Watsonia Construction Compound Plan

Site Amenities & Temporary Works required to facilitate the Watsonia trench and TBM launch structures

Civil and Roads Compound Stage 1

North East Link – Primary Package

Document number:	**NEL-CNT-SDC-2990-EPA-PLN-0003**
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Revision:	**01**

OFFICIAL

Document Approval

PLANNING AND ENVIRONMENT ACT 1987

BANYULE PLANNING SCHEME

NORTH EAST LINK PROJECT INCORPORATED DOCUMENT, DECEMBER 2019

ENDORSED PLAN

SHEET 1 OF 42

SIGNED.....

FOR

MINISTER FOR ENVIRONMENT AND CLIMATE ACTION

DATE: 31/10/2022

Details of Revision Amendments

Document Control

The Construction Environmental Representative is responsible for ensuring that this plan is reviewed and approved. The Construction Environmental Representative is responsible for updating this plan to reflect changes to construction, legal and other requirements, as required.

Amendments

Any revisions or amendments must be approved by the Project Director in consultation with Project Co before being distributed / implemented.

Revision Details

Revision	Details	Date
A	Submitted to NELP for Review	17/02/2022
B	Post stakeholder consultation review. Submitted to NELP	22/03/2022
B.02	Amended as per NELP review and submitted to DELWP for review.	04/04/2022
C	Issued to IREA for Certification	26/04/2022
D	IREA Comments Closed. Issued for Certification.	23/05/2022
E	IREA Comments Closed. Issued for Certification.	24/05/2022
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G	IREA Further Comments Closed. Issued for Certification.	27/06/2022
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0	Issued for Approval	27/09/2022
0.01	Issue for Review – close of out DELWP RFI	07/10/2022
01	Issue for Approval	12/10/2022

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Definitions and Abbreviations

Term/Abbreviation	Definition
Annual Exceedance Probability (AEP)	Defines the likelihood of a flood occurring in any given year. The most used definition in planning is the '1 in 100-year flood'. This refers to a flood level that has a one in a hundred, or 1%, chance of being equalled or exceeded in any year (1% AEP = 100-year average recurrence interval).
ATF	As Trustee For
Business	Commercial activity in which the aim is to make a profit.
CCEP	Communication and Community Engagement Plan
CCP	Construction Compound Plan
CH	Cultural Heritage
Condition Report	A report completed prior to occupancy which involves a visual assessment of the Construction Compound area highlighting any constructional and cosmetic fabric defects. As agreed with Spark and NELP, the Condition Report must be completed and agreed with Council prior to sign off by all parties.
Construction Environmental Management Plan (CEMP)	Overarching document which details the management of environmental aspects and impacts associated with the delivery of the works. The document has been prepared in accordance with the EMF.
Community Facilities	Refers to recreational, social, or educational spaces (for example schools, sports ovals, or local halls) available for use by the local community.
Construction Compound	Long term Compound, including buildings for office, crib (meals), ablutions and washing facilities located within fixed a boundary.
Construction Site	Short term construction works areas or construction fronts including temporary storage/laydown areas that are to be undertaken throughout the Primary Package
CNVMP	Construction Noise and Vibration Management Plan
Decibel (dB)	A logarithmic scale is used to describe the level of sound, referenced to a standard level. It is widely accepted that a 3dB change in traffic noise levels (of the same character) is barely, if at all detectable, whereas a change of 5 dB is clearly noticeable. A 10 dB increase is typically considered to sound twice as loud (noting a change of -10 dB would typically sound half as loud).
DELWP	Department of Environment, Land, Water & Planning
D&C	Design and Construction
D&C Contractor	Joint venture between the entities, Webuild S.p.A, GS Engineering & Construction Australia Pty Ltd, CPB Contractors Pty Ltd and China Construction Oceania Pty Ltd
Environment Effects Statement (EES)	Assessment of the potential environmental, social, and business impacts associated with the proposed construction and operation of the North East Link Primary Package under the Environment Effects Act 1978.

Term/Abbreviation	Definition
Environmental Management Framework (EMF)	The EMF is to provide a transparent framework to manage the environmental effects of the Project to meet statutory requirements, protect environmental values and sustain stakeholder confidence. The EMF provides clear accountabilities for the implementation of the Environmental Performance Requirements (EPRs)
Environmental Performance Requirements (EPRs)	A suite of performance-based environmental standards and outcomes that apply to the design, construction, and operation of the Project. Define the minimum environmental outcomes that must be achieved during Project delivery.
EMS	Environmental Management System
EPA	Environment Protection Authority Victoria
FFG	Flora and Fauna Guarantee Act 1998 (Vic)
Incorporated Document	GC98 - The delivery of the Project is facilitated by the Incorporated Document under the Banyule, Boroondara, Manningham, Whitehorse, Whittlesea, and Yarra Planning Schemes approved December 2019.
Independent Environmental Auditor (IEA)	The independent party appointed by the Victorian Government to undertake environmental reviews and environmental audits of project activities including assessing compliance with the EMF. The Independent Environmental Auditor is a component of the Independent Reviewer and Environmental Auditor role.
Independent Reviewer and Environmental Auditor (IREA)	The Independent Reviewer and Environmental Auditor is appointed by the Victorian Government to perform two roles: review and environmental audit. The review role involves independent review of project activities including design reports, construction packages, and design and construction management. The Independent Environmental Auditor role is described above.
North East Link Project (NELP)	North East Link Project is an organisation within MTIA that is responsible for developing and delivering the project on behalf of the Victorian Government.
M&E	Mechanical and Electrical
MWC	Melbourne Water Corporation
NEL	North East Link
NELP	North East Link Project
NML	Noise Management Level
Open Space	Land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity.
PP	Primary Package
PPP	Public Private Partnership
Primary Package	Design, financing, construction, and commissioning of the Works, including 6.5km twin three or four-lane tunnels, with interchanges at Manningham and Lower Plenty Roads and upgrades to Greensborough and Bulleen Roads.
Project Co	Spark North East Link Pty Limited as trustee of the Spark North East Link Trust
PSA	Planning Scheme Amendment

Term/Abbreviation	Definition
Project or North East Link	The North East Link project approved under the Incorporated Document.
Project boundary	The project boundary encompasses the area within which the project will be developed and is the area that is referenced in the Incorporated Document.
RAP	Registered Aboriginal Party
Reserve	Land reserved for community or public purposes.
Risk	Risk is measured as a combination of the magnitude of potential consequences of an event happening, and the likelihood of the event and associated impact occurring.
Stakeholders	Stakeholders as specifically identified under Clause 4.5.5 (b-c) of the Incorporated Document. Also defined by person or group affected by or concerned with an issue.
SEM	Sequential Excavation Mining
SEP	Site Environment Plan
Sensitive Receptors	Sensitive receptors as per relevant statutory guidelines, including homes, schools, universities and hospitals, or places where a person's regular daily life might be affected by amenity impacts because of the Project. Sensitive receptors do not include public open space or places of work.
Shared use path	A shared use path (SUP) is a path that may be used by walkers and cyclists. For the Project shared use paths have been designed to be not less than three meters wide.
Spark	Consortium selected to deliver the primary package on the North East Link (NEL)
TBM	Tunnel Boring Machine
TIA	Traffic Impact Assessment
TPZ	Tree Protection Zone
UDS	Urban Design Strategy
Unavoidable works	Unavoidable works are defined in EPR NV3 and must be verified by the IEA as such for each instance they are undertaken. Unavoidable works may result in noise from construction works during weekend/evening work hours and the night period which do not meet the guideline targets in EPR NV3 and the definition of unavoidable works.
WEMP	Worksite Environmental Management Plan
WHS	Work Health and Safety
YVW	Yarra Valley Water

1 Project Overview

1.1 Purpose and Scope

The purpose of this Construction Compound Plan (CCP) is to comply with the requirements of clauses 4.12.1 and 4.12.2 of the North East Link Project Incorporated Document (Incorporated Document) and regulate the use and development of the Civil and Roads Compound for the Watsonia Construction Site.

A Construction Compound is a long-term Compound comprising buildings for office, crib meals, ablutions and washing facilities located within a fixed boundary. The Construction Compound is established and operated in accordance with the approved CCP, and relevant Environmental Performance Requirements (EPRs) included in the approved Environmental Management Framework (EMF). It is not a Construction Site but supports construction activities.

A Construction Site comprises of short term construction work areas or construction ancillary facilities such as but not limited to, temporary storage/laydown areas, bentonite plants and water treatment plants.

This approach to delineate Construction Compound and Construction Sites is consistent with previous CCPs approved for the Early Works Package of the North East Link (NEL) Project.

This plan describes the proposed activities, hours of operation and potential environmental and community impacts of the Watsonia Compound. This includes mitigation and management controls associated with the construction and operation of the proposed Compound that will support site establishment and ongoing construction as part of the Primary Package of the NEL.

1.2 North East Link Primary Package Overview

Spark North East Link Pty Limited as trustee of the Spark North East Link Trust (Project Co) has been contracted by The Minister for Transport Infrastructure for and on behalf of the Crown in right of the State of Victoria and the North East Link State Tolling Corporation (together the State) to deliver the Primary Package under a Project Deed dated 27 October 2021 (Project Deed).

The aim of the North East Link Project is to complete the missing link in Melbourne's orbital freeway between an upgraded Eastern Freeway and the M80 Ring Road.

The Design & Construction (D&C) Contractor has been contracted by North East Link to complete the missing link in Melbourne's orbital freeway between an upgraded Eastern Freeway and the M80 Ring Road. The D&C Contractor Project Co is responsible for delivering the Primary Package under a public–private partnership (PPP) framework encompassing:

Design, financing, construction, and commissioning of the Works, including 6.5km twin three or four-lane tunnels, with interchanges at Manningham and Lower Plenty Roads and upgrades to Greensborough and Bulleen Roads, as well as the Secondary Package (SP) Intelligent Transport System (ITS) Works

Development of the SP Interface Zones Preliminary Design

Undertaking the Services for the Primary Package and the Extended Operational Activities for the Extended Operational Area

The Secondary Packages will be designed and constructed by other parties.

Project Co has subcontracted the Development Activities (as defined in the Project Deed) to the unincorporated joint venture, comprising Webuild S.p.A, GS Engineering & Construction Australia Pty Ltd, CPB Contractors Pty Ltd and China Construction Oceania Pty Ltd (D&C Contractor) under the D&C Contract between Project Co and the D&C Contractor dated 27 October 2021 (D&C Contract).

The Primary Package has been split into multiple construction sites: Northern Construction Area, Manningham Construction Area, and Southern Construction Area.

Locations of the current proposed Compounds that will support the construction activities for the NEL Primary Package are listed in Table 1. Separate CCPs will be prepared covering these construction areas as indicated in Table 1. The planned period of occupation of the Watsonia Civil and Roads Compound (the subject of this CCP) is provided in Table 2.

Table 1 Construction Compound Plans – Primary Package

Construction Area	Construction Compound Plans	Construction Activity Supported
Northern	▪ Winsor Reserve Spoil Handling Facility Compound ▪ **Civil and Roads Compound (This Plan)** ▪ TBM Compound ▪ Vent Office Compound	Comprises the Watsonia trench, Windsor Reserve Spoil Handling Facility Compound, Civil and Roads Compound and TBM launch structures and site installations.
	▪ Mobilisation Compound ▪ Structures Compound	Comprises the Lower Plenty cut and cover structures.
Manningham	▪ Mobilisation Compound ▪ Structural/ M&E Compound ▪ SEM Compound	Comprises the Manningham cut and cover structures, the SEM Tunnel site installations and the operations and maintenance building.
Southern	▪ Civil/ Structural/ Roads Compound ▪ Cut and Cover Compound	Comprises the Bulleen cut and cover structure, including the land bridge and the southern ventilation building.

Four individual CCPs have been developed for Compounds in the Watsonia Area. While the Compounds are located within proximity to each other, the requirement for four Compounds is based upon:

- Each Compound supports construction activities different to the others:
  - Winsor Reserve Spoil Handling Facility Compound.
  - Civil / Roads Compound supports northern roadworks, piling and excavation works.
  - TBM Compound supports Tunnel Boring operations.
  - Vent Office Compound Supports Sequential excavation method (SEM) of tunnelling followed by construction of the Vent Building at Simpson Barracks.
- Each Compound requires supervisory and engineering staff located immediately adjacent to the works to directly manage all aspects of the works including WHS requirements.
- Surface workers and subsurface workers are always segregated in their on-site facilitates due to the difference in nature of their works and the significant controls to strictly manage underground employees .
- SEM support Compound (Vent Office) is further separated due to the nature of the plant and machinery directly supported by the compound and to remove unnecessary interaction of personnel and plant as required by WHS legislation.

The Compounds cannot be consolidated into a single Compound because:

- No available Compound site is of sufficient size to support the gross white collar supervisory or blue-collar workforce numbers in any single location.
- The differing WHS requirements of each Compounds supported construction activities.
- The differing operational requirements of each Compound.
- The Compounds are mobilized and demobilised at different times to suit project finishing works.

Table 2 Indicative Timeframes of this Compound

Compound Milestones	Timing
Mobilisation activities commence	Q4 2022
Occupation of the Compound	Q4 2022
Demobilisation	Q4 2026

2 NEL Approvals

2.1 Primary Approvals and Incorporated Document Requirements

NELP has obtained the Primary Approvals for the North East Link that apply to the Primary Package. These Approvals include:

- Planning approval under the *Planning and Environment Act 1987*
- Cultural Heritage Management Plan (No. 15576) approved under the *Aboriginal Heritage Act 2006*
- Approval for works on Commonwealth land under the *Environment Protection and Biodiversity Conservation Act (Cth) 1999*
- Development Licence authorising the development and installation of the road tunnel ventilation systems for the NEL Project under *the Environment Protection Act 2017.*

Planning approval for the NEL Project is facilitated through a Planning Scheme Amendment (PSA) (GC98), as gazetted on the 3rd of January 2020. The PSA allows for the use and development of the North East Link Project, subject to specific controls set out in the North East Link Project Incorporated Document which apply to all land within the designated project boundary.

This Plan is prepared in accordance with the Incorporated Document and its preparation is informed by other relevant project approvals including the approved (and amended) Environmental Management Framework (EMF) with Environmental Performance Requirements (EPRs).

Figure 1 below illustrates the planning and environment approvals context for this plan.

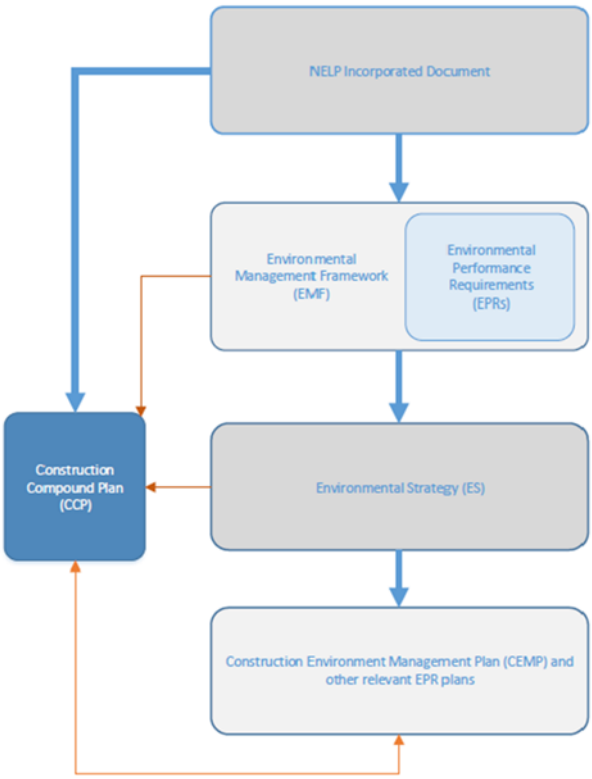

Figure 1 CCP Planning and Approvals

2.1.1 Incorporated Document

The Incorporated Document allows the land within the project boundary to be used and developed for the North East Link Project. The Incorporated Document has the effect of exempting the project from the usual requirements of the planning schemes and allowing the use and development of land for the project, so long as the works are located within the project boundary and comply with the conditions of the Incorporated Document.

The following conditions of the Incorporated Document are being met through the development of this Plan:

- CCP to be prepared in accordance with the requirements of Clause 4.12 of the Incorporated Document
- Preparation of CCP to the satisfaction of the Minister for Planning
- On Independent Environmental Auditor (IEA) verification and Minister for Planning acceptance of this Plan, presentation of the current version on a clearly identifiable Project website.

Clause 4.12 of the Incorporated Document outlines requirements for CCPs, including content requirements. These requirements are summarised in Table 3, with a cross reference to where they are addressed in this Plan. Unless an exemption has been provided by the Minister for Planning, CCPs are required for all Construction Compounds (as defined in Section 1.1) associated with construction of the NEL Project.

Table 3 Incorporated Document – Relevant Clauses for this Plan

Document Reference	Content requirements	Where addressed
4.12.1	Prior to the use and development of any Construction Compound, a CCP must be prepared to the satisfaction of the Minister for Planning.	This plan
4.12.2 a)	A plan showing the location and layout of each Compound and the categories of works and operations proposed within each Compound.	Section 3
4.12.2 b)	The estimated duration of activity within each Compound.	Section 1.2
4.12.2 c)	Demonstration that any Compound proposed on land which is not to be permanently acquired are reasonably required in the location in which they are proposed, including demonstration that alternatives which reduce the impact of the Compound on such land are not feasible or practical.	Section 3.3
4.12.2 d)	Demonstration that the Compound (and categories of permissible works within each Compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive receptors (including residences, open space, schools, community organisations and sporting and recreation areas).	Section 3.4
4.12.2 e)	Demonstration that the categories of works proposed within the Compound are appropriate having regard to whether the land is flood prone, including any flood modelling where appropriate, or has any environmental sensitivity, and that the works will be suitably managed to address any flood risk.	Section 3.4 Section 3.7.1
4.12.2 f)	Measures to restore the former use of the land used for construction once these activities are complete.	Section 5
4.12.3	A CCP may be prepared and approved in stages but a CCP for any stage must be approved before the commencement of use and development for that stage.	N/A
4.12.4	A CCP may be amended from time to time, to the satisfaction of the Minister for Planning.	Section 8
4.12.5	All Construction Compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in the approved EMF.	Section 3 Section 7

2.2 Secondary Approvals for the Watsonia Construction Compound Facilities

Table 4 details the requirements of Secondary Approvals that may be necessary to establish the Compound. These requirements are in addition to all requirements in the Project Scope and Delivery Requirements (PSDR).

Table 4 Secondary Approvals

Legislation	Responsible Authority	Approval	Purpose/Location	Application to this CCP (CCP-003)
Wildlife Act 1975	DELWP	Management Authorisation for the salvage and handling of fauna	If works will require the salvage, handling, removal or destruction of wildlife	Required for CCP003 Fauna spotting and relocation required prior to approved vegetation removal.
Flora and Fauna Guarantee Act 1988	DELWP	Permit/s to take protected species.	Ecology assessments will determine and address the need for a permit to remove protected flora	Required for CCP003
Road Management Act 2004	Banyule City Council	Working within a road reserve permit	Local streets associated with the works	Not required for CCP003 No changes or impacts to local streets.
Road Management Act 2004	Department of Transport	Working within a road reserve permit	Greensborough Hwy may require a road reserve permit.	Not required for CCP003 No changes or impacts to local streets
Heritage Act 2017	Heritage Victoria	Permit/s to impact places on Victorian Heritage Register (VHR), and consents for impacts on places on the Victorian Heritage Inventory (VHI).	In the event that a works will impact on a registered place.	Not required for CCP 003 No VHI or VHR places identified at the site
Victorian Planning Provisions – Banyule Planning Scheme	DELWP	North East Link Incorporated Document conditions, including native vegetation removal and Environmental Performance Requirements.	Works within the project boundary. Removal of native vegetation (to be confirmed based on findings from arborist/ecologist assessment) Note: Any removal of vegetation outside the project boundary which may be required to gain access to project land, would need to be assessed under the Planning Scheme requirements.	Native and amenity vegetation will be removed for the purposes of establishing this Compound, in addition to that required for removal due to permanent works.
Aboriginal Heritage Act 2006	Wurundjeri Woi-Wurrung Cultural Heritage Aboriginal Corporation	Compliance with CHMP requirements	The Compound Location is within a largely cleared and disturbed portion of land which looks to have been previously developed. The site is not in an area of Cultural Heritage Sensitivity	There are no Cultural Heritage overlays impacted by the Compound.

3 Civil and Roads Compound

The Watsonia Civil and Roads Compound will support the Watsonia Construction Site, which includes the construction of the Piling and Excavation works associated with the Watsonia trench & TBM launch structure.

The Watsonia Civil and Roads Compound described in this plan is located on Yallambie Road, Macleod in the Northern Construction Area as shown in Figure 2. The location of the construction site in relation to the Compound, environmental features and potentially affected receivers are shown in Figure 4.

The land is in the municipality of Banyule City Council and is located on previous Commonwealth land (Simpson Barracks) that now forms part of the project land. The Compound is situated within land identified for use as Temporary Facilities during construction of the project activities and partially located on land within the footprint of the Primary Package works.

The detailed site plans for the Compound are shown in Figure 3. Each site plan provides further detail on the facilities being mobilised that will be utilised by Spark and subcontracted staff.

Fencing and hoarding will be installed to delineate the construction site from surrounding land as shown in Figure 3.

Figure 2 Compound Locations within Watsonia Construction Site

3.1 Compound

Below (including Figure 3) outlines the Compound and facilities within, their purpose and what construction activities will be supported by the Compound. Location and details of the Compound are subject to minor layout changes if generally in accordance with the approved CCP.

In line with the definition of a Construction Compound (Section 1.1), the Compound is described as follows:

- The Civil and Roads Compound is a 2-storey office facility for white collar supervisory and support staff. The facility will include office spaces, amenities and kitchen facilities.

Table 5 highlights the Compound Uses and the Supported Construction Activities.

Table 5 Compound Uses and the Supported Construction Activities

Civil & Roads Construction Compound Uses by Spark	Construction Activities Supported by the Civil and Roads compound
▪ Office Amenities for white collar workforce ▪ The holding of site safety briefings each morning	▪ Construction of the piles and excavation works at Watsonia Trench structure ▪ Reconstruction & Duplication of Greensborough Road ▪ Reconstruction & Duplication of Lower Plenty Road ▪ Reconstruction of all local road intersections with Greensborough Road and Lower Plenty Road ▪ Utility Relocation Works ▪ Landscaping and Urban Design Works including pathways, bikeways and other connecting infrastructure ▪ Construction of new parklands at Borlase Reserve ▪ Installation of Tolling infrastructure and roadway management systems

Consultation with the Department of Defence has resulted in the following design mitigations to ensure the privacy of sensitive receptors:

- 2.4-metre-high minimum fixed hoardings for visual amenity
- Screened windows on all Defence boundaries to stop workforce visibility into the barracks
- A 3-metre exclusion zone against Defence fence boundaries, including no storage of materials.

Vehicle access to the site will be provided via Greensborough Road, which is a State controlled road, and Blamey Road, a local road. Users of the Compound will share the car park, located within the adjoining CCP-001 (Vent Office Compound), with users of the other Compound.

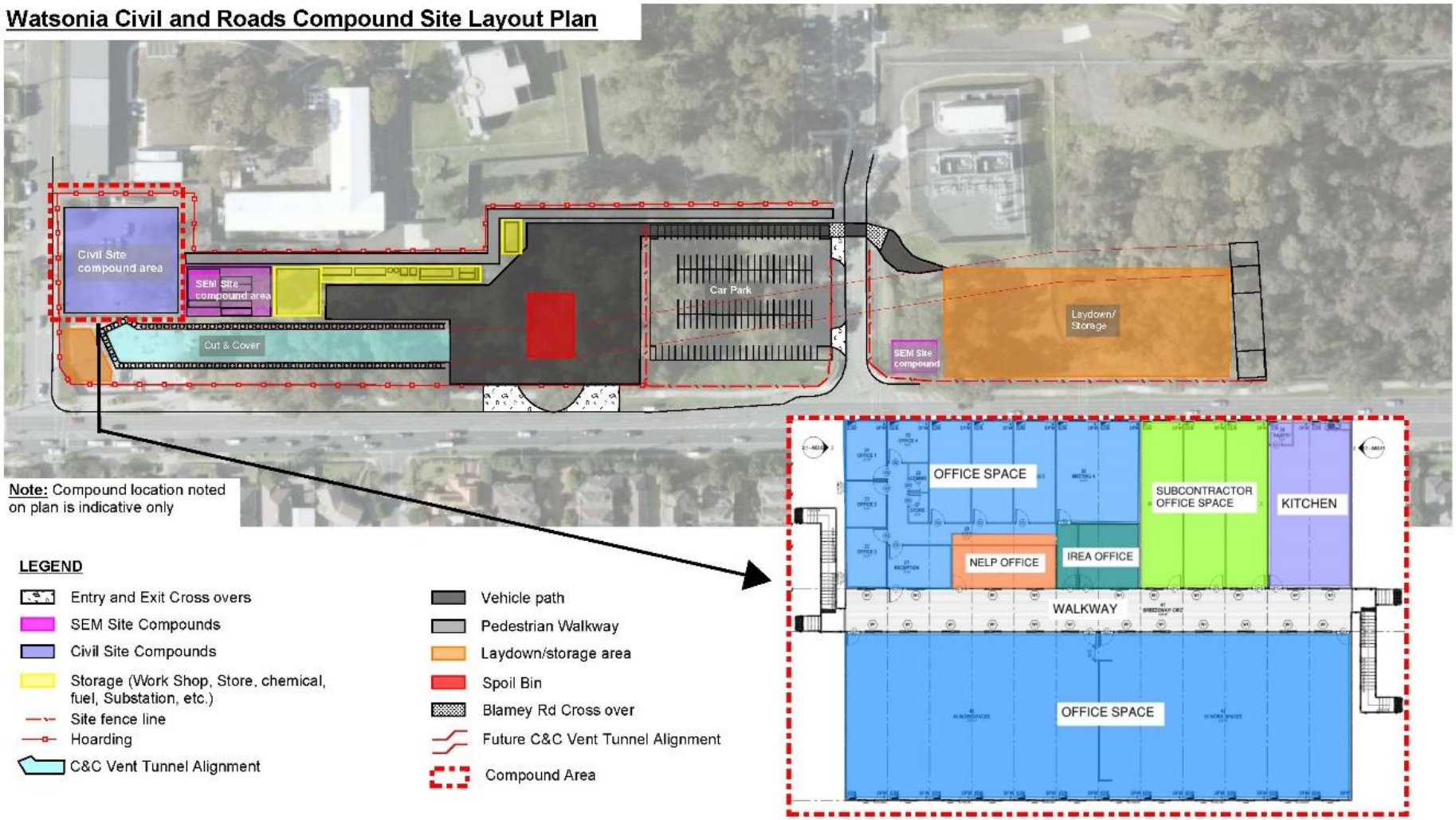

Figure 3 Civil and Roads Compound

3.2 Identification of Sensitive Receptors

Clause 4.12.2 (d) of the Incorporated Document requires demonstration that the Compound has been sited to avoid, then minimise, then mitigate impacts on sensitive receptors.

The location of the Civil and Roads Compound may have the potential to impact on the following sensitive receptors:

- Residents on the following streets:
  - Somers Avenue
  - Torbay Street
  - Cooley Ave
  - Reid Walk
  - Fairlie Ave
  - Greensborough Road
  - Yallambie Road
  - Watson Street
  - Service Road
  - Lenola Street
  - Tuckfield Court
  - Wattle Drive
  - Lindsay Street

- For traffic
  - Torbay Street
  - Yallambie Road
  - Greensborough Road

- Businesses:
  - Early Learning Child Care Centre
  - Motor Inn (Accommodation premises)
  - Specialist Dental Centre
  - Watsonia Shopping Precinct and Train Station

- Sports and Recreation Facilities:
  - Winsor Reserve (Macleod Cricket Club and Macleod Junior Football Club)

- Simpson Barracks (Department of Defence) and Blamey Road.

The sensitive receptors in relation to the Compound placement and the overall construction work boundary are shown in Figure 4.

Section 3.3 includes a discussion of how selection of the site seeks to avoid, minimise and mitigate impacts on these sensitive receptors. Further details on measures that will be taken to mitigate impacts on sensitive receptors in accordance with the relevant EPRs is provided in Section 3.8.

Consultation and engagement is ongoing in relation to the management of these sensitive receptors. This is detailed further within Section 6.

All sensitive receptors and impacted stakeholders have been consulted throughout the finalisation of this CCP.

Figure 4 Compound Location and adjacent Sensitive Receptors

3.3 Justification of Location and Use of Compound

The selection of the location of the Compound was cognisant of the following factors and constraints:

- The land is designated for use as a temporary facility
- The Compound is able to maintain operability until project completion and is not subject to a further move
- The Compound is not on public land
- The Compound is immediately adjacent to the construction works supported by the Compound
- Be of sufficient size to allow its safe operation for the intended purpose of the Compound
- Be of sufficient size to provide the intended function for the workforce in the one locality
- Does not impede existing pedestrian and vehicular access
- Is within proximity of major public transport facilities for workforce accessibility and to minimise personal vehicle traffic
- Access to Compound via existing arterial road infrastructure only
- No impacts to existing businesses (commercial and retail) including no impacts on existing street exposure, vehicular and pedestrian access and parking amenities.

The site selected is not directly adjoining a sensitive receptor, however it is adjacent to Simpson Barracks. Department of Defence have been consulted on the position of the Compound.

Car parking for the Compound will be shared with the Vent Tunnel Compound and will progressively be developed as the underground works in this area are finalised.

The Compound is deemed to have a minimal impact in terms of the following aspects:

- **Future Land Use:** The Compound will be partially located on land within the footprint of the Primary Package works and partially in land designated as for Temporary use during construction.
- **Proximity to Works:** Although the construction Compound is within proximity to residential areas, the Compound has been located to reduce noise, vibration, and lighting impacts.
- **Sensitive Receptor:** As the construction Compound is within proximity to residential areas, the Compound has been located to reduce noise, vibration, and lighting impacts to these areas. All existing footpath and cyclist connectivity will be maintained where practical and safe to do so. This is a requirement of all worksite traffic management plans. Where required, appropriate long-term pedestrian / cyclist detours will be provided around the site throughout the duration of the construction period.
- **Business Impacts:** Impacts to nearby businesses are expected to be minimal (see Figure 4 for locations). Nearby businesses include the Watsonia Shopping Precinct, Watsonia Station, a childcare centre and a hotel. A Business Disruption Mitigation Plan will be developed to address impacts to these businesses, propose mitigations and outline engagement to take place with local businesses.
- **Cultural Heritage:** The area does not feature any direct impacts with identified Aboriginal Cultural Heritage (CHMP 15576).
- **Flooding:** The Compound is not subject to a Floodway Overlay or Land Subject to Inundation Overlay (LSIO) in the Banyule Planning Scheme.
- **Flora and Fauna/Arboriculture:** As the Compound is located on land within the footprint of the Primary Package works, there is a reduced need for additional vegetation clearing to facilitate the Compound installation.

Table 6 Compound Considerations

Incorporated Document Requirement	Details of Implementation – Civil and Roads Compound
Avoid	▪ Avoids impacts to protected flora and fauna within no-go zones
Minimise	▪ Minimises need for vegetation removal for Compound establishment with 6 additional trees required to be removed because of this location. 3 trees are native, with all other trees non-native ▪ Minimises impact to residents on western side of Greensborough Road as Compound is sighted as far as possible form residents ▪ Minimises traffic impacts by providing access to the site from Greensborough Road (State Controlled) and not Council controlled roads
Mitigate	▪ No flooding impacts at this site

3.4 Alternate Locations Consideration

Spark considered the following locations for this site (as shown in Figure 2):

- Option A: The Yallambie Road Compound location (Proposed location)
- Option B: Winsor Reserve

Other areas within the project footprint immediately adjacent to Greensborough Road were considered however these were deemed not suitable as no other existing land parcels met the requirements of providing site facilities adjacent to critical work areas. These include, utility connections (including water and power), workforce access to crib facilities, and site access including compliant entry and exit points that intersect Greensborough Road. No further locations were considered outside of the project boundary as land access is not available for the Project.

Table 7 provides a high-level assessment of site options.

Table 7 Compound Options Consideration

Description	Option A	Option B
Is the site within the permanent footprint of the works or has the site been allocated for use as a temporary works facility?	Partially within permanent footprint and land allocated for temporary use	Yes
Is the land available when the Compound is required to be constructed?	Yes	Yes
Is access to the Compound available from existing road network with suitable signalised intersections to State controlled roads?	Yes	Yes
Is the Compound on public use land?	No	Yes
Is the site immediately adjacent to the works area?	Yes	No
Are any trees required to be cleared for the purposes of temporary facilities only?	Yes	Yes
Does the site sit within an Area of Aboriginal Cultural Heritage Sensitivity?	No	No
Is the site susceptible to flooding at current levels?	No	No
Would the Compound at this location impede construction of the works including spoil handling from tunnelling operations?	No	Yes
Would the Compound need to be moved during construction?	No	Yes
Can the Compound support finish works activities?	Yes	No

Table 8 provides a high-level assessment of the selected site against potential impacts.

Table 8 Site Selection Assessment

Impact	Avoid?	Minimise?	Mitigate?	Comment
Tree Removal		✓		▪ The 2 Storey office Compound requires removal of native and non-native vegetation.
Future Land Use			✓	▪ The land is provided for use as a Temporary Facility during delivery of the works ▪ The site will be restored to prior condition at the cessation of development activities ▪ Land that partially falls within the footprint of permanent works will be developed in accordance with the approved UDLP.
Proximity to Works		✓		▪ Has utility provisions so connection to existing services can be done sooner ▪ Located to avoid light vehicle movements on local roads ▪ Located to promote public transport use by employees ▪ Located due to immediate proximity of supported works
Sensitive Receptors		✓		▪ Close to Greensborough Road to minimise access to residential streets ▪ Not directly adjacent to residences ▪ Adjacent to Simpson Barracks with consultation identifying three approaches to mitigating impacts
Business Impacts	✓			▪ Unlikely to impact local business
Cultural Heritage	✓			▪ CHMP prepared for the site ▪ There are no identified impacts on known cultural heritage overlays
Flooding	✓			▪ Not subject to flood mapping overlays (floodway overlay and land subject to inundation overlay)
Flora and Fauna/Arboricultural		✓		▪ Tree/ vegetation removal is required for the Construction Compound location as the Compound sits within the footprint of temporary works. ▪ Not subject to the vegetation protection overlay.

3.5 Work Activities and Timing

The establishment works of the Compound will commence in Q4 2022.

Once established, the Compound will remain in place until the end of the project in Q4 2026 and will service all finishing activities. At project completion the Compound will be demobilised, and the land parcel restored to pre-construction condition. Land that partially falls within the footprint of permanent works will be developed in accordance with the approved UDLP.

It is expected to take approximately 12 weeks to establish the Compound as outlined in Table 9. These works will occur during EPR prescribed working hours.

Table 9 Civil and Roads Compound (setup activities and indicative timings)

Compound	Occupation	Mobilisation Duration	Work activities
Civil and Roads Compound	Q3 2022 – Project End	Commencing Q4 2022 for approximately 12 weeks	Week 1: ▪ Setup environmental controls & monitoring for air, noise and vibration as per Worksite Environmental Management Plan ▪ Temp fencing erection, hoarding and site delineations ▪ Survey and set out Week 2-5: ▪ Vegetation removal ▪ Site clearing & grubbing ▪ Level, hardstands ▪ In ground services & connections commenced including trenching ▪ Permanent perimeter fencing ▪ Crossovers, gates & stabilise entry and exit points, as required. Week 5- 9: ▪ Concrete walkways, footings and blocks ▪ Land and assemble Compound building Week 10-12: ▪ Build covered ways ▪ Wiring, roofing & plumbing ▪ Installation of security lighting ▪ Provision and establish minor landscaping

3.6 Operation of the Compound

The operation of the Construction Compound will be in accordance with this Plan and relevant EPRs included in the approved EMF. This Plan has been prepared in reference to the Construction Environmental Management Plan (CEMP), Communication and Community Engagement Plan (CCEP) and Construction Noise and Vibration Management Plan (CNVMP).

The Construction Compound shall support works to deliver the Watsonia trench and Tunnel Boring Machine (TBM) launch structures, as well as the northern roadworks including upgrades of Greensborough Road and Lower Plenty Road, as well as utility works.

The following work activities would typically occur in the Compound:

- Amenities for personnel; including buildings for bathrooms, change rooms, first aid and a meals/crib room
- Management and supervision of works
- Pre-start meetings.

3.7 Working Hours

The primary use of the Compound will align with EPR prescribed Working hours.

3.7.1 EPR Prescribed Working Hours:

- Monday to Friday: 7am to 6pm
- Saturday: 7am to 1pm

Where night-time operation is required (including spoil removal for SEM Tunnelling operations) the Unavoidable Works procedure of the CNVMP will apply. A summary of the Unavoidable Works procedure is provided as follows

3.7.2 Unavoidable Works:

If avoidable works are required outside standard working hours, the Compound will be required to operate within the target guideline noise levels of the CNVMP.

If works that are to occur outside of normal working hours cannot meet the weekend or shoulder period noise targets of EPR NV3 then the activity must meet the definition of 'Unavoidable Works' and be verified as such by the IEA.

EPR NV3 provides the definition of unavoidable works; they require road or rail occupations, are emergency or safety works, involve tunnelling or demonstrates and justifies a need to operate outside normal working hours and exceed the noise guideline targets. Noise modelling will be undertaken to establish predicted noise levels and noise mitigations will be implemented as per the CNVMP. The IEA must verify unavoidable works prior to commencement of the noise generating activity.

Site hours and access to site during night works will be determined on a case-by-case basis and by specific scope requirements (road closures, diversions etc.). Spark will work closely with NELP and the IEA to carefully coordinate works to ensure there is minimal inconvenience to the community.

3.8 Management of Impacts

Section 3.8 relates to the impacts from the Compound only. All impacts associated with the Construction activities supported by the Compound will be addressed in the CEMP, WEMP, SEP and CEMP Subplans.

Work activities have been located to avoid impacts to sensitive receptors where possible. For example, air conditioning units have been designed so the units are faced away from sensitive receptors.

The Compound will have fixed ply hoarding 2.4m high at all boundaries interfacing with sensitive receptors including residential properties.

Potential impacts associated with establishing and operation of the Compound have been identified by assessing sensitive receptors, Compound activities (e.g. vegetation clearing for placement of Compound), and compliance with EPRs.

This section describes the application of controls associated with avoiding and mitigating impacts through the implementation of the project management plans required by the EPRs including the CEMP and sub plans, Transport Management Plan, and the CCEP. The WEMP covering each Compound will prescribe the site-specific environmental management measures to mitigate the risks and impacts in establishing and operating the Compound facilities. Refer to Figure 5 for a high-level description of Spark's Environmental Management System (EMS), including documents and plans.

3.8.1 EPR Compliance

The applicable EPRs have been addressed through development of project specific management plans or procedures and controls that will be implemented across the Primary Package and, where applicable, for this Plan. The plans required by the EPR listed in Table 12 will be implemented for activities associated with the Primary Package. Compliance with each individual EPR is summarised in Table 12 of this Plan.

Table 10 Primary Package – Management Plans required by EPR

Required Management Plans	Relevance to this Plan
Dust and Air-quality Management and Monitoring Plan (AQ1)	The Dust and Air Quality Management and Monitoring Plan details the overarching management methods and controls in relation to dust and air quality. The operations and activities within the construction Compound will adhere to the management plan.
Tree Removal Plan and Canopy Replacement Plan (AR1, AR3)	Tree Removal Plan and Canopy Replacement Plan outlines the broad Primary Package management procedures that will be followed by the construction Compound works. Definitive tree removal guidance will be outlined in the Watsonia WEMP. These documents will be informed by site specific arboricultural and ecological reports for all trees that are to be removed associated with the Watsonia Compounds.
Tree Protection Plans (AR2)	Tree Protection Plan to be followed for Construction Compound works. This plan outlines management procedures in relation to site tree protection measures including establishing tree protection zones for retained vegetation. Definitive tree protection guidance will be outlined in the Watsonia WEMP. These documents will be informed further by site specific arboricultural and ecological reports for all trees that are to be protected associated with the Watsonia Compounds.
Spoil Management Plan (CL1)	Spoil Management Plan will be used to inform the management of spoil including but not limited to; stockpiling, soil categorisation, transportation and disposal associated with works within the construction Compound. Site specific soil management guidance will be outlined in the Watsonia WEMP.
Ground Movement Plan (GM2)	The Ground Movement Management Plan is utilised to assess the risk of ground movement from construction and use of the Compound. This plan will inform site specific management controls in the Watsonia WEMP.
Groundwater Management Plan (GW1)	The Groundwater Management Plan will be used to assess the impacts of the Construction Compound on the groundwater in the area. This plan will inform site specific management controls in the Watsonia WEMP.
Archaeological Management Plan (HH2)	The Archaeological Management Plan will be used to assess the potential for impacts of the Construction Compound on historical heritage places. Note: Cultural heritage will be managed in accordance with the approved Cultural Heritage Management Plan (15576).
Construction Noise and Vibration Management Plan (NV3)	The CNVMP outlines the monitoring and guidelines to minimise noise impacts on sensitive receptors outlined in Section 3.2. Definitive noise and vibration management guidance will be outlined in the relevant WEMP. These documents will be informed by noise and vibration assessments where required associated with Watsonia construction site and its surrounds.
Surface Water Management Plan (SW5)	The Surface Water Management Plan outlines guidelines to minimise surface water impact on nearby waterbodies. This plan will inform site specific management controls in the Watsonia WEMPs.
Sustainability Management Plan (SCC1)	The Sustainability Management Plan is utilised to assess Compound sites for sustainable opportunities.
Transport Management Plan (T2)	The construction Compound has various interfaces with community-based pedestrians, cyclists and vehicle traffic as well as generating additional traffic due to the introduction of construction workers to the area. The Transport Management Plan addresses the transport related concerns that may arise throughout the duration of the Construction Compound lifecycle and presents clear solutions to keep the Compound environment safe and limit impact to nearby sensitive receptors.
Flood Emergency Management Plan (SW7)	The Flood Emergency Management Plan considers measures applicable to the Compound, including evacuation procedures to manage impacts of flooding. Watsonia Construction Site is not subjected to flood risk, therefore will not require further flood management controls.
Communication and Community Engagement Management Plan (CCEMP)	The works within the construction site will be undertaken as per CCEP. Communication and Community Engagement has been referenced as per Section 6 of this Plan.

The requirements of these Management Plans, and other EPR related plans that may be applicable to this CCP, are addressed in the Worksite Environmental management Plan (WEMP). The WEMP details the specific requirements and controls to avoid and mitigate environmental impacts resulting from the Construction Compound activities.

3.8.2 Preliminary Risk Assessment and Identification of Impacts

The risk to sensitive receptors and the environment has been assessed as part of the preparation of this Plan. Based on the activities detailed in Section 3.6, the risks below have been identified with proposed controls to manage this risk associated with Compound mobilisation activities.

From the assessment, some aspects of Compound establishment and operation have specific environmental and / or community sensitivities. These sensitivities, specifically air quality, ecology, arboriculture, landscape and visual, noise, surface water and waste impacts are highlighted because they are most relevant. Environmental risks and controls listed below will be further informed by pre-construction environmental assessments, these controls will then be contained in the WEMP associated with the construction activity.

Table 11 Risk Assessment

Relevant EPRs to this Compound	Environmental Aspect	Potential risks	Initial risk level
AH1	Aboriginal Heritage (AH)	Unexpected discovery and potential disturbance or impact to cultural heritage	Low
AQ1	Air Quality (AQ)	▪ Dust generation causing potential human health impacts ▪ Deposition on buildings and vehicles ▪ Odour	Low
AR1, AR2, AR3, FF1, FF2, FF3, FF4, FF5, FF6, FF9, FF10	Arboriculture (AR) / Flora and Fauna (FF)	For the Civil and Roads Compound there are several amenity trees impacted by the location. Several native vegetation trees have been removed to facilitate Compound establishment.	Med
LV2, LV3	Landscape and visual (LV)	Light spill during the use of Compound office outside of the standard working hours resulting in impact on sensitive receptors	Low
NV3, NV4, NV10	Noise and Vibration (NV)	▪ Nuisance noise generated by operation of the Compound ▪ Community concern / complaint ▪ Noise impact from morning pre-starts	Med
SW1, SW3, SW5, CL5	Surface Water (SW) / Contaminated Soil (CL)	▪ Adverse impacts to water quality ▪ Adverse impacts to aquatic flora and fauna ▪ Uncontrolled release of poor-quality water (turbid, high/low pH, other) ▪ Adverse impacts arising from storage of hazardous goods.	Low
LP1	Land Use Planning	Land use impact to residents	Low
SC1, SC2, SC3, SC4, B1, B2, B3, B4, B6, B7, B8	Social and Community/ Business	▪ Impacts on formal active recreation and other facilities including childcare centres ▪ Amenity impacts on businesses impacted by the Compound ▪ Damage to utility assets ▪ Impacts to nearby businesses	Med

Relevant EPRs to this Compound	Environmental Aspect	Potential risks	Initial risk level
SCC1, SCC2, SCC4, SCC5	Sustainability and Climate Change	▪ Environmental impacts associated with waste facilities at the Compound. ▪ Environmental impacts associated with resource consumption	Low
T2	Traffic and Transport	▪ Impacts to the community in relation to pedestrian and cyclist infrastructure, shared user pathways, public transport routes. parking and access to local roads. ▪ Impacts to operational capacity of the local road network and intersections.	Med

All risk ratings in Table 11 are assessed in accordance with the project Risk Management plan.

These risks, including controls and mitigation strategies, will be further detailed in the WEMP. The WEMP details the specific requirements and controls to avoid and mitigate environmental impacts resulting from the Construction Compound activities

4 Management of Environmental Sensitivities

From the environmental risk and EPR compliance assessment in

Table 10, some aspects of the Compound have specific environmental and / or community sensitivities. These sensitivities and their risks and controls are in Table 12.

Table 12 Residual Risk Assessment

Relevant EPRs to this Compound	Potential risks	Initial risk level	Key controls	Residual risk level
Aboriginal Heritage (AH)				
AH1	Unexpected discovery and potential disturbance or impact to cultural heritage	Low	All works shall be managed in accordance with the approved Cultural Heritage Management Plan (CHMP 15576). Spark shall comply with the CHMP requirements and in consultation with the Registered Aboriginal Party and Aboriginal Victoria. Cultural heritage inductions will be provided for all personnel involved in ground disturbing activities associated with the establishment works for the Compound.	Low
Air Quality (AQ)				
AQ1	Dust generation causing potential human health impacts Deposition on buildings and vehicles Odour	Low	Controls will be informed by management plans required by the EPR (Table 12) and included in further detail in the WEMP. ▪ Dust generation will be kept to a minimum when establishing the Compound. ▪ Construction compounds to be asphalted/sealed roads to minimise dust associated with vehicle movements. ▪ During construction of Compounds, dust mitigation techniques will be used including water carts to minimise impacts on sensitive receptors. ▪ Mud tracking and dust on roads to be minimised through use of stabilised site exits established prior to the construction of the Compound. ▪ Wheel Wash facilities will be installed at site entry and exit points ▪ Weather conditions when Compound establishment activities occur will reduce the risk of nuisance dust been generated due to wetter weather	Low
Arboriculture (AR) / Flora and Fauna (FF)				
AR1, AR2, AR3, FF1, FF2, FF3, FF4, FF5, FF6, FF9, FF10	For the Civil and Roads Compound, amenity trees are impacted by the location and, a number of native vegetation trees have been removed to facilitate Compound establishment.	Med	The below requirements apply for the areas covered by Construction Site An ecological assessment will be undertaken prior to works commencing to: ▪ Determine the requirement for a permit under the Flora and Fauna Guarantee Act 1988 (FFG Act), these will be obtained as required. ▪ Assess native vegetation impacts to inform the 'avoid and minimise' statement which will articulate the steps taken to avoid and minimise impacts to native vegetation as part of the design and construction of the Compound ▪ Map the location of native fauna habitat that will require supervision during site establishment to ensure compliance with the Wildlife Act 1975 and Fisheries Act 1995. The ecological assessment will be completed prior to site establishment. A report will be prepared detailing the results of the assessment, requirements for a FFG	Low

Relevant EPRs to this Compound	Potential risks	Initial risk level	Key controls	Residual risk level
			permit, avoid and minimise statement, offset calculations in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (DELWP 2017), and a map showing the location of fauna habitat requiring supervision during site clearing. The ecological assessment will be included in the WEMP. Prior to any disturbance, clearing or grubbing activities in any locations the following must be in place: ▪ An internal Permit to Clear (including pre-clearing checklist). Followed by a post-clearing checklist ▪ No-go Zones for significant flora and fauna must be established and TPZs, fenced/flagged and sign posted prior to commencement of clearing. (FF1, AR2) ▪ A wildlife catcher/spotter with Management Authorisation under the Wildlife Act 1975 must conduct a search for any wildlife that may need to be removed and relocated, immediately prior to habitat removal. There are no EMF No-go Zones in the proximity of the Construction Compound. Any additional No-go Zones established for the Construction Compound area, such as native vegetation/trees to be retained, are to be fenced. These additional No-go Zones are to be determined by the ecology assessment and shown on the WEMP. Any damage to No-go Zone fencing or signage must be reported to supervisor or Environment Manager immediately. In regard to arboriculture management for the Construction Compound the following documents will be used to outline management procedures and methodologies in compliance with the EPRs: ▪ AR1: Tree Removal Plan and Canopy Replacement Plan ▪ AR2: Tree Protection Plan ▪ CEMP A detailed arborist assessment will be undertaken prior to works commencing to determine the exact extent of tree impacts due to the Construction Compound. Prior to any tree removal works an ecological and arborist assessment of the Construction Compound is to be undertaken and records to be taken of proposed removals. All tree removals as per the Tree Removal Plan are to be approved by the State. Coordination of tree removal will be undertaken between the site works team, Project Environmental Representative and a qualified arborist to ensure that tree removal is minimised during the site Compound setup works. Records will be maintained for any removals in order to meet EPR AR1. Compound is located partially within the temporary works area and partially within the permanent works area to minimise the loss of trees.	
Landscape and visual (LV)				
LV2, LV3	Light spill during the use of Compound office outside of the standard working hours resulting in impact on sensitive receptors	Low	▪ Where the Compound is operating outside standard hours, lighting towers/security lighting will be angled and placed to avoid impact on nearby sensitive receptors. ▪ Perimeter fencing/hoarding to be installed around the Watsonia Construction Site.	Low

Relevant EPRs to this Compound	Potential risks	Initial risk level	Key controls	Residual risk level
			▪ Vegetation to be kept where possible to minimise light spill	
Noise and Vibration (NV)				
NV3, NV4, NV10	Nuisance noise generated by operation of the Compound Community concern / complaint Noise impact from morning pre-starts	Med	**Noise modelling** Noise modelling will be conducted for the Construction Compound as per the CNVMP considering the following factors: ▪ Whether the use of multiple plant items simultaneously is proposed ▪ The existing level of ambient noise in the receiving environment. ▪ Whether or not night-works will occur at the location ▪ Duration of works, e.g. is it likely that a receiver will experience multiple days/ nights of exposure to noise from a site? ▪ Whether use of high impact plant / activities (piling, pipe jacking, hammering, auger, vibratory roller, other tunnelling equipment, generators, excavation, rattle gun, compaction etc.) are proposed at the site ▪ Whether or not there is natural shielding between the works and nearest receivers The aim of the construction noise modelling is to determine whether predicted noise levels will exceed Noise Management Levels for site scenarios and the expected level of exceedance. The noise model outputs shall be used to inform of any additional mitigations that should be implemented. Noise mitigations and controls are outlined in the CNVMP based on the findings of noise models. **Noise monitoring** Based on the results from the noise modelling, noise monitoring will be undertaken during works at select locations. These locations are to include the closest sensitive receptors that will be impacted by the works. Noise monitoring results shall be used to validate the model, inform actions, mitigations and controls as required and results will be provided to NELP for review as requested or required, on a regular basis. Throughout the duration of the project noise monitoring will be undertaken during the following instances: ▪ In response to community enquiries: Noise monitoring may be undertaken in response to noise related complaints/enquiries to determine compliance with the construction noise limits as specified in Environment Protection Authority Victoria (EPA) Publication 1254, Noise Control Guidelines. ▪ Out of hours works and checking against noise modelling set for the project: Where scheduled works are outside of normal construction hours and unavoidable works, noise monitoring will be performed to check against background noise levels or against desktop noise modelling predictions. ▪ Construction spot checks: Construction spot check will be undertaken sporadically, during both day and night works, using a hand-held noise meter or a tripod setup with a noise meter. The	Low

Relevant EPRs to this Compound	Potential risks	Initial risk level	Key controls	Residual risk level
			measurement must be a 10-minute LAeq with extraneous noise such as road traffic excluded as best as possible for measurement. The LA90 and LA10 should also be recorded. **Noise mitigation measures** As per CNVMP, noise is to be minimised as much as reasonably possible throughout all construction works. As a result, the following noise controls will be implemented where reasonable throughout all Compound setup and operations. ■ Site inductions – environmental inductions shall include introduction to noise limits and controls, hours of work, locations of sensitive receptors. ■ Set site entry and egress points as far from sensitive receptors as practically possible. ■ Behavioural practices - toolbox training to encourage the minimisation of noisy behaviour including shouting or loud radios, no dropping materials from height and slamming of doors. ■ Selection of plant considers noise impacts and quieter plant is selected (where possible). There are not too many options available to do so for the Compound setup and operations as there is not a significant amount of plant to be used. An example of this would be selections of power generators that are silenced. ■ Avoid using plant and equipment simultaneously adjacent to sensitive receptors where reasonably practical. The combined noise/vibration levels could be significantly less when sources operate separately. ■ Letter drops and or door knocks, where appropriate, to notify receivers of potentially noisy upcoming works, where impacts are expected to be audible, and to discuss proposed mitigation. Additional noise management controls are available as per CNVMP. Controls will be informed by management plans required by the EPRs (Table 10) and included in further detail in WEMP NEL-CNT-SDC-2990-EEE-MPL-0021. ■ All works shall meet noise guideline target levels within NV3 ■ If unavoidable works are required, the process as outlined in Section 3.7 of the CCP is to be followed ■ Out of hours works and checking against noise modelling set for the project: Where scheduled works are outside of normal construction hours and unavoidable works, noise monitoring will be performed to check against background noise levels or against desktop noise modelling predictions if required. ■ Further pre-construction assessments to be undertaken to assess construction related noise in combination with long-term Compound operation. ■ Minimise AC outdoor condenser units where possible. Units should be positioned/face away from residences on Watson St, where possible. They should be placed at ground level and be shielded from the residences by Compound buildings. If this is not feasible, acoustic enclosures for these units may be required.	

Relevant EPRs to this Compound	Potential risks	Initial risk level	Key controls	Residual risk level
			▪ Minimise noise and vibration impacts to Simpson Barracks associated with the Compound establishment and operation, including preparing a CNVMP for Simpson Barracks. ▪ Most works will occur during approved working (daytime) hours. ▪ Residents will be advised through works notifications of requirements for night works. Noise monitoring will take place during night works. ▪ Spark has a respite and relocation policy in place to support residents through works taking place outside approved ours / for unavoidable works. ▪ Workers will be inducted and trained through ongoing pre-starts and toolbox talks about behaviour expectations to minimise impacts on neighbours.	
Surface Water (SW)				
SW1, SW3, SW5, SW6, SW7, CL5	Adverse impacts to water quality Adverse impacts to aquatic flora and fauna Uncontrolled release of poor-quality water (turbid, high/low pH, other)	Low	Controls will be informed by management plans required by the EPR (Table 10) and included in further detail in the WEMP. ▪ The Compound does not fall within the Land Subject to Inundation (LSIO) overlay. ▪ The egress points to be established. ▪ Activities / temporary structures within the Compound will be situated away from drainage points as far as practical. ▪ Compound will not include the storage of hazardous goods.	Low
Land Use Planning				
LP1	Land use impact to residents	Low	The impacts to residents have been minimised in terms of occupying existing land acquired for the Project.	Low
Social and Community/ Business				
SC1, SC2, SC3, SC4, B1, B2, B3, B4, B6, B7, B8	Impacts on formal active recreation and other facilities including childcare centres Amenity impacts on businesses impacted by the Compound Damage to utility assets Impacts to nearby businesses	Med	Refer to Section 6 regarding working with sensitive receptors, residents, local Council and attending business liaison groups (B8). The Business Disruption Mitigation Plan will be developed (B1) and Spark will contribute to the business relocation strategy (B2). Protect or, where required, relocate utility assets to the reasonable satisfaction of the service provider and/or asset owners.	Low
Sustainability and Climate Change				
SCC1, SCC2, SCC4, SCC5	Environmental impacts associated with waste facilities at the Compound Environmental impacts associated with resource consumption	Low	Controls will be informed by management plans required by the EPR (Table 10) and included in further detail in the WEMP. ▪ Greenhouse Gas emissions and potential impacts from energy use and water use (potable water usage) ▪ Project has a target of 60% office waste diversion. ▪ Rainwater tasks to be added where space allows.	Low

Relevant EPRs to this Compound	Potential risks	Initial risk level	Key controls	Residual risk level
			▪ Connecting the Construction Compound to electrical mains and purchasing green power. ▪ A Sustainability Management Plan will be prepared in accordance with SCC1 and will provide management procedure to comply with SCC4 and SCC5 ▪ Suitable and sufficient receptacles (bins, skips, tanks, etc.) provided at the Compound to facilitate correct segregation of waste. All receptacles to be labelled and used correctly to avoid contamination. ▪ No overfilling of bins on site, regularly scheduled waste disposal. ▪ Including sustainability opportunities that contribute towards Spark's sustainability targets associated with the Compound facilities including parks and concrete walkways (e.g. recycled asphalt pavement, recycled content (excluding RAP), absolute reduction in material use for pavement, use of carbon neutral or low-carbon products), Site offices - opportunity for achieving ISv2.1 Wfs-4 Sustainable Site Facilities credit.	
Traffic and Transport				
T2	Impacts to the community in relation to pedestrian and cyclist infrastructure, shared user pathways, public transport routes. parking and access to local roads. Impacts to operational capacity of the local road network and intersections.	Med	A Work Site Traffic Management Plan (WTMP) and supporting drawings will be developed in accordance with EPR T2 addressing the traffic engineering characteristics of each Compound, with due consideration to all modes of movement, access arrangements, car parking, construction vehicle movement, pedestrian and cyclist infrastructure and public transport provisions. Entry to the Simpson Barracks via Blamey Road must always be provided, planned disruptions to sensitive receptors such as the Simpson Barracks will require State approvals. A Traffic Impact Assessment (TIA) will further support the documentation investigating impact to the operational capacity of the adjacent road network along with the abovementioned considerations. This documentation will be subject to review and approval by the Relevant Road Authorities under the Road Management Act 2004 and will be approved prior to commencement of establishment of the Compound. Controls will be informed by management plans required by the EPR (Table 10) and included in further detail in the WEMP. ▪ Sufficient off-street parking to be established within site boundary and adjacent to the Compound for associated workforce and visitors. ▪ Worksite Traffic Management Plans (WTMPs) detailing site layout and any impacts to amenity will be subject to review and approval by the Responsible Road Authority. ▪ WTMP's illustrating changes to the road network operational capacity will be supported by traffic analysis where relevant ▪ Existing bus stops located adjacent to the Compound will be maintained and available to the public and workforce or alternate arrangement implemented as approved by the Relevant Road Authority	Low

Relevant EPRs to this Compound	Potential risks	Initial risk level	Key controls	Residual risk level
			▪ Site inductions will detail impacts of construction traffic on the local community. Parking in residential streets and business surrounding the site will not be permitted. Staff will be encouraged to use public transport ▪ Existing pedestrian & cyclist arrangements to be maintained or alternate arrangement implemented as approved by the Relevant Road Authority ▪ Project communications strategy will keep community informed of forthcoming changes ▪ Access to Compound from Greensborough Road.	

All risk ratings in the table above are assessed in accordance with the project Risk Management plan.

These risks including controls and mitigation strategies will be further detailed in the WEMP. The WEMP details the specific requirements and controls to avoid and mitigate environmental impacts resulting from the Construction Compound activities.

5 Site Demobilisation and Restoration

The Compound is located on land allocated for temporary use during the project and partially falls within the footprint of permanent works that is currently undergoing detailed design.

The Civil and Roads Compound will be demobilised at the end of the project or when site activities are finished. The land parcel where the Civil and Roads Compound is established will be restored to original condition at cessation of project activities.

The site is currently fenced with chain mesh and is generally grassed throughout. The portion of the site allocated for temporary works will be returned to the State and will include fencing along the entire perimeter with a lockable gate access with the land being covered in topsoil and grass. The part of the site falling within the permanent footprint will be developed in accordance with the approved UDLP.

6 Communications, Stakeholder and Community Engagement

6.1 Stakeholder and Community Engagement Approach

A number of environmental and community impacts are identified in Section 3.8.2 and proposed mitigations are identified in Section 4.

Spark has consulted with nearby residents and businesses to seek feedback on the proposed use of the Compound and any proposed mitigation strategies.

A door knock has been undertaken as part of the consultation. The door knock area was agreed through discussions on consultation requirements between Spark and NELP with feedback provided by Banyule City Council also incorporated.

The following information was shared with the local community, including residents and businesses, as part of the consultation period:

- The Compound will support the construction works in the area including the northern roadworks, piling activities, major excavations and project finishing works.
- There may be impacts as Spark operates the Compound.
- The Compound will contain offices, amenities and facilities required for employees at the Watsonia site.
- Work activities have been located to avoid impacts where possible. However, there may still be impacts such as dust, noise, vegetation removal, lights at night, light vehicles and trucks in the area when work commences
- Spark will implement mitigations such as hoardings, light shields, concrete /asphalt / sealed areas to control the impacts as far as practicable
- The impacts for the Construction Works outside the Compound will be managed through a WEMP.

In addition to consultation with residents and businesses, the following key stakeholders will be advised of plans for the Construction Compound in regular meetings:

- Banyule City Council
- Melbourne Water
- Department of Defence
- Department of Transport
- Community Liaison Groups
- Business Liaison Groups.
- Wurundjeri Woi-Wurung Cultural Heritage Aboriginal Corporation.

6.2 Contact Numbers

Big Build Contact Centre: 1800 105 105

6.3 Complaint Management

Table 13 Complaint Management Requirements and Responsibilities

Expectations	How we will meet the Expectations (minimum requirements)	Responsible Person Key Contributor	Deliverables
Procedures are established for effectively dealing with community enquiries and complaints. In adherence with EPR EMF4	**Contractors Enquiry and Complaints Procedures** In accordance with *AS/NZS 10002-2014 Guidelines for complaint management in organisations*, and EPR EMF4 the complaint management system ensures guidelines are in place for the effective and consistent handling of complaints related to the operations of our projects. This process is not applicable to disputes referred for resolution under contractual arrangements or for employment-related disputes. Resolving complaints at the earliest opportunity in a way that respects and values the person's	Stakeholder and Community Engagement Manager Stakeholder and Community Engagement team Functional Manager(s)	Procedures delivered and verified in CCEP

Expectations	How we will meet the Expectations (minimum requirements)	Responsible Person Key Contributor	Deliverables
	feedback, can be one of the most important factors in recovering the person's confidence about our organisation and the services we provide. It can also help prevent further escalation of the complaint. A responsive, efficient, effective and fair complaint management system can assist an organisation to achieve this. The system applies to all staff receiving or managing complaints from the public made to or about us, regarding our services, staff and complaint handling.		
Enquiries and complaints are recorded, acknowledged and resolved in a timely manner as per EPR EMF4.	**Project Enquiries and Complaints** Consultation Manager will be used as the register for all complaints and enquiries. At a minimum the following information will be recorded: ▪ Interactions via the project number ▪ Interactions via the project email address ▪ Interactions received via the project webpage ▪ Interactions in person ▪ Interactions via all other means. Spark Contractors will ▪ resolve all complaints, enquiries or contacts where they refer to an issue directly related to the works ▪ adhere to the agreed escalation process ▪ notify the PM immediately (for a complaint) or within 24 hours (for all other classifications) if the complaint, enquiry or contact cannot be resolved or if not directly relevant to the works. All information Captured will be managed in accordance with privacy policies. Complaints and enquiries will be incorporated into monthly reporting and used to identify current and emerging issues that require action. Outstanding enquiries and issues will be discussed at weekly project team meetings. As per the project scope requirements, all complaints will include: ▪ names (where provided); ▪ contact details (where provided); ▪ time and date of enquiry; ▪ nature of enquiry; and ▪ response provided; The Principal Package team will notify the State within 2 hours of receiving or becoming aware of any: ▪ significant community and Stakeholder issues related to the Works (including issues that will likely lead to impacting the project's reputation and safety matters); ▪ enquiries that may affect the projects reputation; ▪ complaints received, including the information collected on the Consultation Manager Stakeholder Management Database as set out in section 11.6(b), as well as: ◦ the location to which the complaint relates; and	Stakeholder and Community Engagement Manager Stakeholder and Community Engagement team Functional Manager(s)	NELP enquiry and complaints procedures adhered to. Monthly report of all enquiries and complaints. Maintain all correspondence in Consultation Manager

Expectations	How we will meet the Expectations (minimum requirements)	Responsible Person Key Contributor	Deliverables
	◦ the method of contact; and ◦ Always comply with the North East Link Privacy Policy and any associated policies and notify the State immediately of any suspected breaches of privacy or Personal Information held by the State or the Principal Contractor.		

7 Spark Environmental Management System (EMS)

The Spark EMS for the Primary Package is certified and implemented to the standard AS/NZS ISO 14001:2016 Environmental management systems, in compliance with the requirements of the EMF.

The Spark EMS (Figure 5) follows the standard Plan-Do-Check-Act approach to environmental management.

Plan: Establish environmental objectives and processes necessary to deliver NEL. Spark has extended the objectives, targets, and risk mitigation measures in the EES into the Spark EMS. This process ensures the objectives of the State and Spark are aligned through all phases of the Project.

Do: Execute the Project as planned and in accordance with the EPRs and objectives and targets.

Check: Monitor the processes and procedures against the objectives and targets and report findings and recommendations.

Act: Update processes in response to monitoring activities, non-conformances, and recommendations.

Figure 5 Spark Environmental Management System Framework

Spark's EMS for the Primary Package comprises a hierarchy of the Spark Environmental Strategy, CEMP, WEMPs and environmental procedures to effectively mitigate risk and monitor environmental performance and compliance at every level of construction.

7.1 Environmental Strategy

The Environmental Strategy outlines the approach which will be implemented to ensure compliance with the NEL Project environmental requirements including environmental laws, project approvals, approval conditions and the EPRs relevant to the Primary Package, which will be implemented through the CEMP and other management documents (e.g., WEMPs, Urban Design and Landscape Plans).

The purpose of the Environmental Strategy, specifically in relation to this Plan, is to provide:

- A summary of key approvals applicable to the NEL Project and how these are complied with and managed.
- A summary of each EPR and how these will be complied with including proposed actions, timing, consultation, proposed management plans and evidence of compliance (a summary is provided in Section 3.8 of this plan).
- An overview of the management documents that will be prepared to support the implementation of this Plan and other environmental documentation.

7.2 Construction Environmental Management Plan (CEMP)

The Spark CEMP has been prepared to manage the environmental risks from construction activities related to the Primary Package. All works within this Plan shall be undertaken in accordance with the CEMP.

The CEMP includes environmental management sub plans that detail the measures that will be undertaken for the Primary Package to address the applicable EPRs for environmental management during construction.

The environmental management requirements of the CEMP and sub plans will be implemented to address relevant localised requirements of each construction Compound, including through the preparation and implementation of Worksite Environmental Management Plans (WEMPs). The WEMPs will cover each Construction Compound and the relevant construction activities that are supported by the Compounds. Implementation of the WEMPs is supplemented by Spark environmental management procedures. These procedures include environmental inspection checklists that will be applied to monitor the installation and maintenance of environmental controls for each construction Compound, in accordance with environmental controls and mitigation measures of the CEMP, and environmental management sub plans. This will also be conducted to monitor compliance of the applicable EPRs (as listed in Table 11 and in Table 12).

Throughout the implementation of the Primary Package, project environmental monitoring, auditing, and performance reporting shall be conducted as directed by the requirements prescribed in the CEMP.

7.3 Environmental Management Framework (EMF)

The NEL Project EMF is approved under condition 4.5 of the Incorporated Document dated December 2019.

The EMF provides a transparent and integrated governance framework to manage the planning, environmental and heritage aspects of the Compound works, and outlines the accountabilities for the delivery and monitoring of implementation of the EPRs.

7.4 Worksite Environmental Management Plan (WEMP)

A WEMP is prepared in line with specific construction work packages and are subordinate to the Construction Environmental Management Plan. They are supported by Site Environment Plans (SEPs), which describe how environmental aspects and impacts will be managed at each area of site for each construction activity or stage. A SEP will be prepared for each work stage identifying relevant work activities prior to works commencing.

7.5 Independent Review and Environmental Auditor (IEA)

EPR EMF3 ‘Audit and report on environmental compliance’ requires that an Independent Review and Environmental Auditor (IEA) is appointed to review Project management plans and documentation and to undertake environmental audits of compliance with and implementation of the EPRs and environmental plans.

The EMF states that the IEA shall verify contractor’s compliance with the EMF, Environmental Strategy, EPRs, WEMPs, and Incorporated Document. The IEA will provide verification that this CCP complies with the requirements of these approvals and documents.

Appendix A contains the IEA verification for this Plan.

These requirements, and other EPR related plans which may be applicable to this CCP, are addressed in the Worksite Environmental Management Plan (WEMP) applicable to this works area. The WEMP details the specific requirements and controls to avoid and mitigate environmental impacts resulting from the Construction Compound activities.

8 Review

A Spark internal review of this Plan will be conducted as required or when specifically directed by the State or when there is a major change in Compound facilities and/or operations that arises increased environmental risk. This is to ensure consistency of the works with the details and management procedures outlined in this Plan. Additionally, this plan will be reviewed in accordance with the CEMP.

Any update to the CCP will be subject to the satisfaction of the Minister for Planning.

Appendix A. IREA Verification

APP Corporation Pty Limited
Level 7, 420 St Kilda Road
Melbourne VIC 3004

Arup Australia Projects Pty Ltd
C/- Boroughs, Level 6,
77 Castlereagh Street,
Sydney, NSW 2000

Aurecon Australasia Pty Ltd
Level 8, 850 Collins Street,
Docklands, VIC, 3008

Reference: TX-CNT-AAA-01167

Wednesday, 12 October 2022

Jim Waller
Chief Operating Officer
North East Link Project
Level 13, 121 Exhibition Street, Melbourne VIC 3000

Paul Yerondais
Chief Executive Officer
Spark North East Link Pty Limited as trustee of the Spark North East Link Trust
Level 14, Tower Three
International Towers Sydney, Exchange Place 300 Barangaroo Ave
Barangaroo NSW 2000

Dear Jim and Paul,

Re: Review and verification of Watsonia Construction Compound Plan (CCP) - Civil and Roads Compound Stage 1

The IREA has reviewed the Watsonia Construction Compound Plan (CCP) - Civil and Roads Compound Stage 1 (NEL-CNT-SDC-2990-EPA-PLN-0003) Rev 0.01 in accordance with the PSDR Part F1 Section 1.11.

It is our opinion that the Construction Compound Plan complies with the Environmental Requirements and the Project Documents for the defined scope of works.

Yours sincerely,

David Baigent
IREA Project Director
AAAJV