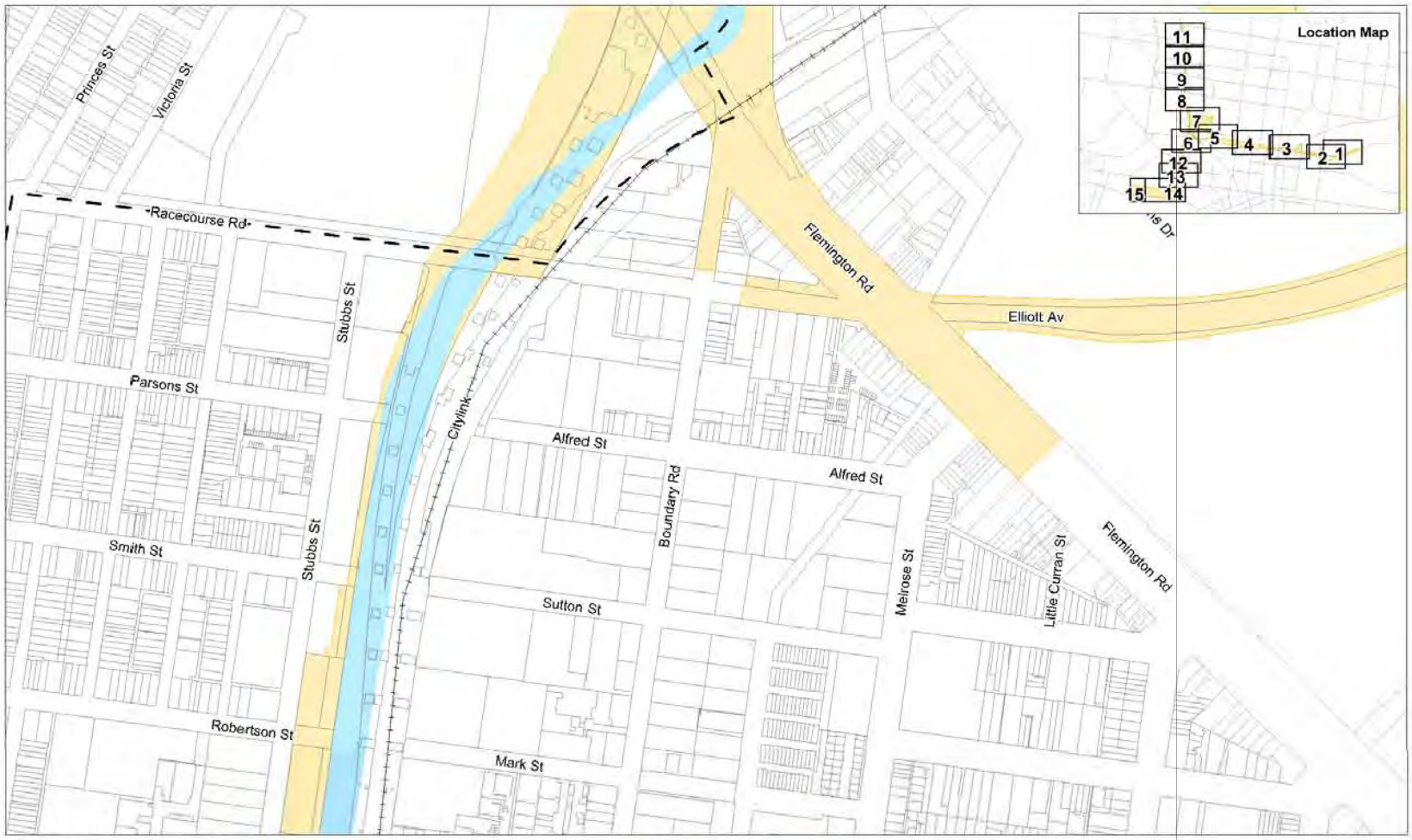

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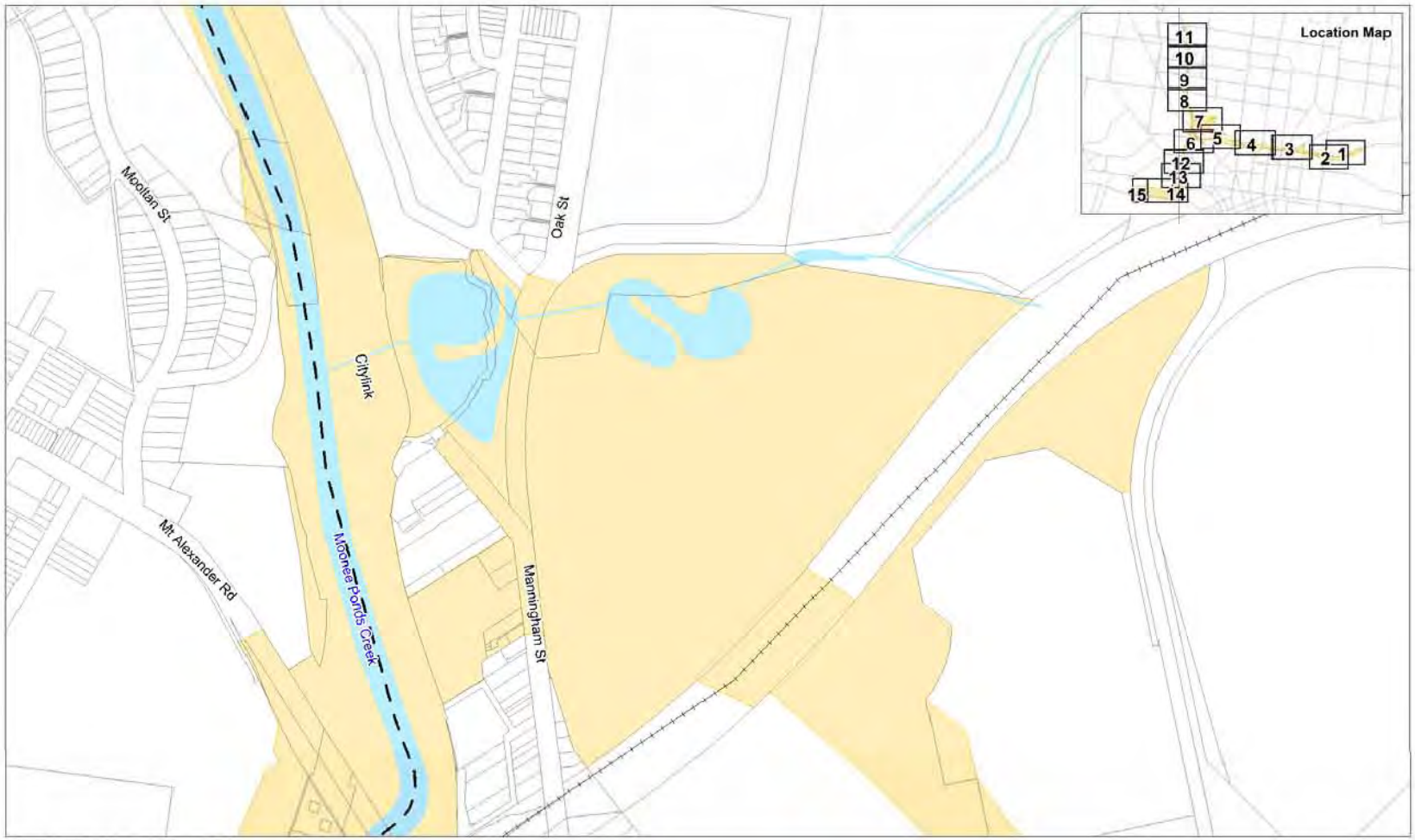

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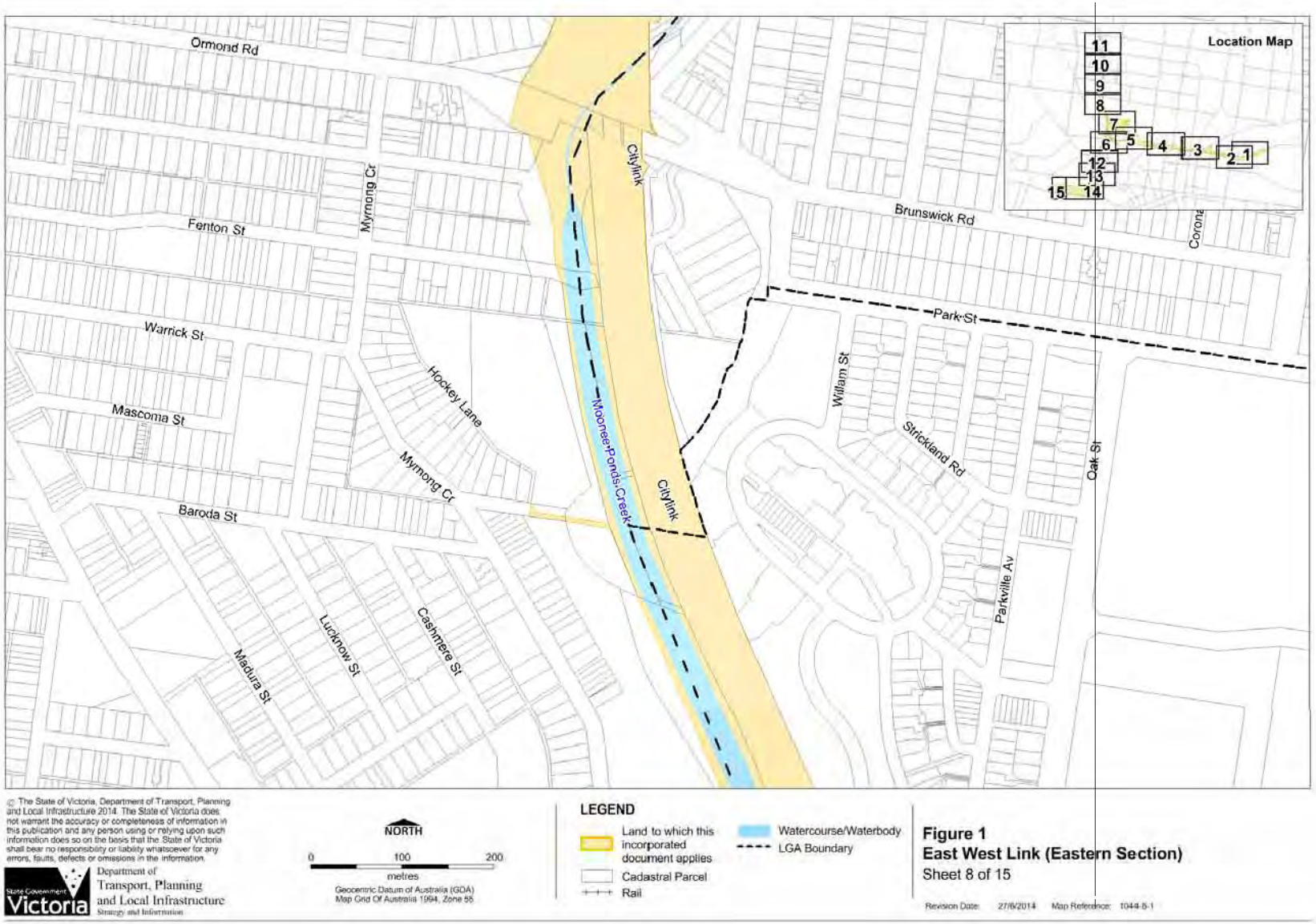
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Warrick St
Mascoma St
Baroda St
Hockey Lane
Myrnong Cr
Madura St
Lucknow St
Cashmere St
Citylink
Moonee Ponds Creek
Citylink
Brunswick Rd
Park St
William St
Strickland Rd
Oak St
Parkville Av
Location Map
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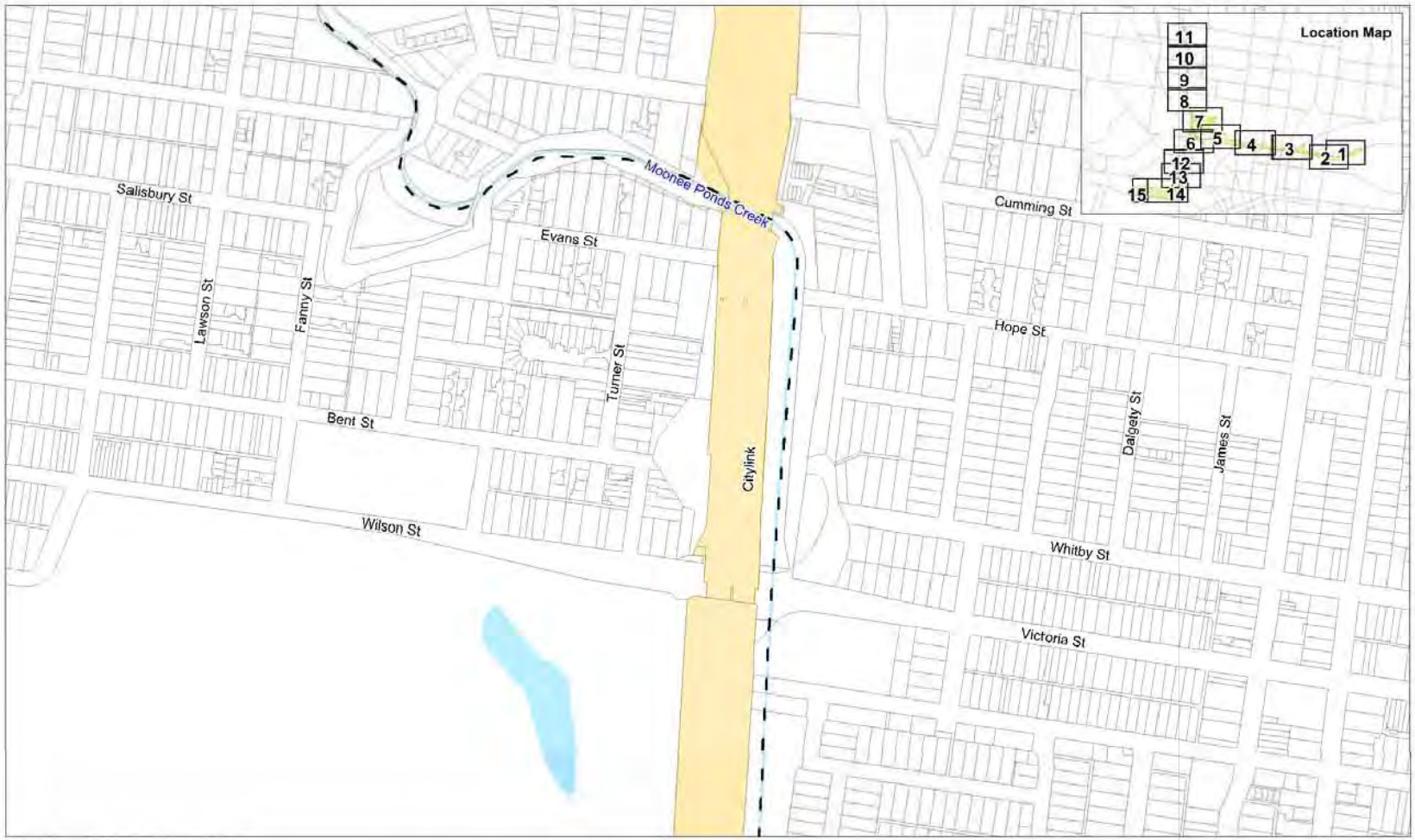

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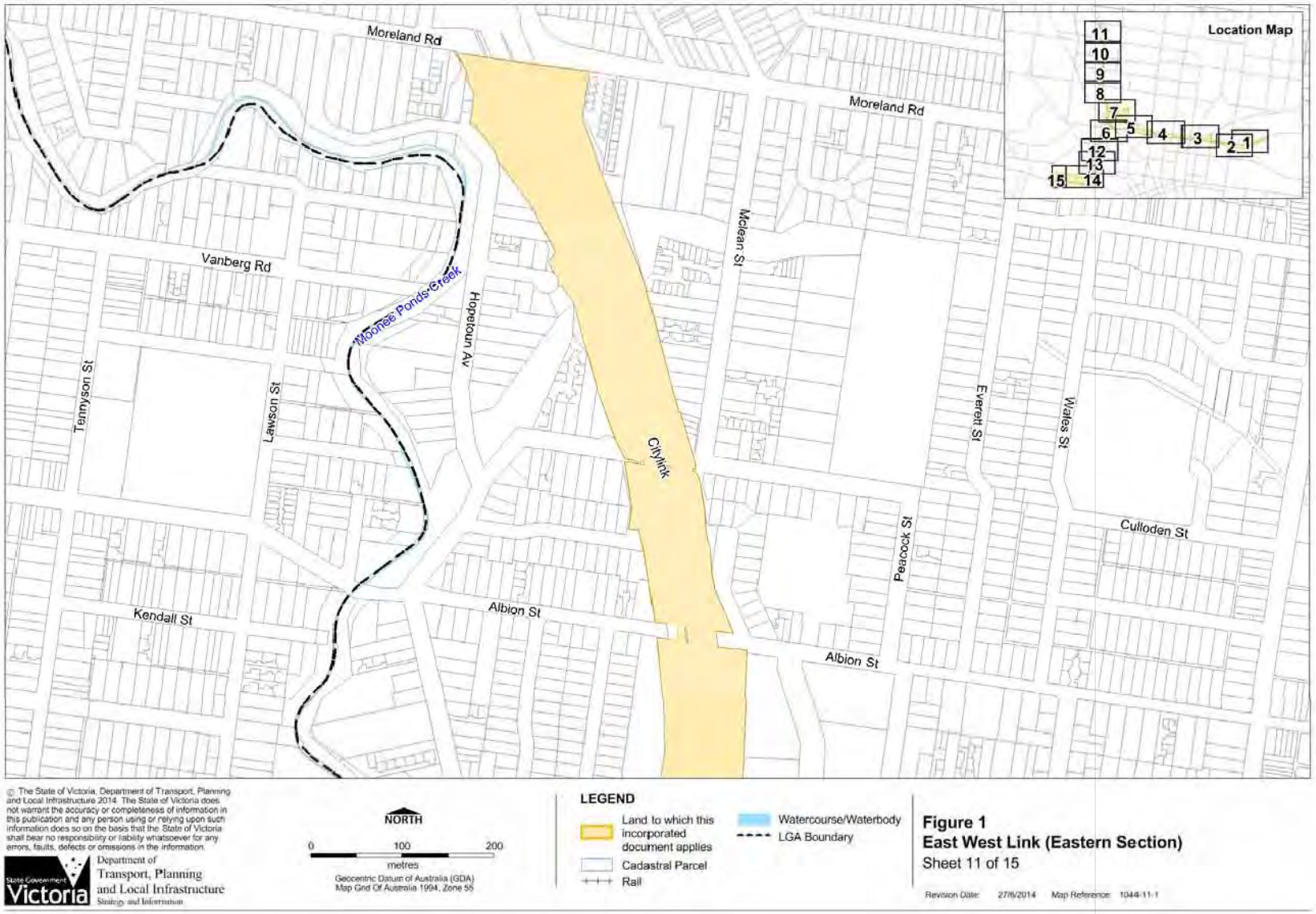
Moreland Rd
Moreland Rd
Vanberg Rd
Merri Creek
Hopetoun Av
Mclean St
Tennyson St
Lawson St
CityLink
Everett St
Wales St
Peacock St
Culloden St
Kendall St
Albion St
Albion St
Location Map
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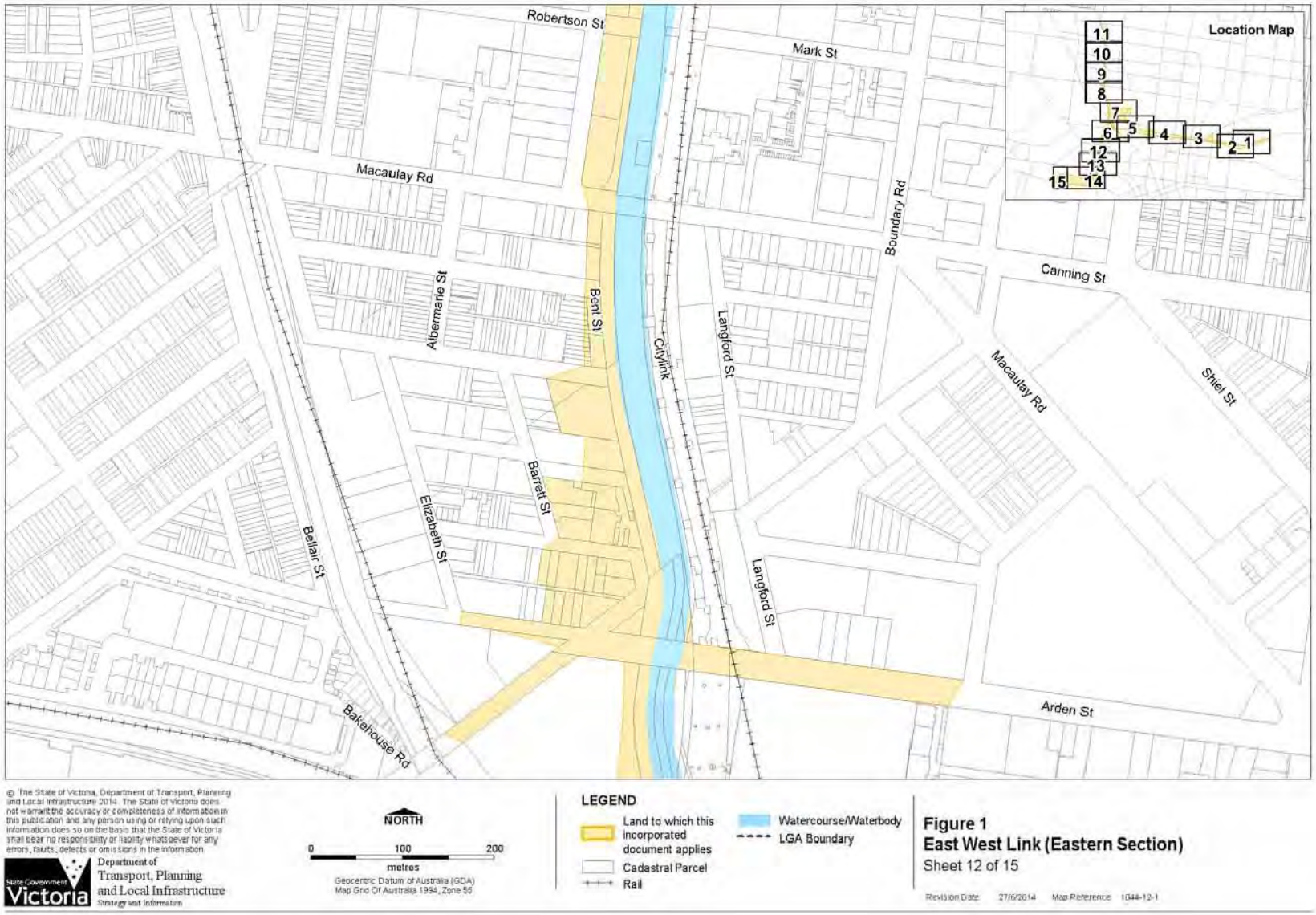

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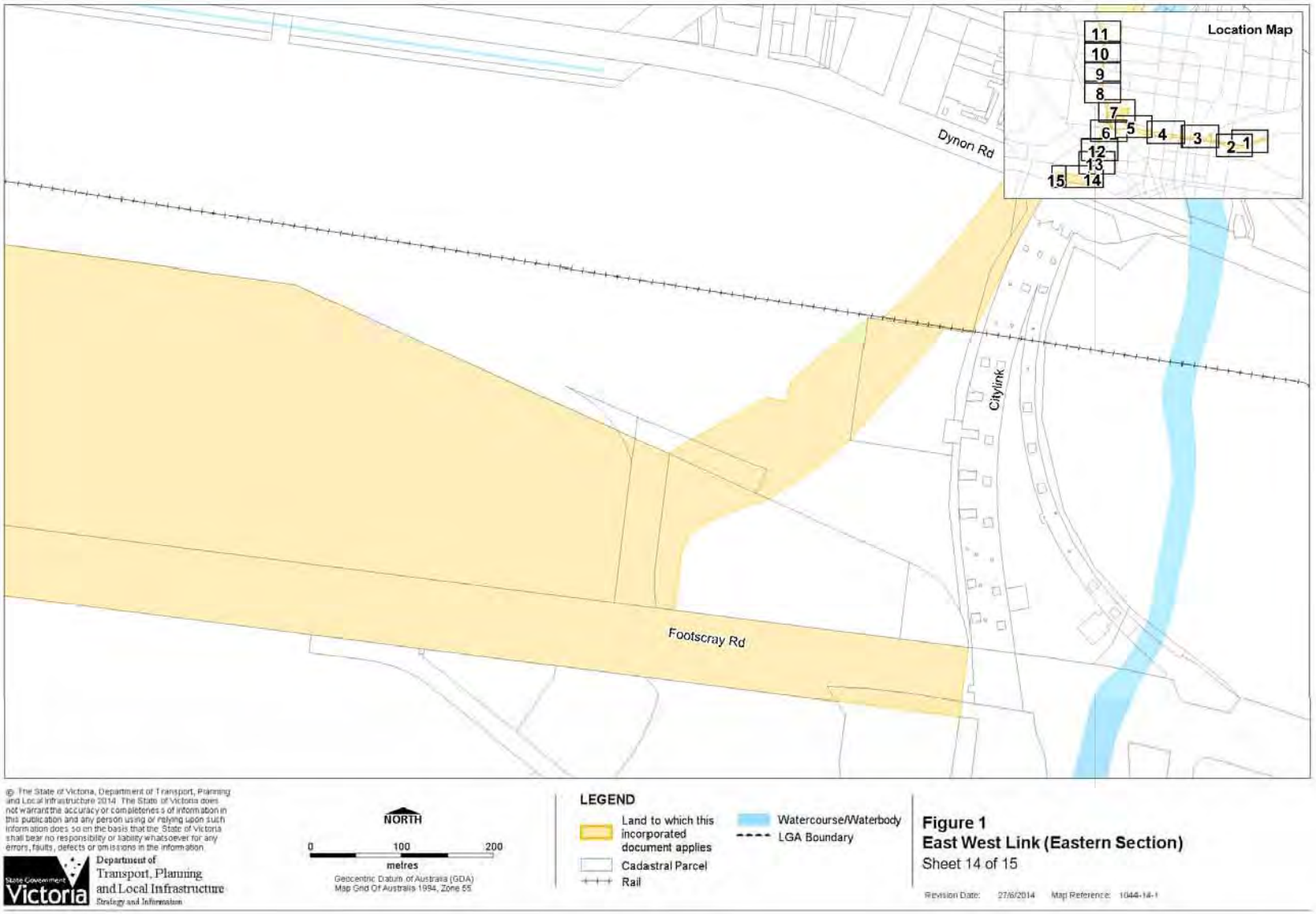

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Table 1

Urban Design Principles

1. Design and integration

1.1 Provide a high quality, well-resolved design outcome; and a memorable, innovative urban design response which is enduring in expression and timeless in nature, for road users, surrounding land users and for Melbourne as a whole:

1.1.1 The design is to make a positive contribution to locally affected environments, and to greater Melbourne's cultural identity and reputation for design innovation, liveability and excellence.

1.1.2 The whole of the Project is to be well conceived, carefully resolved and finely executed in detail as a design which is innovative, responsive, engaging, environmentally sustainable, functional, and adaptable for future infrastructure needs.

1.1.3 All structural, functional and service elements are to be resolved and integrated in a context sensitive manner as part of the urban design solution.

1.1.4 Spaces associated with or created by the Project are to be optimised through careful siting of structural elements to facilitate spatial useability and access where appropriate.

1.1.5 The design is to ensure particular attention to successful integration and responsiveness to the existing landscape(s), and urban environments, cultural heritage, land use, the character and integrity of key precincts along the alignment, and the overall coherence and identity of the Project.

1.1.6 Design of new structures at the Melbourne CityLink Gateway is to enhance the urban design of the precinct and contribute to a redefined and heightened gateway and multi-modal interchange experience.

1.1.7 Incorporate sustainable design approaches into the Project as a whole, and to its elements. Consider materials for the design that minimise embodied energy use, and consider whole-of-life energy and water costs for the Project.

1.1.8 Protect and enhance public viewlines and vistas where appropriate.

1.2 Provide a high quality outcome for residents and adjacent private and public land users and land owners with respect to protection of views and privacy, noise amelioration, avoiding overshadowing, and maintaining access and security through design.

1.2.1 A distinctive character and sense of journey for both the freeway and other integrated transport modes is to be created through a holistic landscape, architectural and urban design response to the whole Project including the development of a palette of forms, treatments and materials for all elements:

1.2.2 Roads, waterways, parklands and necessary bridges and elevated structures (vehicular, pedestrian, cycling, and public transport).

1.2.3 Tunnels, tunnel portals and ventilation structures.

1.2.4 Noise barriers, retaining walls, fencing and safety barriers.

1.2.5 Pedestrian and cycle paths, including all crossings.

1.2.6 Earth forming, planting and open space elements.

1.2.7 Associated urban design elements including signage, lighting and any furniture.

1.3 The form, finishes and siting principles for all road and street furniture, lighting, signage housings and other miscellaneous items are to be established at the concept stage of the design. These should be rationalised to minimise visual clutter, and designed as integral to the urban design concept.

1.4 The siting and design of walls and other elements and the choice of materials, colours and surface finishes is to avoid them becoming a target for graffiti. A graffiti management strategy is to be prepared and implemented for the road and the open space network for the life of the Project.

1.5 Any works within the Moonee Ponds Creek corridor are to enhance the creek environment for open space, amenity and habitat values, contribute to integration of water catchment management, and to be in accordance with Melbourne Water requirements for flood protection. These works are to be determined in conjunction with the Cities of Melbourne and Moonee Valley.

1.6 The architectural, landscape and urban design works are to be designed to ensure an environment which is accessible, inclusive, supports safe behaviour, and is perceived as being safe.

2. Bridges and elevated road structures

2.1 Bridges or elevated road structures are to contribute to an experience of gateway or provide landmark thresholds where they are appropriately located to serve this purpose. They are to be respectful of context and well-resolved in response to existing landmark urban elements, and they include:

2.1.1 Melbourne Gateway at CityLink – including existing sculptural, landscaping and sound attenuation elements.

2.1.2 Eastern Gateway at Eastern Freeway – including proximate heritage elements such as the Shot Tower.

2.1.3 Western Gateway at Footscray Road / Dockland Highway

2.1.4 Secondary thresholds and interchanges including the tunnel portals.

2.2 Minimise the extent and impact of elevated road structures.

2.3 All elements of elevated structures, including associated services and lighting, are to be designed to minimise their visual and spatial impact, while achieving high levels of visual, acoustic and spatial amenity for the character of the streets and open spaces they intersect, and to the identity of the Project as a whole.

2.4 All bridges and elevated road structures are to be integrated design solutions in terms of their form, elements, proportions and details, having regard to their location and urban context. Structural solutions must integrate visual and spatial architectural and urban design considerations to ensure visually elegant and

contextually-appropriate structural outcomes.

2.5 The design of areas under elevated structures is to be carefully designed and fully resolved to maximise their usefulness and amenity, particularly for public open space and access to natural light. Ensure uses or activities to be located under or near elevated structures are suitable for such locations having regard to environmental considerations. Carefully site or align piers or support structures to optimise the useability and positive urban qualities of undercroft spaces.

2.6 The designs of new road structures in Royal Park or other public open space locations are to ensure that the landscape character of the place is dominant and that visual and physical severance is minimised. The form, scaling, expression, materials, connections, details and finishes of structures must be developed as innovative, sensitive and responsive elements that contribute to the character, identity and positive experience of the parkland, and prepared in conjunction with the managers of that open space.

2.7 Ensure there is no additional overlooking of private open space and habitable room windows of residents potentially affected by the Project.

2.8 Any new road structures connecting with the Arden-Macaulay urban renewal area are to integrated with the local movement system and be consistent with the Structure Plan and designed in consultation with the City of Melbourne.

3. Tunnels

3.1 The design and visual presence of tunnel portals and structures are to be sensitive to their urban context while making a positive contribution to the road's identity as a whole and to the local environments, through high quality form, expression, scaling, detail and materials.

3.2 Tunnel interiors, lighting and surface finishes are to contribute to the urban design quality and memorable experience for users of the East West Link. Tunnel interiors should optimise road safety, driver experience and be easy to maintain and designed to avoid surface staining.

4. Ventilation structures

4.1 Ventilation structures are to be designed to be sensitive responses to their urban context and deliver high quality architecture including form, expression, finishes and detailing.

4.2 Ventilation structures are to be sensitively sited with due consideration given to the environment and amenity impacts within their immediate and surrounding urban context.

4.3 Ventilation structures are to be designed to make a positive contribution through their form, scaling and detail, as innovative responses to the local environment and to the road's identity as a whole.

5. Noise attenuation

5.1 Noise barriers and noise mounds are to be designed as compatible elements with the structures, landform and urban interfaces of their location and urban design concept for Project as a whole.

5.2 Overshadowing of residential properties and open space, waterways and valuable habitat by noise barriers or other noise attenuation structures is to be minimised.

5.3 Transparent panels are to be considered in locations near to residential property where noise walls substantially interfere with the aspect or view, or access to daylight.

5.4 Design noise barriers to positively address both the road side and community side of barriers.

5.5 Design to minimise potential for vandalism to noise attenuation treatments, through materials selection, detail and positioning.

6. Pedestrian and bicycle connections

6.1 New pedestrian and bicycle paths are to maintain and extend current local connectivity, including linking to relocated and new community facilities, open spaces and urban renewal areas.

6.2 Maximise opportunities to create and enhance pedestrian and bike paths that provide for local connections and linkages to co-ordinate with the wider Principal Bicycle Network.

6.3 Extend and enhance existing at grade pedestrian and bike connections, including along and across Hoddle Street, Alexandra Parade and Moonee Ponds Creek, and identify locations where new connections would be advantageous.

6.4 Maximise opportunities to enhance connectivity of the Yarra Bend Trail, Capital City Trail and Moonee Ponds Creek Trail with other existing trails to improve and extend the network.

6.5 Improve way finding convenience and legibility of access between and along streets and to key destinations where new road infrastructure will impact on existing connections and at new connections.

7. Public realm, parkland and recreation

7.1 Design is to ensure no permanent net loss of public open space, and increase open space of various types and functions to ensure a net increase in community benefit.

7.2 Design is to minimise the removal of mature trees and remnant vegetation and protect parkland character. At Royal Park, this includes, where practicable, screening of excavated works and structural elements by subtle 'layering' of vegetation, with replanting programmes to conform to the 1984 Royal Park Master Plan. All such works to be designed in collaboration with the City of Melbourne.

7.3 Maximise opportunities to create or enhance open space, community and recreation facilities, and to improve accessibility, inclusiveness and general amenity for the community, including:

7.3.1 Merri Creek open space link in the vicinity of the new road structures.

7.3.2 The connection from Yarra Bend Park to Alexandra Parade by the proposed relocation of Groom Street/Trenerry Crescent Overpass.

7.3.3 Reinstatement and enhancement of the landscape character of Royal Park and Moonee Ponds Creek Linear Park.

7.3.4 Playing fields, recreation spaces, wetlands and associated areas of Ross Straw Field and Moonee Ponds Creek Linear Park facilities.

7.3.5 The recreation facilities, community centre, community gardens and associated areas of Debney's Park.

7.3.6 The edges of Ormond Park, Holbrook Reserve and Moonee Valley Racecourse.

7.3.7 Moonee Ponds Creek as an urban parkland, waterway and walking/cycling and habitat corridor between Royal Park and Docklands, through the Arden-Macaulay and E-Gate urban renewal precincts and north between Racecourse Road and Ormond Road within the East West Link alignment.

8. Planting and vegetation

8.1 The design is to ensure a net enhancement of the landscape amenity and biodiversity of areas along the corridor and nearby parklands affected by the Project.

8.2 Design is to achieve a substantial net increase in tree canopy and contribution to the urban landscape across the corridor. Plant selection, design and layout are to:

8.2.1 Present a coordinated colour, form and texture palette which is integral to the urban design concept.

8.2.2 Be well-implemented with appropriately selected species that ensure a low maintenance, thriving and enduring outcome. Replacement trees for avenue trees removed to accommodate new road alignments including along Flemington Road must, where practicable, be of the same taxon and on an alignment and at a spacing as close as possible to the trees removed.

8.2.3 Maximise performance, long term viability and contribution to the landscape character, amenity and design concept as a whole by considering local conditions and existing character, microclimates and uses.

8.2.4 Maximise use of locally indigenous and native species, where viable in the context of microclimate and character.

8.2.5 Where planting is proposed, employ a process for maintenance to ensure net increase in tree canopy is met.

9. Materials and finishes

9.1 The detailed design of buildings and road structures is to integrate:

9.1.1 Materials and details that will allow reasonable ease in repair, replacement or recoating and maintain design character, expression and features to age gracefully.

9.1.2 Colour and texture which is integral to any materials, not the result of applied finishes, or, if applied, is demonstrably highly durable and able to be repaired with ease, and appropriate to maintaining the longevity of urban design concept.

9.1.3 Provide accessibility and functionality for ease of maintenance.

10. Lighting

10.1 Lighting and lighting structures, poles and masts are to be designed as an integral element of the urban design concept for the whole Project to ensure functionality and efficiency are achieved.

10.2 Consider special lighting for major infrastructure, interchanges, gateways, movement corridors and 'moments', to contribute to way-finding and legibility, and the creation of memorable experiences for all users.

10.3 Design is to provide lighting for pedestrians and cyclists to the parkland, places and paths created around and under the new road infrastructure, where appropriate.

10.4 Design is to use highly directional lighting wherever possible to avoid lighting spill into surrounding neighbourhoods, parks and urban environments.

10.5 Use energy efficient, vandal proof light fixtures that offer ease of access for maintenance.

11. Water Sensitive Road Design

11.1 Integrate Water Sensitive Road Design into urban design solutions to achieve sustainable water and resource management.

11.2 Employ best practice treatment of water run-off through swales and biofiltrations systems as appropriate.

11.3 Include water harvesting for roadside landscape and open space irrigation, wherever possible.

11.4 Consider measures to mitigate the urban heat island effect through effective urban design.

11.5 Maximise permeability opportunities within road and associated hard landscape areas.

12. Integrated public artworks

12.1 Undertake a programme to incorporate public artworks at suitable locations across the Project that are responsive to the character of the urban setting, and which, where appropriate, are integrated into the wider design as functional elements of the overall design philosophy.

12.2 Institute a public art programme to ensure that the public artworks are considered at an early stage of the design process with adequate funding. Opportunities for artistic expression should be an integrated element of the overall design and the Project's infrastructure. The sequencing of 'landmark' artworks should be carefully considered to relate to 'choice points' where the freeway is exited.

12.3 Consider the incorporation of a series of smaller public artworks associated with the shared user paths and other movement routes.

12.4 Where public artworks are proposed, employ a process for selection, commissioning, implementation and maintenance that ensures the works are of a high quality, appropriate to location, and will endure.

12.5 Involve the local communities to contribute to the design and selection of appropriate local art through one or more ‘artists in residence’ or similar programs.

Table 2

Performance Requirements

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
Traffic				
Transport connectivity – to improve road-based transport connectivity between the east of Melbourne and the Port of Melbourne and the wider metropolitan region and the State, while maintaining the connectivity of existing local transport routes.	Consent under clause 1 of Schedule 2 of the *Road Management Act 2004* allowing connection to a freeway Planning scheme amendment under sections 8, 29 and 35 of the *Planning and Environment Act 1987*	To improve road-based transport connectivity between the east of Melbourne and the Port of Melbourne and the wider metropolitan region and the State, while maintaining the connectivity of the existing local transport routes	**T1**	Optimise the design of East West Link – Eastern Section in consultation with appropriate road management authorities as part of the detailed design process to: • Minimise adverse impact on travel times for all transport modes, including walking and cycling; • Maintain, and where feasible, enhance the existing traffic movements at interchanges; • Enhance north-south traffic movements across Alexandra Parade, including north-south public transport (particularly tram priority), pedestrian and cycling movements by signals management and post construction measures that reduce the capacity of Alexandra Parade; • Design interchanges and intersections to meet relevant road and transport authority requirements; • Maintain and, where feasible, enhance pedestrian movements and bicycle connectivity; • Develop a strategy with Public Transport Victoria to minimise impacts on buses, trams and rail and, where feasible, enhance public transport facilities and services that cross or run parallel to the alignment of the East West Link – Eastern Section; • Ensure that any design does not prevent the opportunity for a light or heavy rail connection to Doncaster to the satisfaction of Public Transport Victoria; and • Minimise loss of car parking in consultation with relevant local councils.
			T2	Undertake traffic monitoring in selected streets identified in consultation with the relevant local

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				council pre-construction, at two yearly intervals during construction (up to two years after construction is complete), and implement local area traffic management works in consultation with the local relevant councils.
			T3	In Precinct 1 and 2 design the Project to: • Ensure, where possible, no road construction is undertaken at–grade beyond the northern road reservation boundary on Alexandra Parade between Smith Street and Gold Street; • Investigate covering, whether by roofing or tunnel, to approximately 400m east of Hoddle Street, the through carriageways of the Eastern Freeway extension into the Project. Opportunities for alternative uses of the covered area, including open space, should be explored; • Investigate reducing the cross section of Alexandra Parade and Princes Street post construction to constrain east - west traffic movement, facilitate additional north - south traffic signal green time and achieve amenity and urban renewal objectives. In Precinct 3 design the Project to: • Ensure the Project design does not include ingress and egress to Elliott Avenue; • Investigate locating the tunnel portals proximate to Oak Street and bored or covered across the Manningham Parklands (Royal Park west of the Upfield Railway Line) to avoid elevated structures and any residential property acquisition; and • Investigate reducing the impact on the Essendon Community Garden and the Moonee Ponds Creek by moving the intersection of Ormond Road and the northbound Ormond Road off-ramp east closer to CityLink and minimising the separation distance between the off-ramp and CityLink; and • Avoid significant impacts on Flemington Housing Estate as far as practical.

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				In Precinct 5 and 6 design the project to: • Investigate a connection to Arden Street that minimises detrimental impacts on the surrounding area; • Minimise impacts on: - The Moonee Ponds Creek: - The Arden Macaulay redevelopment area; and - The West Melbourne Terminal Station • Investigate an alternative to the Reference Project's viaduct along Part B alignment and connections from and to CityLink south to the Western Portal of Part A, including consideration of the alternatives of a road in-tunnel or an elevated road on the east side of CityLink.
		To minimise disruption to motor vehicle traffic, parking, bicycle and pedestrian movements during construction	**T4**	Develop and implement traffic management measures to minimise disruption to motor vehicle traffic, parking, bicycle and pedestrian movements during construction in consultation with relevant road management authorities, including: • Management of any temporary or partial closure of traffic lanes, including along: - Local roads, including provision for suitable routes for vehicles, cyclists and pedestrians to maintain connectivity for road and shared path users; - Eastern Freeway, Hoddle Street and Alexandra Parade; - Flemington Road and Elliott Avenue; - CityLink traffic lanes and ramps;

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				- Macaulay Street, Arden Street and Dynon Road; and - Footscray Road and Appleton Dock Road. • Maintain access to the Melbourne Zoo and State Netball and Hockey Centre, Urban Camp and Royal Park recreational facilities; • Maximise use of Haulage Route 3 for the transport of spoil produced from tunnelling activities as far as practicable in consultation with the relevant authorities; • Restrict the number of local roads to be used for construction-related transportation to minimise impacts on amenity, in consultation with the relevant road authorities; • Reinstate access to open space, community facilities, commercial premises and dwellings if disrupted, as soon as practicable; • Provide on-site parking to accommodate the construction workforce whilst minimising traffic impacts on local roads; • Prevent construction-related parking on local roads or use of public car parks including those at the Melbourne Zoo and State Netball and Hockey Centre; • Provide safe access points to laydown areas and site compounds; • Implement a communications strategy to advise affected users, potentially affected users, relevant stakeholders and the relevant road authorities of any changes to transport conditions; and • Maintain, where feasible, current local area traffic management measures during construction or reinstate upon completion in consultation with the relevant local councils.
		To minimise	**T5**	Develop and implement measures to minimise disruption during construction to the South

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
		disruption to public transport and rail freight during construction		Morang/Hurstbridge and Upfield railway lines and all impacted tram and bus routes in consultation with VicTrack, Yarra Trams and MTM and to the satisfaction of Public Transport Victoria.
			T6	Minimise disruption to the rail infrastructure south of Arden Street to the satisfaction of the operators.
		To minimise potential for accidents by managing road safety for all new road linkages	**T7**	Design new works in accordance with applicable road design standards and undertake independent road safety audits after each stage of detailed design and after construction.
Land use and utility assets				
Land use, dwellings and infrastructure – to minimise adverse impacts and achieve appropriate integration with adjoining land uses, including minimal displacement of existing land use activities, dwellings and infrastructure.	Planning scheme amendment under sections 8, 29 and 35 of the *Planning and Environment Act 1987* Licence under section 67 of the *Water Act 1989* required to construct, alter, operate or decommission works on a waterway, including works to deviate a waterway	To minimise impacts on existing land use, social and community infrastructure and utility assets	**LU1**	Design to minimise permanent footprint to reduce adverse impacts on potentially affected land uses, particularly: • Royal Park; • Debney's Park (Flemington Community Centre, Playspace and Community Gardens); • Brisbane Reserve/Essendon Community Gardens and Ormond Park (areas permanently impacted by ramps/viaducts); • Fenton Reserve and Delhi Reserve; and • Residential properties in proximity to the project area including but not limited to Bent Street Kensington, Manningham and Oak Streets West Parkville, Bendigo and Hotham Streets in Collingwood, and in the area of the proposed sidetrack north of Alexandra Parade. Locate any intermediate tunnel portal at, or outside, the edge of Royal Park. Minimise cut and cover east of Elliott Avenue. Ensure that there is no net loss of public open space.

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				Provide new areas of open space proximate to Part B which are functional and accessible in the immediate precinct. Protect the Moonee Ponds Creek as a multifunctional urban parkway and landscape corridor. Where overshadowing of the Moonee Ponds Creek must occur, create solutions to achieve a level of urban quality of amenity which will encourage use and provide a level of public safety.
			LU2	Design to protect and, where practicable, improve access to and amenity for potentially affected residents, open space, social and community infrastructure and commercial facilities by responding to the Urban Design Framework including the urban design principles in Table 1 and implementing the principles of Crime Prevention Through Environmental Design.
			LU3	Design with regard to the Arden – Macaulay Structure Plan and Moonee Ponds Structure Plan, particularly in relation to providing for recreation, open space and connectivity opportunities along Moonee Ponds Creek, and access to social and community infrastructure. Prepare, fund and implement mitigation requirements, design interventions, and associated works for Moonee Ponds Creek Linear Park (within Precincts 3 and 4) in accordance with a Development Plan to the satisfaction of the Minister for Planning. The Development Plan must include measures to implement the mitigation requirements for Debneys Sports Precinct, Delhi Reserve, Travancore Park, Fenton Street Reserve, Brisbane Reserve and Ormond Park as specified in Moonee Valley City Council's submission (Document 515), in consultation with Melbourne Water, the City of Melbourne and the City of Moonee Valley, including consideration of specific design interventions for shared path networks and water sensitive urban design opportunities..
			LU4	Protect, and/or modify utility and public assets to the standard requirements and satisfaction of asset owners. If the final design does not significantly reduce impacts on Debneys Park to the satisfaction of the Minister for Planning, prepare and provide funding to implement a master plan prior to the commencement of major construction works that achieves the following: • Replacement of the Debney's Park playground with a new facility or equal or higher

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				standard to the existing playground away from the project area; • Replacement of the Flemington Community Centre with a new facility of equal or higher standard to the existing centre away from the project area; and • Replacement of the Flemington Community Garden with a new area of equal or higher utility to the existing garden away from the project area. The master plan must be prepared inconsultation with relevant stakeholders including the Office of Housing, Moonee Valley City Council and Flemington Neighbourhood Renewal Board or other representative of the estate tenants Relocate the Manningham Street playground within approximately 800 metres of its current location for local residents at the start of the project in consultation with the City of Melbourne. If the Essendon Community Gardens are impacted by the Project, provide mitigation works requested by the Gardens.
			LU5	Undertake dilapidation surveys in accordance with the Construction Environment Management Plan.. Establish an independent mediation process for the assessment of claims to operate up to five years post commencement of full Project operation. All damage to property due to the Project must be 'made good' at the contractor's expense.
			LU6	Minimise the impacts on SP AusNet's West Melbourne Terminal Station and, if necessary, facilitate its redevelopment / upgrade in a timely manner. Works are to be carried out as follows unless alternative arrangements are agreed with SP AusNet: • Works do not encroach into the West Melbourne Terminal Station; • The Fisherman's Bend Tower adjacent to the West Melbourne Terminal Station is relocated to the satisfaction of SP AusNet and to a timetable to be agreed by SP AusNet; • No works are undertaken within 5.0 metres of SP AusNet's underground 220kV electricity

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				assets, unless special requirements for an alternative distance have been fulfilled in accordance with the requirements of SP AusNet's Transmission Field Work Procedures document FWP 05-05, as amended or replaced from time to time. To ensure that this minimum distance is adhered to, before any works are undertaken, accurate location of the underground cable asset by the LMA must be determined. This location must be in addition to as-built drawings and may include cable location or ground penetrating radar techniques; • Subject to the requirements below, all works are undertaken in accordance with SP AusNet Design Guidelines for alterations to the 220kV cable that runs between Richmond Terminal Station and Brunswick Terminal Station, as amended or replaced from time to time; • Risk assessments and safety studies detailing the impact on electricity network infrastructure are completed in accordance with IEC 62067, which is the International Standard for design, construction and testing of power cables with rated voltages of up to 500kV, as amended or replaced from time to time; and • Design and construction of the proposed freeway does not interrupt or in any way interfere with the supply of electricity or gas by SP AusNet.
			LU7	Unless agreed otherwise with the asset owner, ensure that: • No works are undertaken within 3.0 metres of any licensed transmission gas pipeline or underground regulating station; • Subject to the requirement below, clearances to all gas assets are as per the Conditions of Works as detailed in Technical Standards TS2607.1, TS2607.2 and TS 2607.3, as amended or replaced from time to time; and • Risk assessments and safety studies detailing the impact on gas network infrastructure are completed in accordance with AS 2885, which is the Standards Australia standard for the design, construction, testing, operations and maintenance of gas and petroleum pipelines

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				that operate at pressure in excess of 1050 kPa, as amended or replaced from time to time.
		To ensure that the development of land above the tunnel is not adversely affected by construction or operation of the tunnel, and that development of land above the tunnel does not adversely affect the construction or operation of the tunnel	**LU8**	On finalisation of the detailed project alignment, extent of tunnel and its vertical alignment, prepare and introduce into the Melbourne and Yarra Planning Schemes an appropriate Design and Development Overlay control to achieve the Performance Objective, consistent with the scope agreed between the LMA and the Assessment Committee's technical advisor.
Community and business impact				
Land use, dwellings and infrastructure – to minimise adverse impacts and achieve appropriate integration with adjoining land uses, including minimal displacement of existing land use	Planning scheme amendment under sections 8, 29 and 35 of the *Planning and Environment Act 1987*	To minimise impacts on the community and business through engagement during construction and operation	**C1**	Develop and implement a community and business involvement plan in consultation with affected local Councils to engage and consult potentially affected stakeholders and discuss progress of construction activities and operation, including significant milestones, potential impacts, mitigation measures, changed traffic conditions and other matters which are of interest or concern to them, including: • Municipalities; • Melbourne Zoo; • State Netball and Hockey Centre; • Urban Camp Melbourne;

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
activities and dwellings.				• Recreation, sporting and community groups; • Office of Housing; • Flemington Estate tenants and the Flemington Neighbourhood Renewal Board; • Potentially affected residents and property owners; • Potentially affected businesses; and • Other public facilities in proximity. Facilitate the formation of a Community Liaison Group for the Manningham Street/West Parkville residents and property owners. Establish a community grant program to operate during construction of the Project to fund community support activities and small capital works targeting community, sporting and recreation facilities in the local region as defined in the social impact assessment.
			C2	Participate in the Community Advisory Group (CAG) that is to be established by the State to facilitate community and stakeholder involvement in the development and delivery of the project in an advisory capacity. Participation must include: • Regular attendance at all meetings; • Regular reporting of design and construction activities; • Timely provision of relevant information, including response to issues raised by the group; • Regular reporting and monitoring of impacts and discussion of mitigation measures and their effectiveness; • Appointment of an independent Chair; and

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				• Participation in other CAG stakeholder groups as required by the State.
Visual and landscape				
Visual amenity – to minimise adverse impacts on the quality of the existing built environment and landscape, including public open space, and to maximise the enhancement of public amenity where opportunities exist.	Planning scheme amendment under sections 8, 29 and 35 of the *Planning and Environment Act 1987* Licence under section 67 of the *Water Act 1989* required to construct, alter, operate or decommission works on a waterway, including works to deviate a waterway	To minimise impacts on the built environment and landscape, including public open space, and to maximise opportunities for enhancement of public amenity and safety	**LV1**	Design in consultation with relevant local Councils to implement the Urban Design Framework and urban design principles. Minimise impacts on the built environment and landscape, including public open space, and maximise opportunities for enhancement of public amenity resulting from the project, in consultation with relevant stakeholders, particularly in relation to: • Road linkages between Hoddle Street and the Eastern Freeway; • The Shot Tower in Alexandra Parade; • Any bridges, elevated and below ground road structures; • Existing landmark urban elements across the project, including CityLink; • Open space including Royal Park, Debney's Park, Travancore Park, Ormond Park and Holbrook Reserve; • Maintaining safe road and pedestrian access to Holbrook Reserve and adequate car parking proximate to the club rooms; • Melbourne Zoo, the State Netball and Hockey Centre and Urban Camp; • Moonee Ponds Creek and Merri Creek; • Delhi Reserve, Brisbane Park, Fenton Reserve and Essendon and Flemington Community Gardens and Flemington Community Centre; • Residential interfaces – relocation or reinstatement of potentially affected community

<table>
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<tr><td></td><td></td><td></td><td></td><td>facilities; and

• Business interfaces.

Commercial ‘third party’ signage must be prohibited. This includes any ‘billboard’ signage on or adjacent to any infrastructure associated with the Project.</td></tr>
<tr><td></td><td></td><td></td><td>LV2</td><td>Design permanent and temporary works in consultation with relevant stakeholders including the relevant local Council to minimise any adverse visual impact, the footprint and disturbance, and to maximise connectivity to public open space, particularly in Royal Park and along Moonee Ponds and Merri Creeks, to the Principal Bicycle Network and community facilities.</td></tr>
<tr><td></td><td></td><td></td><td>LV3</td><td>Reinstate public open spaces, vegetation cover and facilities disturbed by temporary works to the satisfaction of the land manager.

Maximise opportunities to enhance open space and facilities, improve pedestrian access and shared user paths and achieve a net increase in tree canopy consistent with the Urban Design Framework and urban design principles.</td></tr>
<tr><td colspan="5">Noise, vibration and light</td></tr>
<tr><td>Noise, vibration, air emissions and light spill – to minimise adverse impacts from noise, vibration, air emissions and light spill.</td><td></td><td>To minimise traffic noise impacts of East West Link – Eastern Section and local roads</td><td>NV1</td><td>Comply with the following limits on noise levels for the duration of the concession period:
<table>
<tr><th>Aspect</th><th>West end</th><th>East end</th></tr>
<tr><td>Applies to the following roads within the Limit of Works:</td><td>– East West Link – Eastern Section carriageways connecting the western portal to CityLink, and associated ramps.

– East West Link – Eastern Section carriageways connecting the western portal to the Port connection.

– The Port connection and</td><td>– Hoddle Street and Bendigo Street.

– North side of Alexandra Parade between Gold and Smith streets.

– Eastern Freeway.

– East West Link – Eastern Section.

– Ramps or other roads connecting Hoddle Street</td></tr>
</table></td></tr>
</table>

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements			
						associated ramps. - Where CityLink adjoins the Project, the noise limit applies to the total noise generated. In the case of Category A or B buildings as defined in the VicRoads Traffic Noise Reduction Policy affected by relocation of a noise barrier or by demolition of a structure exposing dwellings to higher traffic noise levels; the noise limit applies to the above roads, plus CityLink.	to Eastern Freeway or East West Link – Eastern Section. – In the case of Category A or B buildings as defined in the VicRoads Traffic Noise Reduction Policy affected by relocation of a noise barrier or by demolition of a structure exposing dwellings to higher traffic noise levels; the noise limit applies to the above roads.	
					External criteria **(6am to 12 midnight)**	63dB $L_{A10(18h)}$	63dB $L_{A10(18h)}$ in accordance with the VicRoads Traffic Noise Policy.	
							68dB $L_{A10(18h)}$, existing roads but no decrease in existing noise barrier height.	
							63dB $L_{A10(18h)}$ for dwellings exposed due to demolition of intervening buildings.	
					Applies at	Category A or B buildings	Category A or B buildings	
						All levels	All levels	
					Internal criteria	AS2107	AS2107	
					Implemented	External criteria cannot be	External criteria cannot be	

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements			
				when	complied with by practicable means (practicability as defined in the VicRoads Design Note 6-1) and noise from the project is predicted to cause the external $L_{A10(18h)}$ (including all road traffic noise) to increase by 2dB or more.	complied with by practicable means (practicability as defined in the VicRoads Design Note 6-1) and noise from the project is predicted to cause the external $L_{A10(18h)}$ (including all road traffic noise) to increase by 2dB or more.	
				Applies at	All levels	All levels	
				Ensure noise levels are rounded to the nearest decibel. Ensure that when assessing compliance with AS2107, noise shall be measured during a typically noisy period relevant to the room occupancy. The measurement duration shall be 10-60 minutes, or of sufficient duration to be within 1dB of the LAeq, 10minutes.			
		To minimise noise impacts of the tunnel ventilation system	**NV2**	Design and implement the tunnel ventilation system to achieve compliance with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1). Provide detailed design to the satisfaction of EPA Victoria prior to works commencing.			
		To minimise traffic noise impacts of East West Link – Eastern Section and Local Roads	**NV3**	Model noise levels from predicted road traffic to determine and implement appropriate noise amelioration treatments to conform with Performance Requirement NV1 and meet the Urban Design Framework, including the urban design principles in consultation with local Councils.			
			NV4	Measure traffic noise prior to and on commencing road operation and monitor traffic noise levels in accordance with VicRoads Road Design Note RDN 6-1 Interpretation and application of VicRoads traffic noise reduction policy 2005 to verify conformance with Performance Requirement NV1 and publish reports confirming compliance testing results. Take remedial action as soon as practicable if noise level targets are not met. Measurement locations are to be determined in consultation with local Councils and EPA Victoria.			
			NV5	Measure noise from the tunnel ventilation system on commencing road operation and monitor noise from the tunnel ventilation system to verify compliance with State Environment			

<table>
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<tr><td></td><td></td><td></td><td></td><td>Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1). Publish reports confirming compliance testing results and take remedial action as soon as practicable if noise level targets are not met.</td></tr>
<tr><td></td><td></td><td>Manage surface construction noise to protect amenity</td><td>NV6</td><td>Prepare and implement a Construction Noise Management Plan (CNMP) as part of the Construction Environmental Management Plan in consultation with affected local Councils and EPA Victoria. The CNMP must meet the surface construction noise criteria set out in EPA Victoria publication 480 Guidelines for Major Construction Sites, EPA Victoria Publication 1254 Noise Control Guidelines and Australian Standard 2436 2010 Guide to Noise Control on Construction, Maintenance and Demolition Sites including:
• Working hours;
• Night time (if required) and day time construction noise limits;
• A noise communications plan for advising and informing the community of work scheduling and working hours; and
• Monitoring and response protocols for managing noise complaints and remedial action.</td></tr>
<tr><td></td><td></td><td>Manage construction vibration and regenerated noise impacts to protect amenity</td><td>NV7</td><td>Achieve target levels for continuous vibration from construction activity to protect human comfort of occupied buildings (including heritage buildings) as follows (levels are calculated for the Australian Standard 2187.2).
<table>
<tr><th>Type of space occupancy</th><th colspan="2">Vibration velocities (mm/s)</th></tr>
<tr><th></th><th>Day (16-hour day)</th><th>Night (8-hour night)</th></tr>
<tr><td>Critical working areas (e.g. hospital operating theatres, some precision laboratories)</td><td>0.5 mm/s</td><td>0.5 mm/s</td></tr>
<tr><td>Residential</td><td>2 mm/s</td><td>0.7 mm/s</td></tr>
<tr><td>Offices</td><td>2 mm/s</td><td>2 mm/s</td></tr>
<tr><td>Workshops</td><td>4 mm/s</td><td>4 mm/s</td></tr>
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<tr><td></td><td></td><td></td><td></td><td>Implement remedial action as soon as possible if these target levels are exceeded.</td></tr>
<tr><td></td><td></td><td></td><td>NV8</td><td>Target levels to be achieved at properties for impulse vibration from construction activity to protect human comfort of occupied buildings are as follows (levels are calculated for the Australian Standard 2187.2 and the DIN 4150.2).
<table>
<tr><th>Category</th><th>Peak component particle velocity (mm/s)</th><th>Peak overpressure level (dBL)</th></tr>
<tr><td>Sensitive site</td><td>10 mm/s maximum unless agreement is reached with occupier that a higher limit may apply.</td><td>120 dBL for 95% of blasts. 125 dBL maximum unless agreement with occupier that a higher limit may apply.</td></tr>
<tr><td>Occupied non-sensitive sites such as factories and commercial premises</td><td>25 mm/s maximum value unless agreement is reached with occupier that a higher limit may apply.

For sites containing equipment sensitive to vibration, the vibration should be kept below manufacturer’s specification or to levels that can be shown not to adversely affect the equipment operation.</td><td>125 dBL maximum value unless agreement is reached with occupier that a higher limit may apply.

For sites containing equipment sensitive to vibration, the vibration should be kept below manufacturer’s specification or levels that can be shown not to adversely affect the equipment operation.</td></tr>
<tr><td>Heritage infrastructure</td><td>3 mm/s if no condition survey is undertaken or up to 10 mm/s if a condition survey demonstrates a higher level is acceptable.</td><td>120 dBL for 95% of blasts. 125 dBL maximum unless agreement with occupier that a higher limit may apply.</td></tr>
</table>
Implement remedial action as soon as possible if these target levels are exceeded.</td></tr>
<tr><td></td><td></td><td></td><td>NV9</td><td>Undertake real time vibration and noise monitoring to demonstrate compliance with limits and publish these results. Take remedial action as soon as possible if limits are not met.</td></tr>
</table>

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
		To manage construction vibration to protect utility assets	**NV10**	Prior to construction undertake condition assessments of above and below ground utility assets and establish construction vibration limits with asset owners. Monitor vibration during construction to demonstrate compliance with agreed vibration limits. Take remedial action as soon as possible if limits are not met.
			NV11	Ensure that the earthwork preparation for the construction of the Project does not interrupt or in any way interfere with the supply of electricity or gas from SP AusNet, unless agreed with SP AusNet prior to the relevant works being undertaken
			NV12	Ensure that peak particle velocity levels from piling, tunnelling, boring or similar activities within the boundary of the West Melbourne Terminal Station are kept below 20 mm/s, or as agreed with SP AusNet
			NV13	Ensure that peak particle velocity levels on any gas pipeline or any underground 220 kV electricity asset is kept below 20 mm/s.
		To manage construction vibration and regenerated noise impacts through community engagement to protect amenity	**NV14**	Develop and implement a communications plan as part of the Construction Environmental Management Plan for management of potential impacts from vibration and regenerated noise during construction, including notification of affected property owners and land managers in advance of the start of construction.
		To manage construction vibration and regenerated noise impacts to protect the Melbourne Zoo	**NV15**	Develop and implement management measures in consultation with the Melbourne Zoo and the City of Melbourne for construction works within proximity of the Melbourne Zoo, including management of potential impacts from: • Vibration and regenerated noise; • Construction noise; and • Working hours.

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
		To minimise the impact of light emissions	**L1**	Design in consultation with relevant stakeholders to demonstrate how the Urban Design Framework and urban design principles have been met to minimise light spillage and protect the amenity of adjacent land uses, including the Melbourne Zoo and Royal Park.
			L2	Develop and implement management measures in consultation with relevant stakeholders to minimise light spillage during construction to protect the amenity of adjacent surrounding neighbourhoods, parks and community facilities including Melbourne Zoo and urban environments.
Air quality – exhaust, dust and greenhouse gas emissions				
Noise, vibration, air emissions and light spill – to minimise adverse impacts from noise, vibration, air emissions and light spill.	Works approval under section 19B of the *Environment Protection Act 1970*	To manage tunnel emissions to protect the beneficial uses of the air environment	**AQ1**	Undertake a detailed air modelling assessment in accordance with requirements of SEPP (Air Quality Management) (SEPP (AQM)) using $PM_{2.5}$ and PM_{10} as the key indicators for the assessment to inform the final design of the tunnel and tunnel ventilation system.
			AQ2	Design and implement a tunnel ventilation system to meet the best practice (clause 19) and design criteria (Schedule A) requirements of the SEPP (AQM). Provide detailed design with technical assessment undertaken in accordance with SEPP (AQM) demonstrating how the impacts of air emissions on air quality have been minimised to the satisfaction of EPA Victoria, prior to commencement of works. This must demonstrate the application of best practice as defined in the SEPP (AQM).
		To ensure in-tunnel air quality is safe for motorists and others using the tunnel	**AQ3**	Design a tunnel ventilation system to introduce and remove air from the tunnels to meet in tunnel air quality requirements including the provision for retrofitting of pollution control equipment. Air pollution control equipment be fitted into the tunnel ventilation system if the modelling for the final design shows the $PM_{2.5}$ and PM_{10} levels from the vent stack emissions is greater than 30% of the applicable air quality standards. Achieve a longitudinal air velocity in the tunnels not exceeding 10 metres/second. In tunnel air quality must meet the following CO standards: • A maximum peak value of 150ppm; • A 15 min. average of 50ppm; and

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				• A 2-hour average of 25ppm. A mid tunnel air intake structure must be included in the final design. After detailed design is finalised prepare and introduce a Design and Development Overlay control into the Melbourne and Yarra Planning Schemes to protect the dispersion performance of the ventilation stacks (such controls should be similar in scope to existing controls in those Scheme relating to CityLink ventilation stacks).
		To manage tunnel emissions to protect beneficial uses of the air environment	**AQ4**	Design the tunnel ventilation system to achieve zero portal emissions during operation.
		To protect beneficial uses of the air environment for the surface sections of East West Link – Eastern Section	**AQ5**	Undertake a detailed air quality assessment of new surface roads that are part of the Project to guide the final design and alignment including any viaducts using $PM_{2.5}$ and PM_{10} as the key indicators. Modelling to be done for optimal design to minimise the public health impacts arising from exposure to emissions from the roads.
			AQ6	Near road emissions (including NO_2, $PM_{2.5}$ and PM_{10}) to be modelled for the detailed design to demonstrate compliance with SEPP (AQM) intervention level concentration requirements (Schedule B).
			AQ7	Develop and undertake an air quality monitoring program to measure the air quality impacts of East West Link – Eastern Section, including at least one year of monitoring before operation; one year after operation; and five years post opening of the tunnel. Include near road neighbourhood air quality and meteorological monitoring in accordance with SEPP (AQM) and SEPP (Ambient Air Quality) to the satisfaction of EPA Victoria. Results of the monitoring are to be made publicly available.
			AQ8	Monitor the in tunnel air quality and ventilation stack emissions during operation of the ventilation system to demonstrate compliance with SEPP (Air Quality Management) and the EPA licence to the satisfaction of EPA Victoria and report the results publicly on a quarterly basis. Take any required remedial action if targets are not met as soon as practicable.

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
			AQ9	Manage construction activities in accordance with EPA Victoria publication 480 Guidelines for Major Construction Sites to maintain air quality to a standard which does not prejudice the air quality of nearby residents, open spaces and community facilities. Develop and implement an air quality management and monitoring plan including dust and construction vehicle emissions to minimise impact of construction in accordance with the Construction Environment Management Plan.
		To protect the beneficial uses of the air environment in relation to greenhouse gas emissions	**GG1**	Integrate sustainable design practices into the design process to identify, implement and monitor measures that will reduce overall greenhouse gas emissions arising from construction, maintenance and operation of the project. Include mandatory actions under the Protocol for Environmental Management (Greenhouse Gas Emissions and Energy Efficiency in Industry) for selection of best practice energy usage for the tunnel ventilation and lighting systems.
Cultural heritage				
Cultural heritage – to provide appropriate protection for cultural heritage.		To minimise impacts on sites of Aboriginal cultural significance	**CH1**	Comply with a Cultural Heritage Management Plan approved under the *Aboriginal Heritage Act 2006*.
	Permit under section 74 of the *Heritage Act 1995* to carry out works or activities in relation to a registered place or registered object Consent under section 129 of the *Heritage Act 1995*	To minimise impacts on sites of historical cultural significance	**CH2**	Design permanent and temporary works to minimise impacts on historic cultural heritage in consultation with the relevant local Council.
		To minimise impacts on both known (identified) and unidentified archaeological historic sites and values	**CH3**	Develop an archaeological management plan to manage disturbance of archaeological sites and values affected by the project. Undertake investigations in accordance with the Guidelines for Investigating Historical Archaeological Artefacts and Sites, Heritage Victoria 2012 (as amended or updated) and to the satisfaction of the Executive Director, Heritage Victoria. Ensure the plan satisfactorily addresses Heritage Victoria's requirements for background historical research, excavation methodology, research design, reporting and artefact management and analysis, and build on historical research to identify opportunities for active interpretation including potential archaeological sites and values within:

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
	for impact on archaeological relics			• H7922-0142 Yarra Bend Park Northcote; and • H7822-2311 Royal Park. • H7822-0209 Debney's Park East; and • H7822-0312 West Melbourne Rubbish Tips, Dynon Road. Incorporate strategies relating to the protection of sites of archaeological interest in relevant masterplans. Consider and investigate further initiatives to build on historical research and provide active interpretation of heritage.
		To protect structural integrity of known historic sites and values	**CH4**	Undertake condition assessments of heritage buildings or structures prior to commencement of construction and particularly in the vicinity of the following registered heritage sites: • H0709 Shot Tower, Alexandra Parade, Clifton Hill; • H1788 Melbourne General Cemetery for all existing gravestones, crypts, memorials and monuments within the project boundary (in plan); • H1606 Cambridge Terrace, 557-567 Drummond Street, Carlton; • H1545 Former Police Station complex, 155 Royal Parade, Parkville; and • H0394 Former College Church, 149 Royal Parade, Parkville. Undertake vibration monitoring during tunnel construction in proximity to these sites, and monitor their condition during and post-construction for settlement and structural integrity disturbance as a result of the proposed works. Take remedial action, if required, to the satisfaction of the Executive Director, Heritage Victoria.
		To record historical values of buildings streetscapes, and	**CH5**	Undertake archival photographic records (interior and exterior) of all heritage buildings, streetscapes or places disturbed by the project works, including: • 108-112 Hotham Street, 2-26 Bendigo Street, Gold Street Precinct HO321, Yarra Planning

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
		landscapes or relocated/reused small structures if feasible that are disturbed by project works		Scheme; • 56-58 and 64 Alexandra Parade, 124 Gold Street, 355-367 and 406-420 Wellington Street, Clifton Hill Western Precinct HO317, Yarra Planning Scheme; • Parkville Precinct HO4, Melbourne Planning Scheme to the extent where works are proposed; • Kensington Precinct HO9, Melbourne Planning Scheme to the extent where works are proposed; • A more detailed assessment of works and impact on significance of the complex at 29-37 Barrett Street, Kensington if disturbed by proposed works; • Arden Street road bridge railing HO814 Melbourne Planning Scheme and consider re-use of the railing if affected; and • North and West Melbourne Precinct HO3 to the extent where works are proposed. Prepare measured drawings for the original two-storey section of the Former Box's Curling Works at 64 Alexandra Parade. Maintain offset as indicated in Reference Project for the former Burge Bros Factory in Precinct 5. Relocate the heritage post box located on the south-west corner of Wellington Street and Alexandra Parade to a suitable location within the precinct in consultation with and to the reasonable satisfaction of the local council, if impacted by project works. Undertake an assessment of significant trees and vegetation within Parkville Precinct HO4 adjacent to the project area to identify those to be protected in consultation with the City of Melbourne and develop and implement a Tree Management Plan. Retain the row of Elms at Ross Straw Field and protect during project works.

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				Replace the Avenue style tree planting along Flemington Road if impacted by works. Review direct physical impacts on significant fabric as part of the detailed design for Moonee Ponds Creek and the Infrastructure Precinct.
Surface water				
Surface water and groundwater – to maintain the functions and values of affected waterways, floodplains and groundwater.	Licence under section 67 of the *Water Act 1989* required to construct, alter, operate or decommission works on a waterway, including works to deviate a waterway Comment from the Secretary pursuant to section 66 of the *Conservation, Forests and Lands Act 1987* on plan of works across waterways	To maintain or improve existing surface water quality during operation and construction	**SW1**	Meet State Environment Protection Policy (Waters of Victoria) for discharge and run-off from the project to the Merri Creek, Yarra River and Moonee Ponds Creek.
			SW2	Manage surface water run-off to maintain the stormwater quality, quantity and function provided by the Trin Warren Tam-boore wetlands and associated infrastructure during and post-construction, and replace the existing irrigation system function and capacity provided by the wetlands and storage tank under Ross Straw Field if rendered inoperative by the Project..
			SW3	Fully integrate the stormwater treatment system into the design of East West Link – Eastern Section in accordance with VicRoads Integrated Water Management Guidelines (June 2013) and the EPA Best Practice Environmental Management Guidelines for Urban Stormwater (2006) (or as revised). Where connection to the existing drainage network is needed, the views of the relevant drainage authority must be sought and complied with where reasonable and practicable.
			SW4	Any proposed discharge of tunnel waste water from the site must be approved by the relevant drainage authority prior to discharges occurring.
			SW5	Develop and implement a monitoring program for run-off from the project to assess compliance with water quality objectives in consultation with the relevant drainage authority and take appropriate remedial action if water quality objectives are not met.
			SW6	Design the capacity of the stormwater drainage system to contain hazardous spills to the satisfaction of EPA Victoria, including incident response procedures.
		To maintain existing levels of flood protection	**SW7**	Permanent and associated temporary construction works must not increase flood levels that result in an additional flood risk associated with Merri Creek and Moonee Ponds Creek, and overland flood flows associated with Alexandra Parade Main Drain as well as tributary drains to

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				both creeks to the requirements and satisfaction of Melbourne Water and in consultation with any other relevant drainage authority. Undertake modelling of the design of permanent and temporary works to demonstrate the resultant flood levels and risk profile to requirements and satisfaction of Melbourne Water and in consultation with any other relevant drainage authority. Consider potential effects of climate change and sea level rise of 0.8m by 2100, with and without the works for both existing and proposed scenarios (for example future redevelopment in relation to Moonee Ponds Creek within the Arden - Macaulay Structure Plan area) in consultation with the local Council. Ensure that surface water from the East West Link – Eastern Section does not encroach on or through the West Melbourne Terminal Station or into underground SP AusNet electricity or gas assets.
		To maintain flood plain storage	**SW8**	Maintain existing flood plain storage capacity potentially impacted by the project in consultation with Melbourne Water and any other relevant drainage authority to ensure no increase in flood level or frequency during construction or operation of the East West Link – Eastern Section and ancillary works.
		To maintain flow regime	**SW9**	Ensure permanent and associated temporary works do not increase flow velocities in Merri Creek or Moonee Ponds Creek that would potentially affect the stability or safety of property, structures or assets including flood levees, and/or result in erosion during operation or construction, to the requirements and satisfaction of Melbourne Water.
		To protect people and assets from flood waters in the tunnel	**SW10**	Design tunnel portals to exclude surface flows from external catchments during both construction and operation periods; and inform design with a risk assessment that considers a range of events, including assessment of the probable maximum flood. Develop and implement measures and operational plans to manage flood emergency events for the tunnel portals.
		To maintain access to stormwater assets	**SW11**	Provide adequate clearances and access for ongoing maintenance of Melbourne Water and other drainage authority assets, with a minimum 4 x 4 m maintenance access envelope for sections of Moonee Ponds Creek under proposed elevated structures to the satisfaction of Melbourne Water.

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
			SW12	Size and design any proposed realignment to the Alexandra Parade Main Drain and Relief Drain to the satisfaction of Melbourne Water.
		To protect water quality and habitat in Merri Creek	**SW13**	Ensure no works are undertaken in the Merri Creek waterway, bridge piers are to be sited outside of the waterway area and no earthworks are to spill onto the creek banks or into the waterway. Ensure that construction is to be managed so that there are no off site impacts to water quality within Merri Creek and the Yarra River, and that best practice sediment and erosion control measures and appropriate handling of construction materials is included in the environmental management plan for construction.
		To protect the bank stability of Merri Creek and Moonee Ponds Creek	**SW14**	Develop and implement appropriate measures to maintain bank stability of Moonee Ponds Creek and Merri Creek during construction to the satisfaction of Melbourne Water in consultation with relevant local Councils.
			SW15	Design and undertake modifications to Moonee Ponds Creek to minimise the potential for erosion, sediment plumes and exposure of contaminated material during construction to the satisfaction of Melbourne Water in consultation with relevant local Councils. Maximise the visual and aesthetic amenity of the waterway having regard to the concepts of the Moonee Ponds Creek Concept Plan 1992 in consultation with Melbourne Water
			SW16	Consult with and have regard to the view of the relevant drainage authority and Melbourne Water as required in meeting performance requirements SW1 to SW15.
Groundwater				
Surface water and groundwater – to maintain the functions and values of affected waterways, floodplains and groundwater.		To protect beneficial uses of groundwater	**GW1**	Develop and implement measures for management, monitoring, reuse and disposal of groundwater inflows during construction, to the satisfaction of the EPA. Maintain or improve groundwater quality in accordance with the beneficial uses of the groundwater as defined by State Environment Protection Policy (Groundwaters of Victoria) and by State Environment Protection Policy (Waters of Victoria).
			GW2	Adopt construction methods that protect groundwater quality, for example: • Use sealing products, caulking products, lubricating products and chemical grouts applied during tunnelling construction that do not diminish the groundwater quality;

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				• Use fluids for artificial recharge activities that do not diminish the groundwater quality; • Ensure compatibility of construction materials with groundwater quality to provide long-term durability for tunnel design life; and • Develop drainage infrastructure that provides for the propensity of dissolved constituents in groundwater to precipitate out of solution and create clogging and maintenance risks.
		To minimise changes to groundwater levels during operation and construction to manage mobilisation of contaminated groundwater	**GW3**	Design tunnel drainage and adopt construction methods which minimise changes to groundwater levels during operation and construction to prevent and manage mobilisation of contaminated groundwater and avoid any other adverse impacts of groundwater level changes. Develop and maintain a predictive numerical groundwater model to: • Inform tunnel design and construction methods; • Assess damming effects potentially created by tunnel on palaeochannels, including potential impact of elevated groundwater levels in the basalt overlying the palaeochannel sediments; • Assess fate and transport of identified groundwater plumes; • Assess subsidence potential due to drawdown; • Assess the potential for interaction with waterways and potential groundwater dependent ecosystems; and • Identify trigger levels (groundwater level and quality) and associated intervention actions when trigger levels are reached.
			GW4	Develop and implement a pre-construction, construction and post-construction groundwater monitoring program consistent with EPA Publication 669 (2000) Groundwater Sampling Guidelines, to calibrate and verify the predictive model, manage construction activities and monitor operation during the concession period.

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				Develop and implement measures for management of groundwater intercepted during construction, including: • Identification, treatment, disposal and handling of contaminated seepage water and/or slurries including vapours; • Contamination plume management, particularly associated with the former Fitzroy Gasworks; • Assessment of barrier/damming effects; • Subsidence management; • Dewatering and potential impacts on acid sulfate soils, including both unconsolidated sediments and lithified sedimentary rock; • Protection of waterways and potential groundwater dependent ecosystems; and • Contingency actions when intervention is required.
		To minimise impact on existing groundwater users	**GW5**	Undertake an audit of existing bores on properties within 500 m of the alignment to confirm groundwater usage. Develop a plan to maintain water supply to identified groundwater users.
Biodiversity				
Native vegetation and biodiversity – to maintain the values of remnant native vegetation and associated biodiversity.	Planning scheme amendment under sections 8, 29 and 35 of the *Planning and Environment Act 1987*	To protect biodiversity values	**B1**	Develop and implement measures to avoid, where practicable, and otherwise minimise impacts on native vegetation and fauna habitat through detailed design and construction, including: • Minimising footprint and surface disturbance of temporary and permanent works and constrain works on the Merri Creek; • Fencing defined protected areas and no-go zones along the banks of Merri Creek and within Royal Park, including protection of large scattered trees and the Australian Native Garden, to

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
	Licence under section 67 of the *Water Act 1989* required to construct, alter, operate or decommission works on a waterway, including works to deviate a waterway Comment from the Secretary pursuant to section 66 of the *Conservation, Forests and Lands Act 1987* on plan of works across waterways			prevent access during construction. Fencing should be to a standard agreed with the relevant land manager; • Development and implementation of a Tree Management Plan for protected trees based on the recommendations of Australian Standard 4970-2009 Protection of Trees on Development; • Minimising the removal of mature trees and remnant vegetation; • Managing the spread and introduction of weeds and pathogens during construction including through vehicle hygiene; • Minimising the removal of planted and remnant native trees along the banks of the Moonee Ponds Creek, to the extent practicable; and • Reinstating areas affected by temporary works and select appropriate vegetation for planting to tolerate the microclimate conditions including under new road structures in consultation with the relevant local council. New and replacement plantings of indigenous vegetation in Royal Park, where practicable, is to use nursery stock grown from seed sources of local provenance. The Project must include rehabilitation of all affected areas following construction that meets current best practice standards and be consistent with any adopted management plan for the relevant area.
			B2	Provide vegetation offsets to achieve no net loss, as required, in accordance with the Biodiversity Assessment Guidelines (DEPI, 2013) following the development of the final design. The location of any offsets should be as near as possible to the area where the loss has occurred. Where works are to occur in the White's Skink habitat area in Royal Park west, undertake salvage of White's Skink prior to works and create appropriate habitat to compensate for the area of habitat removed.

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				If works will result in loss or partial loss of the Trin Warren Tam-boore wetlands complex, provide a comparable wetland habitat to compensate for the loss.
			B3	The Construction Environmental Management Plan is to indicate 'no go' zones and provide detail of the measures to be implemented to ensure protection of listed flora and fauna.
		To minimise impacts on Merri Creek and Moonee Ponds Creek	**B4**	Design of project structures over Merri Creek and Moonee Ponds Creek to minimise additional shading of waterways and select appropriate species for vegetation planting along the waterway under new road structures.
		To minimise impacts on native vegetation and fauna habitat in Royal Park	**B5**	Develop and implement measures to minimise impacts on native vegetation and fauna habitat in Royal Park, including: • Temporary works and permanent structures to minimise removal of remnant vegetation in areas surrounding Upfield railway line and Trin Warren Tam-boore wetlands; • Temporary and permanent works to minimise removal of scattered remnant trees and non-indigenous hollow bearing trees throughout Royal Park, particularly around Elliott Avenue; • Minimising footprint and surface disturbance to foraging habitat for Swift Parrot and Grey-headed Flying-Fox; and • Minimising removal of habitat for White's Skink and developing and implementing a White's Skink Management Plan, which includes the retention of at least 50% of the White's Skink habitat and replacement through offsetting; monitoring of the salvage plan; and the provision of light screening and baffling where light impacts this habitat.
		To manage interactions with aquatic fauna habitat in Moonee Ponds Creek and Merri Creek where	**B6**	Design and locate structures to minimise impact on aquatic habitat providing for fish passage in Moonee Ponds Creek and Merri Creek.

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
		impacts are unavoidable		
Contamination				
Solid wastes – to minimise risks from disturbance and disposal of solid wastes from excavation works, including potentially contaminated materials and acid sulfate soils.		To protect the beneficial uses of land and minimise risk to human health and ecosystems from exposure to contaminated soil	**CL1**	Develop and implement processes and measures to manage contaminated soil, that must include compliance with: • The *Environment Protection Act 1970*; • SEPP (Prevention and Management of Contamination of Land) 2013; • The Environment Protection (Industrial Waste Resource) Regulations 2009; • Industrial Waste Management Policy (Waste Acid Sulfate Soils) 1999; • SEPP (Air Quality Management) 2001; • National Environment Protection (Assessment of Site Contamination) Measure 2013; • Environment Protection (Scheduled Premises and Exemptions) Regulations 2007; • WorkSafe Occupational Health and Safety Regulations 2007 (Asbestos); and • Relevant Industrial Waste Resource Guidelines. This must include preparation and implementation of a Contamination Management Plan in consultation with EPA Victoria, which includes but is not limited to the following: • Undertaking a detailed assessment prior to any excavation of potentially contaminated areas to identify locations, types and extent of any contaminated land and properties within or adjacent to the project boundary, and areas affected by construction activity outside the project boundary, and assessing the potential impact for human health, environmental risk

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				and odour; • Characterising soil prior to disposal or reuse; • Identifying soil containing asbestos fibre and if present, developing management strategies in accordance with the WorkSafe Regulations; • Identifying suitably licensed facilities for the disposal of contaminated soil; • Management of dust and potential stormwater run-off from stockpiled materials; • Assessing potential for accumulation of explosive gasses and vapours during tunnelling from soil and groundwater contamination zones; • Undertaking a baseline comprehensive site assessment of areas proposed for construction laydown prior to use; • Where air pollutants are released as a result of disturbance of contaminated land, air pollutants must be managed in accordance with requirements of SEPP (AQM); and • Minimising cut and cover construction techniques in areas containing asbestos contamination.
			CL2	Develop and implement measures for the management of rock saturated in contaminated groundwater during tunnelling works, in consulatation with EPA Victoria, which must include: • A management strategy to comply with SEPP (Prevention and Management of Contamination of Land) and SEPP (Groundwaters of Victoria); • Identifying the location, extent and type of contaminant of concern in the groundwater

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				resulting in rock saturation associated with tunnel construction activities; and • Determining treatment requirements, including rock drying and run-off management for spoil handling areas, in accordance with best practice procedures and Melbourne Water guidelines.
			CL3	Develop and implement measures for the management of waste acid sulfate soil material in accordance with EPA Victoria publication IWRG 2009, EPA Publication 655.1 Acid Sulphate Soil and Rock 2009, Victorian Best Practice Guidelines for Assessing and Managing Coastal Acid Sulfate Soil. Undertake an acid sulfate soils risk identification process in accordance with the Victorian Coastal Acid Sulfate Soil Strategy, if soils and rock within the project boundary are suspected to be acid sulfate soil/rock.
		To minimise odour from the excavation and transportation of contaminated material to protect local amenity	**CL4**	Develop and implement measures for odour management during the excavation, stockpiling and transportation, including: • Identifying the areas of contamination that may pose an odour risk; • Periodic monitoring of the aesthetics of the material excavated and proposed for transportation; and • Segregation and odour emissions assessment with appropriate monitoring equipment if odorous material is identified.
Waste generation, handling and disposal				
Solid wastes – to minimise risks from disturbance and disposal of solid wastes from excavation works,		To manage all wastes from the construction and operation of the project	**W1**	Develop and implement management measures for waste (excluding soils) minimisation during construction and operation, in accordance with the *Environment Protection Act 1970* waste management hierarchy and management options, to address: • Litter management; • Construction and demolition wastes including, but not limited to, washing residues, slurries

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
including potentially contaminated materials and acid sulfate soils.				and contaminated water; • Hazardous wastes; • Organic wastes; and • Inert solid wastes.
			W2	If contaminated spoil is stored on Ross Straw Field or the former Fitzroy Gasworks site or other locations near to sensitive land uses measures must be put in place to ensure no contaminated material affects sensitive land uses during the time it is stored.
Storage and handling of fuels and chemicals				
Surface water and groundwater – to maintain the functions and values of affected waterways, floodplains and groundwater. Solid wastes – to minimise risks from disturbance and disposal of solid wastes from excavation works, including potentially contaminated materials and acid		To protect the beneficial uses of air, land and water, and human ecological health, from the impacts of hazardous materials and dangerous goods	**HM1**	Minimise chemical and fuel storage on site and store hazardous materials and dangerous goods in accordance with the relevant guidelines and requirements. Comply with the Victorian WorkCover Authority and Australian Standard AS1940 Storage Handling of Flammable and Combustible Liquids and EPA Victoria publications 480 Environmental Guidelines for Major Construction Sites and 347 Bunding Guidelines. Develop and implement management measures for dangerous substances, including: • Creating and maintaining a dangerous goods register; • Disposing of any hazardous materials, including asbestos, in accordance with Industrial Waste Management Policies, regulations and relevant guidelines; • Implementing requirements for the installation of bunds and precautions to reduce the risk of spills; and • Developing contingency and emergency response plans to handle fuel and chemical spills, including availability of on-site hydrocarbon spill kits.

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
sulfate soils.				
Environmental Management Plans				
		To ensure the successful preparation and implementation of project environmental management plans	**EM1**	Prepare a Construction Environmental Management Plan (CEMP) prior to construction of the project in consultation with the Independent Reviewer, the Independent Auditor, the EPA and to the satisfaction of the Minister for Planning including, but not limited to: • Dust management; • Noise management (including operating hours); • Sediment and runoff management; • Contaminated materials and soil management; • Surface and groundwater management; • Biodiversity management; • Waste management and materials recovery; • Details of how the plan will be implemented including the roles and responsibilities of key staff; • Environmental monitoring (dust, fumes, noise, stormwater, groundwater, waste etc); and • Communications (including notifications, complaint response, and reporting).
			EM2	Prepare an Operational Environmental Management Plan (OEMP) prior to commencement of operation of the project in consultation with the Independent Reviewer, the Independent Auditor, the EPA and to the satisfaction of the Minister for Planning including: • Stormwater Management;

CIS evaluation objective	Applicable approval	Performance objective	PR code	Performance requirements
				• Tunnel Ventilation Operations; • Environmental Monitoring; • Details of how the plan will be implemented • Remedial Action Plan; and • Communications.
			EM3	Appoint an Independent Reviewer and an Independent Auditor to ensure compliance with the Environmental Management Framework and ensure relevant audit reports are made publicly available.