

Council meeting 12 November 2013

RECOMMENDATION

1. That Council:
 - (a) support in principle the Route 96 upgrade project for the section between Tempany Street and Victoria Parade, subject to PTV contacting directly affected residents to discuss the preferred options and associated impacts.
 - (b) request PTV specifically consult with the nearby community on the proposed removal of stop 19.
 - (c) refer any necessary planning permits to the Councils Internal Development Approvals Committee (IDAC) for consideration.

RESOLUTION

Moved: Councillor Barbour

Seconded: Councillor Stone

1. That Council:
 - (a) support in principle the Route 96 upgrade project for the section between Tempany Street and Victoria Parade, subject to Public Transport Victoria (PTV) contacting directly affected residents to discuss the preferred options and associated impacts;
 - (b) support the retention of a U-turn facility in the vicinity of between Moor and King William Streets;
 - (c) request PTV specifically consult with the nearby community on the proposed removal of stop 19;
 - (d) refer any necessary planning permits to the Council's Internal Development Approvals Committee (IDAC) for consideration; and
 - (e) request that PTV undertake the discussion and consultation (referred to in clauses 1(a) and 1(c) respectively) in community languages as necessary to properly engage with the affected residents and nearby community.

Council Meeting – 24 June 2014

RECOMMENDATION

1. That:
 - (a) Council support 'in principle' the concept designs for the consolidation of stops 20 and 21 and the upgrade of stop 22 as part of the Tram Route 96 upgrade project, noting the expected loss of a net of up to 18 unmetered parking spaces;
 - (b) Council officers work with PTV Officers to investigate urban design improvements, such as soft landscaping and street furniture that can be implemented by PTV as part of the Tram Route 96 upgrade project;

- (c) Council officers work with PTV Officers in consulting further with VicRoads about the potential for reducing the speed limit in Nicholson Village from 60km / hr. to 40km / hr.; and
- (d) PTV submit any necessary planning permit applications to Council for formal consideration.

RESOLUTION

Moved: Councillor Colanzi **Seconded:** Councillor Barbour

1. That Council:
 - (a) note the report;
 - (b) defer the matter and seek a further meeting/consultation with Public Transport Victoria (PTV), Nicholson Village Traders and other relevant parties to discuss design and intermodal issues; and
 - (c) request a further report back to Council in the August cycle.
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Council Meeting – 2 September 2014

RECOMMENDATION

1. That Council:
 - (a) approves in principle the Public Transport Victoria (PTV) concept design for the upgrade of stop 22;
 - (b) approves in principle the PTV concept design for the consolidation of stops 20 and 21 south of Scotchmer/Pigdon Streets, on the basis that PTV investigates shifting the stop closer to the Scotchmer Street/Pigdon Streets intersection during the functional and detailed design process;
 - (c) notes the expected loss of approximately 16 (non-metered) parking spaces on Nicholson Street associated with the consolidation of stops 20 and 21, and a further net loss of up to four spaces associated the upgrade of stop 22;
 - (d) officers work with PTV Officers to investigate urban design improvements, such as soft landscaping and street furniture that can be implemented by PTV as part of the Tram Route 96 upgrade project;
 - (e) officers work with PTV Officers in consulting further with VicRoads in relation to implementing off-peak parking bays on Nicholson Street and the reduction of the speed limit from 60km/hr. to 40km/hr. in the Nicholson Village area;
 - (f) reaffirm with PTV that they will contact directly affected residents / business owners (including Maria's Pasta to and the Nicholson Gardens Owners Corporation) to discuss the proposed changes and associated impacts, and to seek views regarding issues such as access to loading bays and parking redistribution opportunities, and that where possible, Council support PTV and VicRoads; and
 - (g) notes that officers will work with PTV in relation to the widening of the existing Capital City Trail signalised pedestrian/cyclist crossing point to allow for separation

between cyclists and pedestrians as part of the detailed design process for the upgrade of stop 22.

2. That Public Transport Victoria (PTV) is advised that it will need to submit the necessary planning permit applications to Council for formal consideration.

RESOLUTION

Moved: Councillor Gaylard

Seconded: Councillor Stone

1. That Council:

- (a) approves in principle the Public Transport Victoria (PTV) concept design for the upgrade of stop 22;
- (b) approves in principle the PTV concept design for stop 21 south of Scotchmer/Pigdon Streets, on the basis that PTV investigates shifting the stop closer to the Scotchmer Street/Pigdon Streets intersection during the functional and detailed design process;
- (c) notes the expected loss of approximately 16 (non-metered) parking spaces on Nicholson Street associated with the consolidation of stop 21, and a further net loss of up to four spaces associated the upgrade of stop 22;
- (d) officers work with PTV Officers to investigate urban design improvements, such as soft landscaping and street furniture that can be implemented by PTV as part of the Tram Route 96 upgrade project;
- (e) officers work with PTV Officers in consulting further with VicRoads in relation to implementing off-peak parking bays on Nicholson Street and the reduction of the speed limit from 60km/hr. to 40km/hr. in the Nicholson Village area;
- (f) reaffirm with PTV that they will contact directly affected residents / business owners (including Maria's Pasta to and the Nicholson Gardens Owners Corporation) to discuss the proposed changes and associated impacts, and to seek views regarding issues such as access to loading bays and parking redistribution opportunities, and that where possible, Council support PTV and VicRoads; and
- (g) notes that officers will work with PTV in relation to the widening of the existing Capital City Trail signalised pedestrian/cyclist crossing point to allow for separation between cyclists and pedestrians as part of the detailed design process for the upgrade of stop 22.

2. That Council:

- (a) requests that detailed design for all Nicholson Street tram stops which were approved "in principle" in November 2013, include maximum provision of parking spaces during off-peak periods, and that for outbound lanes, the peak period be between 4pm and 6:30pm Monday – Friday; and that for the inbound lanes, the peak period be between 7am and 9am Monday to Friday. Any extensions to these period must be supported by evidence of traffic volumes exceeding safe carrying limits;
- (b) also requests that VicRoads reduce the speed limit to 40kph where possible along Nicholson Street, reflecting the high volumes of pedestrians and public transport users in Nicholson Street, and the closeness of the front wall of many homes to traffic lanes; and

- (c) requires that officers advise all the required agencies of the above.
 - 3. That officers provide to the next Council meeting an assessment of the significant issues for the installation of a Disability Discrimination Act 1992 (DDA) compliant tram stop in the vicinity of Reid Street/Richardson Street.
 - 4. That Public Transport Victoria (PTV) is advised that it will need to submit the necessary planning permit applications to Council for formal consideration.
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Council Meeting – 16 September 2014

RECOMMENDATION

- 1. That Council note the report providing an assessment of the issues regarding the installation of a *Disability Discrimination Act* 1992 (DDA) compliant tram stop in the vicinity of Reid Street/Richardson Street.

RESOLUTION

Moved: Councillor Gaylard

Seconded: Councillor Colanzi

- 1. That Council:
 - (a) approves in principle the upgrade of Stop 20 immediately south of the Reid/Richardson Streets intersection;
 - (b) notes the expected loss of approximately 19 (non-metered) parking spaces on Nicholson Street;
 - (c) requests that officers work with Public Transport Victoria (PTV) officers in consulting further with VicRoads to create off-peak parking bays on Nicholson Street to include maximum provision of parking spaces during off-peak periods, and that for outbound lanes, the peak period be between 4pm and 6:30pm Monday – Friday; and that for the inbound lanes, the peak period be between 7am and 9am Monday to Friday. Any extensions to these period must be supported by evidence of traffic volumes exceeding safe carrying limits;
 - (d) requests that officers work with PTV officers in consulting further with VicRoads to achieve the reduction of the speed limit from 60km/hr to 40km/hr in the Nicholson Village area reflecting the high volumes of pedestrians and public transport users in Nicholson Street, and the closeness of the front wall of many homes to traffic lanes;
 - (e) requests that officers work with PTV officers to investigate urban design improvements, such as soft landscaping and street furniture that can be implemented by PTV as part of the Tram Route 96 upgrade project; and
 - (f) requests that PTV contact directly affected residents / business owners to discuss the proposed changes and associated impacts, and regarding issues such as access to loading bays and parking redistribution opportunities.
 - 2. That PTV is advised that it will need to submit the necessary planning permit applications to Council for formal consideration.
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Council Meeting – 19 June 2018 – Stop 23

RECOMMENDATION

1. That Council note the officer report relating to the proposed tram stop upgrade at Stop 23 on Route 96 at Nicholson Street.
2. That Council, as the Responsible Planning Authority, approve the detailed designs provided by PTV for tram stop 23 on Route 96, subject to the following conditions:
 1. Before the tram stop civil works commence, amended and additional plans to the satisfaction of the Responsible Authority must be submitted to for approval by the Responsible Authority. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the most recent plans received by Council on 29 May 2018 and 04 June 2018 but modified to show:
 - (a) evidence that a Heavy Rigid Vehicle (HRV) will be able to turn into and out of Miller Street and Clausen Street from and onto Nicholson Street. This should include:
 - (i) swept paths diagrams for a 12.5 metre long heavy-rigid-vehicle (HRV), including wheel tracks, for all relevant movements; and
 - (ii) section diagrams showing the profile of the splitter islands between the traffic lanes and tram tracks, where these intersect the swept paths required at Condition 1. (a) i. to demonstrate the splitter islands will be semi-mountable to the affected vehicles.
 2. The civil works as shown on the plans approved by the Responsible Authority must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.
 3. Any connections made to Council's drainage infrastructure must be approved by the Responsible Authority and undertaken to Council Standards.
 4. Where existing bluestone is being removed from within Council's municipal boundaries, bluestone must be removed, stored and transported with as much care as is reasonably practical, in order for bluestone to be returned to Council.
 5. Prior to the completion of the civil works, subject to the relevant authority's consent, the relocation of any Council or privately owned assets within the road carriageway or footpath necessary to facilitate the civil works must be undertaken:
 - (a) in accordance with any requirements or conditions imposed by the relevant authority;
 - (b) at Public Transport Victoria's cost; and
 - (c) to the satisfaction of the Responsible Authority.
 6. Within 2 months of the completion of the tram stop, or by such later date as approved in writing by the Responsible Authority, any new tram crossing(s) must be constructed:
 - (a) in accordance with any requirements or conditions imposed by Council;
 - (b) at the permit holder's cost; and
 - (c) to the satisfaction of the Responsible Authority.

7. Within 2 months of the completion of the tram stop, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the works must be reinstated:
 - (a) at Public Transport Victoria's cost; and
 - (b) to the satisfaction of the Responsible Authority.
8. Within 2 months of the completion of the tram stop, or by such later date as approved in writing by the Responsible Authority, any redundant tram crossing must be demolished and re-instated as standard footpath and kerb and channel:
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.
9. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
 - (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
 - (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
 - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.
10. Before the civil works commence, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:
 - (a) a pre-conditions survey (dilapidation report) of the works areas and all adjacent Council roads frontages and nearby road infrastructure;
 - (b) works necessary to protect road and other infrastructure;
 - (c) remediation of any damage to road and other infrastructure;
 - (d) containment of dust, dirt and mud within the works areas and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the works areas;
 - (e) facilities for vehicle washing, which must be located to the satisfaction of the responsible authority;
 - (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
 - (g) site security;
 - (h) management of any environmental hazards including, but not limited to, :
 - (i) contaminated soil;
 - (ii) materials and waste;
 - (iii) dust;
 - (iv) stormwater contamination from run-off and wash-waters;
 - (v) sediment from excavations within the road reserve;
 - (vi) washing of concrete trucks and other vehicles and machinery; and
 - (vii) spillage from refuelling cranes and other vehicles and machinery;
 - (i) the construction program;

- (j) preferred arrangements for trucks delivering to the works areas, including delivery and unloading points and expected duration and frequency;
 - (k) parking facilities for construction workers;
 - (l) measures to ensure that all work at the sites will be carried out in accordance with the Construction Management Plan;
 - (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
 - (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced; and
 - (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.
3. That Council notes the consequent removal of 11 parking spaces in the City of Yarra.
 4. That Council provide a formal response to Public Transport Victoria regarding the proposed upgrade of Stop 23.

RESOLUTION

Moved: Councillor McEvoy

Seconded: Councillor Fristacky

1. That Council note the officer report relating to the proposed tram stop upgrade at Stop 23 on Route 96 at Nicholson Street.
2. That Council, as the Responsible Planning Authority, approve the detailed designs provided by PTV for tram stop 23 on Route 96, subject to the following conditions:
 1. Before the tram stop civil works commence, amended and additional plans to the satisfaction of the Responsible Authority must be submitted to for approval by the Responsible Authority. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the most recent plans received by Council on 29 May 2018 and 04 June 2018 but modified to show:
 - (a) evidence that a Heavy Rigid Vehicle (HRV) will be able to turn into and out of Miller Street and Clauscen Street from and onto Nicholson Street. This should include:
 - (i) swept paths diagrams for a 12.5 metre long heavy-rigid-vehicle (HRV), including wheel tracks, for all relevant movements; and
 - (ii) section diagrams showing the profile of the splitter islands between the traffic lanes and tram tracks, where these intersect the swept paths required at Condition 1. (a) i. to demonstrate the splitter islands will be semi-mountable to the affected vehicles.
 2. The civil works as shown on the plans approved by the Responsible Authority must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.
 3. Any connections made to Council's drainage infrastructure must be approved by the Responsible Authority and undertaken to Council Standards.

4. Where existing bluestone is being removed from within Council's municipal boundaries, bluestone must be removed, stored and transported with as much care as is reasonably practical, in order for bluestone to be returned to Council.
5. Prior to the completion of the civil works, subject to the relevant authority's consent, the relocation of any Council or privately owned assets within the road carriageway or footpath necessary to facilitate the civil works must be undertaken:
 - (a) in accordance with any requirements or conditions imposed by the relevant authority;
 - (b) at Public Transport Victoria's cost; and
 - (c) to the satisfaction of the Responsible Authority.
6. Within 2 months of the completion of the tram stop, or by such later date as approved in writing by the Responsible Authority, any new tram crossing(s) must be constructed:
 - (a) in accordance with any requirements or conditions imposed by Council;
 - (b) at the permit holder's cost; and
 - (c) to the satisfaction of the Responsible Authority.
7. Within 2 months of the completion of the tram stop, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the works must be reinstated:
 - (a) at Public Transport Victoria's cost; and
 - (b) to the satisfaction of the Responsible Authority.
8. Within 2 months of the completion of the tram stop, or by such later date as approved in writing by the Responsible Authority, any redundant tram crossing must be demolished and re-instated as standard footpath and kerb and channel:
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.
9. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
 - (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
 - (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
 - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.
10. Before the civil works commence, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:
 - (a) a pre-conditions survey (dilapidation report) of the works areas and all adjacent Council roads frontages and nearby road infrastructure;
 - (b) works necessary to protect road and other infrastructure;
 - (c) remediation of any damage to road and other infrastructure;
 - (d) containment of dust, dirt and mud within the works areas and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the works areas;

- (e) facilities for vehicle washing, which must be located to the satisfaction of the responsible authority;
 - (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
 - (g) site security;
 - (h) management of any environmental hazards including, but not limited to, :
 - (i) contaminated soil;
 - (ii) materials and waste;
 - (iii) dust;
 - (iv) stormwater contamination from run-off and wash-waters;
 - (v) sediment from excavations within the road reserve;
 - (vi) washing of concrete trucks and other vehicles and machinery; and
 - (vii) spillage from refuelling cranes and other vehicles and machinery;
 - (i) the construction program;
 - (j) preferred arrangements for trucks delivering to the works areas, including delivery and unloading points and expected duration and frequency;
 - (k) parking facilities for construction workers;
 - (l) measures to ensure that all work at the sites will be carried out in accordance with the Construction Management Plan;
 - (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
 - (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced; and
 - (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.
3. That Council notes the consequent removal of 11 parking spaces in the City of Yarra.
 4. That Council provide a formal response to Public Transport Victoria regarding the proposed upgrade of Stop 23.
 5. That Council request that the CEO write a joint letter with the CEO of PTV to the CEO of VicRoads advocating for a 40kp speed limit on Nicholson Street.
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Council Meeting – 19 June 2018 – Stops 11-15

RECOMMENDATION

That Council note the report of officers regarding the proposed Tram Stop changes in Route 96 along Nicholson Street (Stops 11 to 15).

2. That Council, as the Responsible Planning Authority, approves the detailed designs provided by PTV for tram stops 11 through 15 along Route 96, subject to the following conditions:
 1. Before the tram stop civil works commence, amended and additional plans to the satisfaction of the Responsible Authority must be submitted for approval by the Responsible Authority. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the most recent plans received by Council on 29 May 2018 and 04 June 2018 but modified to show:
 - (a) 'Keep Clear' road markings on the south-bound traffic lanes on Nicholson Street at the intersection of Nicholson Street and Moor Street; to facilitate east-west bicycle movements through the intersection;
 - (b) road markings between the tram tracks at the Nicholson Street and Moor Street intersection, to indicate where bicycles can safely wait during staged crossings of the intersection;
 - (c) evidence that a Heavy Rigid Vehicle (HRV) will be able to turn into and out of streets that intersect with Nicholson Street between Victoria Parade and Argyle Street. This should include:
 - (i) swept paths diagrams for a 12.5 metre long heavy-rigid-vehicle (HRV), including wheel tracks, for all relevant intersections; and
 - (ii) section diagrams showing the profile of the splitter islands between the traffic lanes and tram tracks, where these intersect the swept paths required at Condition 1. (c) i. to demonstrate the splitter islands will be semi-mountable to the affected vehicles.
 2. The civil works as shown on the plans approved by the Responsible Authority must not be altered (unless the Yarra Planning Scheme specifies that a planning permit is not required) without the prior written consent of the Responsible Authority.
 3. Any connections made to Council's drainage infrastructure must be approved by the Responsible Authority and undertaken to Council Standards.
 4. All tree removals are to be at the expense of Public Transport Victoria. Without the prior written consent of Council, no more than eight (8) street trees may be removed and only trees identified previously may be removed. Trees which have been identified for removal are identified as: 5, 6, 9, 10, 12, 13, 14 and 15; within the Arborists Report produced by Ryder, titled 'Construction Impact Assessment' dated 15 March 2017.
 5. Before the removal of any tree approved at Condition 4, a qualified zoologist must inspect the trees to determine if there are any fauna present, and if so, a Wildlife Management Report must be submitted to and approved by the Responsible Authority, detailing the type of fauna found and measures to be taken to manage these. This report must also outline any particular specifications on how and when the trees should be removed to best protect any wildlife present in the trees to be removed and the tree removal will then occur in accordance with the recommendations of the zoologist.
 6. Replacement tree planting of 17 trees between Victoria Parade and Kerr Street, and ongoing maintenance of these trees for a period of 2 years is to be at the expense of Public Transport Victoria.
 7. Where existing bluestone is being removed from within Council's municipal boundaries, it must be stored and transported with as much care as is reasonably practical, in order for bluestone to be returned to Council.
 8. Prior to the completion of the civil works, subject to the relevant authority's consent, the relocation of any Council or privately owned assets within the road carriageway or footpath necessary to facilitate the civil works must be undertaken:
 - (a) in accordance with any requirements or conditions imposed by the relevant authority;
 - (b) at Public Transport Victoria's cost; and

- (c) to the satisfaction of the Responsible Authority.
- 9. Within 2 months of the completion of the tram stops, or by such later date as approved in writing by the Responsible Authority, any new tram crossing(s) must be constructed:
 - (a) in accordance with any requirements or conditions imposed by Council;
 - (b) at the Public Transport Victoria's cost; and
 - (c) to the satisfaction of the Responsible Authority.
- 10. Within 2 months of the completion of the tram stops, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the works must be reinstated:
 - (a) at Public Transport Victoria's cost; and
 - (b) to the satisfaction of the Responsible Authority.
- 11. Within 2 months of the completion of the tram stops, or by such later date as approved in writing by the Responsible Authority, any redundant tram crossing must be demolished and re-instated as standard footpath and kerb and channel:
 - (a) at the Public Transport Victoria's cost; and
 - (b) to the satisfaction of the Responsible Authority.
- 12. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
 - (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
 - (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
 - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.
- 13. Before the civil works commence, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be form part of Council's approval. The plan must provide for:
 - (a) a pre-conditions survey (dilapidation report) of the works areas and all adjacent Council roads frontages and nearby road infrastructure;
 - (b) works necessary to protect road and other infrastructure;
 - (c) remediation of any damage to road and other infrastructure;
 - (d) containment of dust, dirt and mud within the works areas and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the works areas,
 - (e) facilities for vehicle washing, which must be located to the satisfaction of the responsible authority;
 - (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
 - (g) site security;
 - (h) management of any environmental hazards including, but not limited to, :
 - (i) contaminated soil;
 - (ii) materials and waste;
 - (iii) dust;
 - (iv) stormwater contamination from run-off and wash-waters;
 - (v) sediment from excavations within the road reserve;

- (vi) washing of concrete trucks and other vehicles and machinery; and
 - (vii) spillage from refuelling cranes and other vehicles and machinery;
 - (i) the construction program;
 - (j) preferred arrangements for trucks delivering to the works areas, including delivery and unloading points and expected duration and frequency;
 - (k) parking facilities for construction workers;
 - (l) measures to ensure that all work at the sites will be carried out in accordance with the Construction Management Plan;
 - (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
 - (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced; and
 - (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.
3. That Council notes the removal of 12 parking spaces would occur as part of the works by Public Transport Victoria.
 4. That Council notes that PTV has agreed to provide a \$400,000 grant for streetscape and pedestrian improvement works along Nicholson Street to the Yarra City Council.
 5. That Council provide its formal response to Public Transport Victoria.

RESOLUTION

Moved: Councillor Fristacky

Seconded: Councillor McEvoy

1. That Council note the report of officers regarding the proposed Tram Stop changes in Route 96 along Nicholson Street (Stops 11 to 15).
2. That Council, as the Responsible Planning Authority, approves the detailed designs provided by PTV for tram stops 11 through 15 along Route 96, subject to the following conditions:
 1. Before the tram stop civil works commence, amended and additional plans to the satisfaction of the Responsible Authority must be submitted for approval by the Responsible Authority. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the most recent plans received by Council on 29 May 2018 and 04 June 2018 but modified to show:
 - (a) 'Keep Clear' road markings on the south-bound traffic lanes on Nicholson Street at the intersection of Nicholson Street and Moor Street; to facilitate east-west bicycle movements through the intersection;
 - (b) road markings between the tram tracks at the Nicholson Street and Moor Street intersection, to indicate where bicycles can safely wait during staged crossings of the intersection;
 - (c) gaps in both sides of the tram fairway at stop 13/14 to enable bikes to cross Nicholson Street in a direct line rather than contraflow to vehicles on Nicholson Street, when proceeding from Carlton Street in Carlton to Moor Street in Fitzroy;
 - (d) evidence that a Heavy Rigid Vehicle (HRV) will be able to turn into and out of streets that intersect with Nicholson Street between Victoria Parade and Argyle Street. This should include:

- (i) swept paths diagrams for a 12.5 metre long heavy-rigid-vehicle (HRV), including wheel tracks, for all relevant intersections; and
 - (ii) section diagrams showing the profile of the splitter islands between the traffic lanes and tram tracks, where these intersect the swept paths required at Condition 1. (c) i. to demonstrate the splitter islands will be semi-mountable to the affected vehicles.
- 2. The civil works as shown on the plans approved by the Responsible Authority must not be altered (unless the Yarra Planning Scheme specifies that a planning permit is not required) without the prior written consent of the Responsible Authority.
- 3. Any connections made to Council's drainage infrastructure must be approved by the Responsible Authority and undertaken to Council Standards.
- 4. All tree removals are to be at the expense of Public Transport Victoria. Without the prior written consent of Council, no more than eight (8) street trees may be removed and only trees identified previously may be removed. Trees which have been identified for removal are identified as: 5, 6, 9, 10, 12, 13, 14 and 15; within the Arborists Report produced by Ryder, titled 'Construction Impact Assessment' dated 15 March 2017.
- 5. Before the removal of any tree approved at Condition 4, a qualified zoologist must inspect the trees to determine if there are any fauna present, and if so, a Wildlife Management Report must be submitted to and approved by the Responsible Authority, detailing the type of fauna found and measures to be taken to manage these. This report must also outline any particular specifications on how and when the trees should be removed to best protect any wildlife present in the trees to be removed and the tree removal will then occur in accordance with the recommendations of the zoologist.
- 6. Replacement tree planting of 17 trees between Victoria Parade and Kerr Street, and ongoing maintenance of these trees for a period of 2 years is to be at the expense of Public Transport Victoria.
- 7. Where existing bluestone is being removed from within Council's municipal boundaries, it must be stored and transported with as much care as is reasonably practical, in order for bluestone to be returned to Council.
- 8. Prior to the completion of the civil works, subject to the relevant authority's consent, the relocation of any Council or privately owned assets within the road carriageway or footpath necessary to facilitate the civil works must be undertaken:
 - (a) in accordance with any requirements or conditions imposed by the relevant authority;
 - (b) at Public Transport Victoria's cost; and
 - (c) to the satisfaction of the Responsible Authority.
- 9. Within 2 months of the completion of the tram stops, or by such later date as approved in writing by the Responsible Authority, any new pram crossing(s) must be constructed:
 - (a) in accordance with any requirements or conditions imposed by Council;
 - (b) at the Public Transport Victoria's cost; and
 - (c) to the satisfaction of the Responsible Authority.
- 10. Within 2 months of the completion of the tram stops, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the works must be reinstated:
 - (a) at Public Transport Victoria's cost; and
 - (b) to the satisfaction of the Responsible Authority.
- 11. Within 2 months of the completion of the tram stops, or by such later date as approved in writing by the Responsible Authority, any redundant pram crossing must be demolished and re-instated as standard footpath and kerb and channel:
 - (a) at the Public Transport Victoria's cost; and

- (b) to the satisfaction of the Responsible Authority.
12. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
- (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
 - (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
 - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.
13. Before the civil works commence, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be form part of Council's approval. The plan must provide for:
- (a) a pre-conditions survey (dilapidation report) of the works areas and all adjacent Council roads frontages and nearby road infrastructure;
 - (b) works necessary to protect road and other infrastructure;
 - (c) remediation of any damage to road and other infrastructure;
 - (d) containment of dust, dirt and mud within the works areas and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the works areas,
 - (e) facilities for vehicle washing, which must be located to the satisfaction of the responsible authority;
 - (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
 - (g) site security;
 - (h) management of any environmental hazards including, but not limited to,:
 - (i) contaminated soil;
 - (ii) materials and waste;
 - (iii) dust;
 - (iv) stormwater contamination from run-off and wash-waters;
 - (v) sediment from excavations within the road reserve;
 - (vi) washing of concrete trucks and other vehicles and machinery; and
 - (vii) spillage from refuelling cranes and other vehicles and machinery;
 - (i) the construction program;
 - (j) preferred arrangements for trucks delivering to the works areas, including delivery and unloading points and expected duration and frequency;
 - (k) parking facilities for construction workers;
 - (l) measures to ensure that all work at the sites will be carried out in accordance with the Construction Management Plan;
 - (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
 - (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced; and
 - (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.

3. That Council notes the removal of 12 parking spaces would occur as part of the works by Public Transport Victoria.
4. That Council notes that PTV has agreed to provide a \$400,000 grant for streetscape and pedestrian improvement works along Nicholson Street to the Yarra City Council.
5. That Council provide its formal response to Public Transport Victoria.

CARRIED UNANIMOUSLY