BIG BUILD
M80 RING ROAD

AK Lines Construction Compound Plan (CCP)

Document Number:	NEL-NTH-NNA-3990-EPA-PLN-0002
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acciona AECOM

MANAGEMENT PLAN AK Lines Construction Compound Plan

Management Plan Control and Amendment

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 Alliance Manager in consultation with MRPV before being distributed / implemented.

The current reviewed and approved version of this Management Plan is available on InEight Document and CX for all Project personnel to access. Downloaded Management Plans are deemed uncontrolled and it is the responsibility of the user to ensure they are using the latest revision. The responsibility for maintenance, review, update and approval of this Management Plan is as per PAA Clause 15.11, PRS Part F1 Clause 3, and Governance Plan (NEL-NTH-NNA-3990-PGC-MPL-0003). All changes to this document are noted.

Rev No.	Date	Description of change	Prepared by
0	19-Dec-2023	Issued for Use	[redacted]
0.01	24- Sep- 2023	Draft for MRPV/DTP review	
0.02	15 – Oct – 2024	Issued for Review	
0.03	22- Oct -2024	Issued for Review	
0.04	28-Oct-2024	Issued for Review	
0.05	7- Nov- 2024	Issued for Review	
0.06	22- Nov-2024	Issued for Review	
0.07	18-Dec-2024	Issued for Review	
0.08	21-Jan-2025	Issued for Review	
1	14-Mar-2025	Issued For Use	

Management Plan Review and Approval

Relevant Recommender / Approver	Relevant Party	Representative Name	Date approved	CX Reference Number
Relevant Recommender	NELP	[redacted]	26/11/2024	PPA#0183
Verified by	IEA		26/11/2024	PPA#0183
Relevant Approver	Ministerial Office		6/03/2025	PPA#0183

Amendments

Rev No.	Section	Description of Change	Prepared by
0.01	Throughout	Replacement of NELP with MRPV and NELNA with M80RRA. Update to new M80RRA template	[redacted]
	Table 5	Minor wording amendments – removal of "minor qualities of"	
	Figure 5	Update Figure 5 AK Lines Compound – Indicative Site Plan with an indicative location for a diesel fuel tank	
	Section 5.2	Inclusion of fuel tank size	
0.02	Throughout	Updates in response to FIEA/MRPV Comments	
0.03	Section 7.1	Updates in response to FIEA/MRPV Comments	
0.04		Transmittal cancelled	
0.05	Appendix A Section 4.4 Section 3.2	Amended in response to DTP comments	
0.06	3.2.1	Amended following consultation with DTP	
	Consultation Memo	Amended to include site inspection consultation with DTP and include consultation materials provided to stakeholders.	
0.07	3.2 4.4	Amendments made in response to DTP comments	

Rev No.	Section	Description of Change	Prepared by
0.08	3.2	Amendments made in response to DTP comments	[redacted]

Terms and Definitions

Terms and expressions used in this Management Plan have the meaning given to them in the Project Alliance Agreement clause 1, unless otherwise expressly defined in the Project Requirements Specification. The table below has terms used in this Construction Compound Plan..

Term	Definition
Acoustic attenuation walls	Temporary hoardings and walls principally for reducing the transmission of noise emanating from construction work areas that may impact on sensitive receptors
Annual Exceedance Probability	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).
Aspect	A particular part, characteristic or feature of compounds or the surrounding environment
Business	Commercial activity in which the aim is to make a profit.
CCEP	Communications and Community Engagement Plan
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.
CCP	Construction Compound Plan
Construction Site	Short term construction works areas or construction fronts that are to be undertaken throughout the NEL North Package including ancillary facilities such as but not limited to, temporary storage/laydown areas, and minor portable ablutions/washing facilities.
Construction Environmental Management Plan (CEMP)	Overarching document which details the management of environmental aspects and impacts associated with the delivery of the Alliance Activities. The document has been prepared in accordance with the EMF.
CHMP	M80 Ring Road Cultural Heritage Management Plan 15576 (as amended 30 July 2022)
CNVMP	Construction Noise and Vibration Management Plan
DEECA	Department of Energy, Environment and Climate Action
DTP	Department of Transport and Planning
Environmental Effects Statement (EES)	Assessment of the potential environmental, social, and business impacts associated with the proposed construction and operation of the North East Link under the Environment Effects Act 1978.

Term	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 Victoria	Environment Protection Authority Victoria
FARFRP	Formal Active Recreation Facilities Relocation Plan
FEMP	Flood Emergency Management Plan
FFMP	Flora and Fauna Management Plan
Hardstand	A durable compacted and/or paved surface area principally for laydown of materials, construction plant and equipment, and vehicles
Hoardings	Temporary fence erected around construction areas
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.
M80RR	M80 Ring Road
M80RRA (Formerly NELNA)	M80 Ring Road Alliance
MRPV (Formerly NELP)	Major Road Projects Victoria (Owner Participant)
NDD	Non Destructive Digging
NEL	The North East Link project approved under the Incorporated Document.
NOP	Non-Owner Participant (i.e. Acciona, MACA and AECOM)
NML	Noise Management Level
Open Space	Land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity.

Term	Definition
Project	Ring Road Completion Project
Project Boundary	Boundary of all Project Land
Project Land	Land shown as SCO12 on the planning scheme maps of the Banyule Planning Scheme to be used and developed for the North East Link Project
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.
SCO12	Specific Controls Overlay – Schedule 12 of the Banyule Planning Scheme
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.
Shared User Path (SUP)	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.
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.
SWMP	Surface Water Management Plan
TMP	Traffic Management Plan
TPZ	Tree Protection Zone
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
WWCHAC	Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation

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1. Introduction

1.1 Purpose of the Plan

The North East Link Incorporated Document, GC98 dated December 2019 (Incorporated Document) allows the land shown as SCO12 on the planning scheme maps of the Banyule Planning Scheme (Project Land) to be used and developed for the North East Link (NEL) Project. The Incorporated Document has the effect of exempting the use and development of construction compounds subject to the conditions of the Incorporated Document being adhered to.

The purpose of this Construction Compound Plan (CCP or Plan) is to comply with the conditions of the Incorporated Document and regulates the use and development of the construction compound at AK Lines Reserve in Watsonia.

The Plan describes the:

Location of the compound at AK Lines Reserve, and why the site was required in consideration of alternative locations

Proposed activities, hours of operation and potential environmental and community impacts of the AK Lines Construction Compound. This includes mitigation and management controls associated with the construction and operation of the Compound that will support the construction of the NEL Ring Road Completion project.

1.1.1 Incorporated Document requirements

The conditions of the Incorporated Document are being met through the preparation of this plan requiring:

- The CCP to be prepared in accordance with the requirements of Clause 4.12 of the Incorporated Document to the satisfaction of the Minister for Planning
- Following the Minister for Planning acceptance of this plan, the current version of this plan must be published on the Project website.

Clause 4.12 of the Incorporated Document outlines conditions for CCPs, including content requirements. These are referenced Table 1 and show where each condition is addressed in this Plan.

Table 1 Incorporated Document – Relevant Conditions for this Plan

Document Reference	Condition Requirements	Where addressed
4.12.1	Prior to the use and development of any 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 the Compound and the categories of works and operations proposed within each Compound.	Section 3, Figure 4 Figure 5
4.12.2 b)	The estimated duration of activity within each Compound.	Section 3.3
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 2
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 Section 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	Section 4 Section 5

Document Reference	Condition Requirements	Where addressed
	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.	
4.12.2 f)	Measures to restore the former use of the land used for construction once these activities are complete.	Section 6
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.	This plan
4.12.4	A CCP may be amended from time to time, to the satisfaction of the Minister for Planning.	Section 9
4.12.5	All compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in the approved EMF.	Section 1.1.2, Appendix A Section 4.3, Section 4.4 and Table 4 Section 8

1.1.2 Environmental Management Framework

The North East Link Project (MRPV) was responsible for developing and obtaining approval of the Environmental Management Framework (EMF) including Environmental Performance Requirements (EPRs) for the Project under condition 4.5 of the Incorporated Document. The development of the EMF and the EPRs was informed by the NEL Environment Effects Statement (EES) and EES approval process involving community feedback, public submissions to the independent Inquiry and Advisory Committee (IAC) which culminated in the IAC report to the Minister for Planning, for the Minister's assessment of environmental effects.

The EMF forms one component of the overall governance framework for delivery of the Project. The EMF provides a transparent framework to manage the environmental effects of the Project in order to meet statutory requirements, protect environmental values and sustain stakeholder confidence.

The EMF prescribes:

- Accountabilities for the implementation of the EPRs during development and delivery of the Project
- The Environmental Management System (EMS) and management plans that must be prepared and implemented by each NEL Package Contractor to manage the environmental effects of the Project.

The EPRs presented in the EMF, define the minimum environmental outcomes that must be achieved during design, construction and operation of the Project. A detailed listing of each EPR relevant to this CCP, and how these EPRs are addressed by M80RRA in the implementation of the CCP, is provided in Appendix A.

The definitive requirements of the EPR related plans relevant to the construction compound are incorporated within the Worksite Environmental Management Plan (WEMP) applicable to this Compound area. The WEMP details the specific requirements and controls to avoid and mitigate environmental impacts resulting from the Compound activities.

1.1.3 Independent Environmental Auditor

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

The EMF requires that the IEA review and verify contractor's compliance with the Incorporated Document, EMF, Environmental Strategy, EPR required plans, and WEMP. The IEA will provide verification that this CCP complies with the requirements of these approvals and documents.

Appendix D contains the IEA verification for this Plan.

1.2 Purpose of the Compound

1.2.1 North East Link Ring Road Completion Overview

The aim of the North East Link is to complete the missing link in Melbourne's orbital freeway between an upgraded Eastern Freeway and the M80 Ring Road. As shown in Figure 1, the NEL connects the Eastern Freeway at Bulleen Road to the M80 Ring Road at the Greensborough Bypass.

Figure 1 North East Link alignment

M80 Ring Road Alliance (Formerly North East Link North Alliance (M80RRA)) has been contracted by Major Road Project Victoria (Formerly North East Link Project (MRPV)) for the Ring Road Completion project providing the NEL connection between the Central Package near Richards Avenue and the M80 Ring Road as shown in Figure 2.

Figure 2 North East Link – North Package Ring Road Completion

Construction works for the Ring Road Completion project, encompasses:

- Upgrades to the M80 Ring Road from Plenty Road to the M80 Interchange
- Freeway carriageways and trench structure between the M80 Ring Road at the M80 interchange and the northern Central Package limit including:

  collector-distributor carriageways in both directions between the M80 Interchange and Grimshaw Street
  grade separated interchanges with ramp connections to the NEL at Grimshaw Street and M80 Ring Road and Greensborough Bypass (freeway to freeway interchange)
  Hurstbridge rail interface works and bridge
  Bridges over the freeway trench structure.

- Relocation and replacement of utilities
- Upgrades to public and active transport infrastructure including:

  redevelopment of the Watsonia Station carpark and bus interchange
  creating new and enhancing the existing bicycle and pedestrian facilities within the project area.

1.2.2 Purpose of the AK Lines Construction Compound

The AK Lines Construction Compound will support the construction works including:

- Development of the Grimshaw Street and Greensborough Bypass interchange
- Greensborough Bypass realignment and development of the NEL trench structures
- Hurstbridge Rail line interface works and rail bridge
- Drainage installations and utility relocation works
- Utility works within the construction area
- Landscaping works including revegetation and enhancement of SUPs improving pedestrian and bicycle connectivity.

The operation of the Compound to service the construction works will be supported by short term construction work areas or construction fronts providing ancillary facilities that will be utilised throughout the delivery of the construction works such as but not limited to, temporary storage/laydown areas, and minor portable crib sheds and ablutions/washing facilities.

Additional construction compounds will also be needed for the Ring Road Completion project due to multiple construction activities occurring concurrently across this Project, requiring localised support facilities to mobilise personnel, equipment and materials within each of the construction work areas.

2. Justification of location and use of compound

The selection of the location at AK Lines Reserve for the Construction Compound was cognisant of the following factors and constraints:

- Land use: The site, as an existing publicly owned sporting facility, was identified in the Environment Effects Statement (EES) as land designated within the Project boundary for use as a temporary facility for construction works.
- Proximity to construction works: The site is immediately adjacent to the main construction works to be supported by the Compound.
- Site capacity: The site is of sufficient size that allows safe and compliant operation of the compound to accommodate the workforce and materials handling to support the whole duration of the construction works.
- Sensitive Users: Although the site is adjacent to residential and educational areas, the size of the site enables as far as practicable, separation of compound activities to reduce potential amenity impacts, such as noise, visual aspect and light spill to sensitive receptors.
- Cultural heritage and historic heritage: No known cultural heritage is present within the AK Lines compound area. The compound activity will not impact on identified Aboriginal Cultural Heritage within the Project land (as per the NEL Cultural Heritage Management Plan CHMP # 15576). No registered historic heritage is present within the Project land including the site.
- Flooding: The site is within an area subject to inundation. Measures will be taken to mitigate flood risks within the Compound.
- Flora and Fauna/Arboriculture: The arrangement of onsite facilities within the compound minimises tree clearing for compound use.
- Transport impacts: Vehicular access/egress to the Compound is from Grimshaw Street providing direct access to existing major road infrastructure. The location of the site provides reasonable pedestrian access to public transport for M80RRA personnel (e.g. Watsonia station). The Compound size further enables onsite parking of all construction vehicles avoiding impacts to residents and businesses from street-side parking. Consideration has been given to temporary pedestrian/cycling detours around the site for the duration of the construction period.
- Business Impacts: No impacts to existing businesses (commercial/retail) including no impacts on existing street exposure, vehicular and pedestrian access and parking amenities in relation to existing businesses.

2.1 Alternative Compound Locations

Several alternative sites for a compound for the construction works were identified and assessed as shown in Figure 3. These include:

- AK Lines Reserve as Option A (as the preferred site for the Compound)
- Trist Reserve (Option B)
- M80 interchange area (Option C)
- Greensborough Bypass area (Option D)
- Binnak Park (Option E)

Binnak Park and the Greensborough War Memorial Park were identified as other large active open spaces in proximity to the Project boundary.

The Greensborough War Memorial Park is located outside of the Project boundary within a residential area. The Memorial Park is accessible from the construction site via Grimshaw Street and McDowell Street. While the Memorial Park is of sufficient size for a compound to accommodate the workforce and materials handling to support the duration of the construction works, the Memorial Park is of heritage significance and is subject to a Heritage Overlay under the Banyule Planning Scheme (HO139). The Memorial Park was therefore not considered as an option for a site compound consistent with EPR HH1.

Figure 3 provides a summary on the alternative compound locations to AK Lines Reserve in regard to supporting the needs for the construction works and potential for impacts to sensitive receivers. In reviewing alternative sites for compound locations, the AK Lines Reserve provides best outcomes across the key factors and constraints for Compound operations.

In general, land available for a long-term construction compound within the Project boundary is constrained by the construction works footprint to build the permanent structures for the NEL. The AK Lines Reserve provides the benefit of being located outside of the construction work footprint and centrally located adjacent to the works avoiding impacts on local traffic.

AK Lines Reserve is of sufficient size that allows safe and compliant operation of the compound to accommodate the workforce and materials handling to support the full duration of the construction works. While Binnak Park (Option E) is the only other site that can provide similar space, the use of Binnak Park as a compound can impact on several sensitive factors. The Binnak Park option would also be subject to further planning, environmental and cultural heritage assessments and approvals if required for the purposes of a compound.

Options B, C and D are all located within the permanent construction works footprint which would avoid impact on sensitive uses, the size of each site does not accommodate the required workforce to support the construction works covered by this CCP.

Therefore, AK Lines Reserve (Option A) was selected as the main compound to support the construction works. The alternative options B, C and D can provide shorter duration compounds or laydown sites to benefit other Project construction works and may be considered for later stages of the Project. Option E would not be pursued.

Table 2 Alternative Compound Options

Factors and Constraints	AK Lines Reserve - Option A	Trist Reserve - Option B (alternate option)	M80 Interchange area - Option C (alternate option)	Greensborough Bypass area - Option D (alternate option)	Binnak Park - Option E (alternate option)
Land use	The site is an existing publicly owned reserve. Located within the NEL Project boundary for temporary construction use.	The site is an existing publicly owned reserve. Located within the NEL Project boundary for permanent construction works.	The site is an existing publicly owned reserve within the M80 interchange area. Located within the NEL Project boundary for permanent construction works.	The site is an existing publicly owned reserve within the M80 interchange area. A portion of this site forms part of permanent infrastructure requiring excavation works to occur to connect M80 traffic eastbound along the Greensborough Bypass.	The site is an existing publicly owned open space. Located outside of the NEL Project boundary requiring planning approval to be obtained.
Proximity to construction works	Located within the NEL Project boundary, immediately adjacent to permanent works required for the NEL.	Located within the NEL Project boundary for permanent works required in Trist reserve and local utility works. The site is adjacent to Grimshaw Street, however the site can only be accessed from Trist Street via Frye Street (due to the land topography).	Located within the NEL Project boundary for permanent works of the M80 interchange. The site is significantly separated from the relevant construction works to be supported.	Located within the NEL Project boundary for partial permanent works of the M80 interchange. The site is significantly separated from the relevant construction works to be supported.	The site is significantly separated (over 1 km) from the relevant construction works to be supported.
Site capacity	The site is of sufficient size for a compound to accommodate the required workforce and materials handling to support the	The site does not provide sufficient space required for the planned construction workforce and materials handling.	The site does not provide sufficient space required for the planned construction workforce and materials handling.	The site does not provide sufficient space required for the planned construction workforce and materials handling.	The site is of sufficient size for a compound to accommodate the required workforce and materials handling to support the

Factors and Constraints	AK Lines Reserve - Option A	Trist Reserve - Option B (alternate option)	M80 Interchange area - Option C (alternate option)	Greensborough Bypass area - Option D (alternate option)	Binnak Park - Option E (alternate option)
	duration of the construction works.	The site will be partially required for permanent works, and therefore limits its use to a small shorter-term compound or laydown area.	The site will be partially required for permanent works, and therefore limits its use to a small shorter-term compound or laydown area.	The site will be partially required for permanent works, and therefore limits its use to a small shorter-term compound or laydown area.	duration of the construction works. Further planning, environmental and cultural assessments would be necessary to determine the potential for achieving approvals and compliance requirements.
Sensitive Users	Residential uses are located adjacent to the western boundary of the site. Residences are also located south of the site and north of Grimshaw Street. Community playground and scout hall located in southwest area of the AK Lines Reserve. Schools are located south of the AK Lines Reserve.	Site surrounded by residential land uses located immediately west and north of the site.	The site is separated from residential land uses.	Residential uses are located adjacent to the northern boundary of the site.	Site surrounded by residential land uses. Significant temporary loss of public open space.
Cultural heritage and historic heritage	Site is not subject to existing cultural heritage to be protected. No registered historic heritage is present within the site.	Onsite cultural heritage would need to be protected during site occupancy. No registered historic heritage is present within the site.	Site is not subject to existing cultural heritage to be protected. No registered historic heritage is present within the site.	Site is not subject to existing cultural heritage to be protected. No registered historic heritage is present within the site.	Site would be subject to further cultural heritage assessment and approval. No registered historic heritage is present within the site.

Factors and Constraints	AK Lines Reserve - Option A	Trist Reserve - Option B (alternate option)	M80 Interchange area - Option C (alternate option)	Greensborough Bypass area - Option D (alternate option)	Binnak Park - Option E (alternate option)
Flooding	The site is within an area subject to inundation. Measures will be required to mitigate flood risks.	The site is within an area subject to inundation. Measures will be required to mitigate flood risks.	The site is not within a flood prone area.	The site is not within a flood prone area.	The site is not within a flood prone area.
Flora & Fauna and Arboriculture	Partial vegetation would be required to be cleared from the site for use as a compound. Note a portion of the site would be required to be cleared to enable permanent works.	Partial vegetation would be required to be cleared from the site for use as a compound. Note a portion of the site would be required to be cleared to enable permanent works.	Vegetation would be required to be cleared from the whole site for use as a compound. Note the whole the site would be required to be cleared to enable permanent works.	Vegetation is required to be cleared from the whole site for a compound. Note a portion of the site is required to be cleared to enable permanent works. Kangaroos within the area. Site subject to fencing and management requirements in accordance with the MRPV Kangaroo Management Plan.	Significant vegetation would be required to be cleared from the site for use as a compound. Binnak Park was outside of the EES study area and would be subject to further ecological and arboricultural assessments in consideration as a compound.
Transport impacts	Site provides direct access from Grimshaw Street and the permanent construction area along the Greensborough Bypass.	Although the site is adjacent to Grimshaw Street, vehicular access to the site will be required from Frye Street and Trist Street. Consideration for temporary pedestrian/cycling detours around the site.	Direct access to the site will need to be established from the M80. Consideration to be given to establishing safe access/egress from the M80.	Direct access to the site will need to be established from the Greensborough Bypass. Requires consideration for safe access/egress from the M80. Consideration for temporary pedestrian/cycling detours around the site.	Access to the site would be via Grimshaw Street, Macorna Street and into Binnak Drive. Significant temporary measures would be required for pedestrian/cycling detours around the site.

Factors and Constraints	AK Lines Reserve - Option A	Trist Reserve - Option B (alternate option)	M80 Interchange area - Option C (alternate option)	Greensborough Bypass area - Option D (alternate option)	Binnak Park - Option E (alternate option)
Business Impacts	No impacts to existing businesses (commercial and retail) within the Watsonia area.	No impacts to existing businesses (commercial and retail) within the Watsonia area.	No impacts to existing businesses (commercial and retail).	No impacts to existing businesses (commercial and retail).	No impacts to existing businesses (commercial and retail).

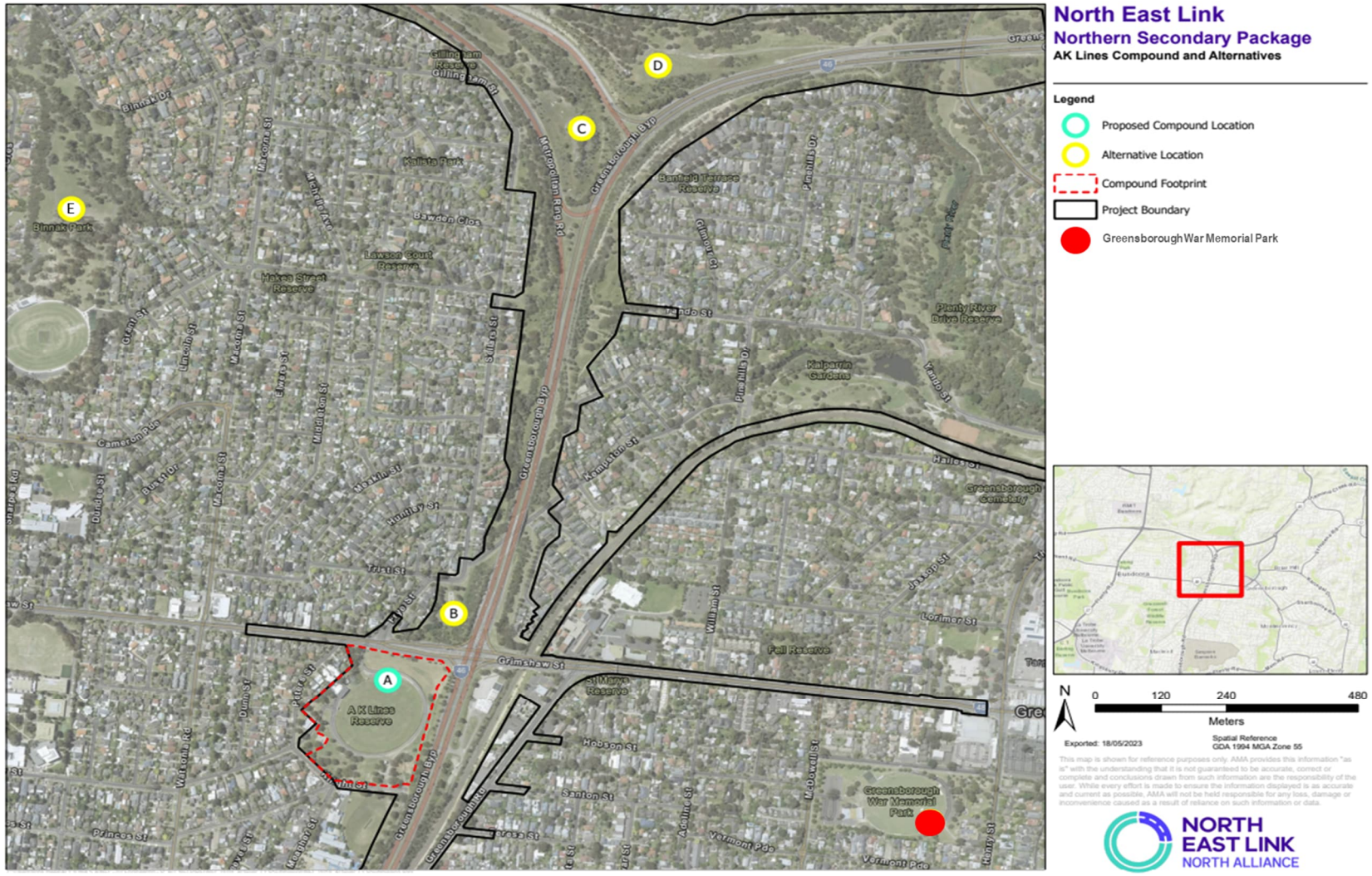


Figure 3 Alternative Compound Locations

3. AK Lines Construction Compound

3.1 Site Context

The AK Lines Construction Compound is located within the designated Project Land on the south-west corner of the Grimshaw Street and Greensborough Bypass intersection in Watsonia, shown in Figure 4. The site is generally surrounded by residential land use to the north and west of the site, education facilities to the south, and commercial and education land uses to the east beyond the Greensborough Bypass.

The site has been used as a local sporting facility including a sporting oval, sports facilities including club rooms, with surrounding open space and a flood retention basin.

An existing playground and scout hall are positioned in the southwest corner of the AK Lines reserve.

Trees surround the sporting oval and buildings along the western and eastern boundaries of the site, and across the open space within the southern portion of the site that fronts onto Knights Street. This open space is proposed by the City of Banyule for future residential development following the completion of the site as a compound.

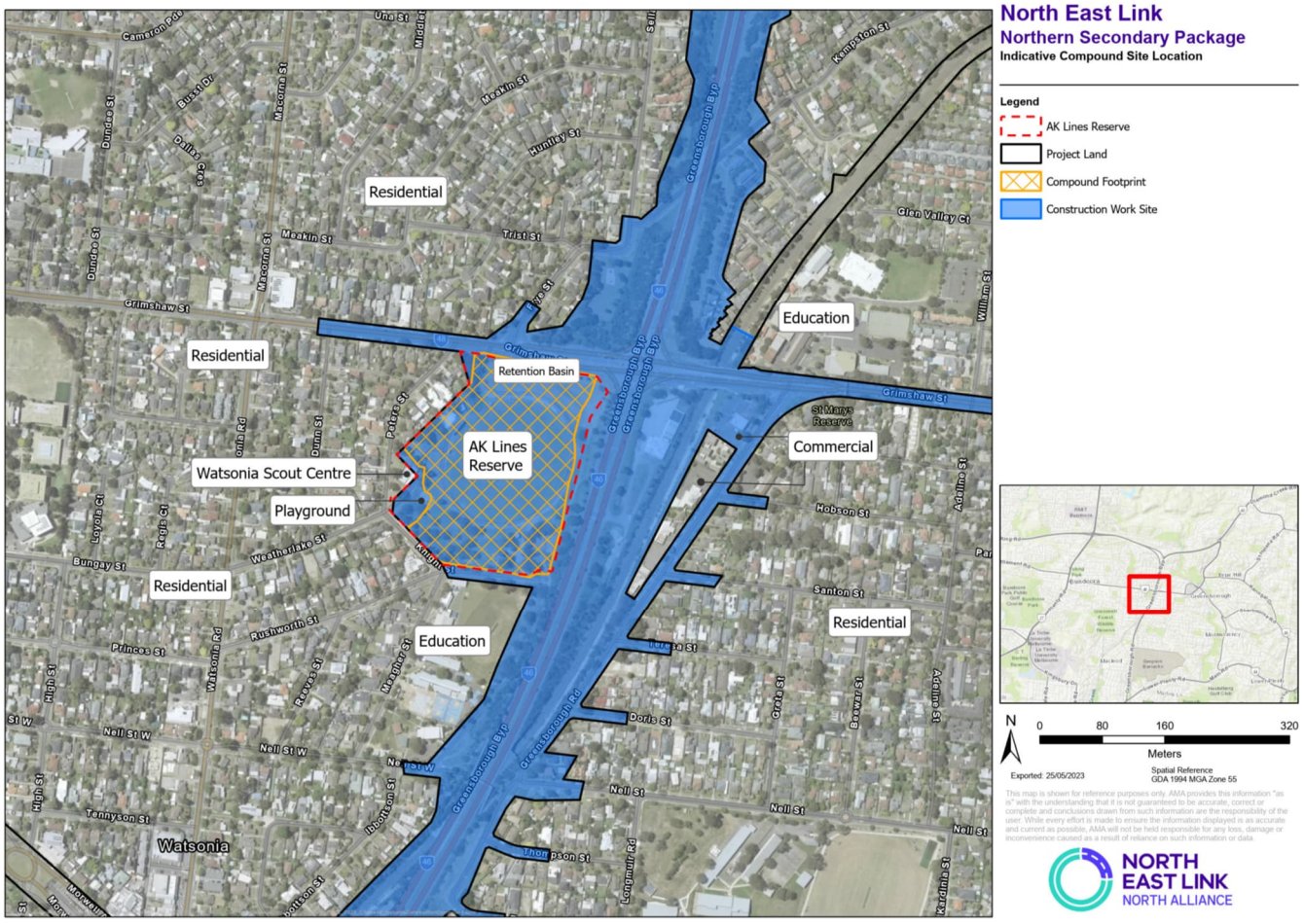


Figure 4 Indicative Compound Site Location

3.2 Compound Description

Below outlines the compound and onsite facilities, what the compound is used for and what construction activities the compound will support, as shown in the detailed site plan in section 3.4 and Figure 5. The compound buildings will be single-storey, with the exception of one double-storey building located in the northwest portion of the compound area. The maximum height of the single storey buildings is 3.4 metres, and the maximum height of the double storey compound building will be 6.8 metres. The location and details of the compound are subject to minor layout changes if

necessary and will remain generally in accordance with the approved CCP. Noting that any minor layout changes shall be consistent with the EPRs, Incorporated Document and EMF.

3.2.1 Compound facilities

In line with the definition of a Construction Compound, a summary of proposed buildings and facilities within the compound include:

- Office (2,500 m2)
- Lunchroom and outdoor seating area (1,300 m2)
- Ablution block (200 m2)
- Training rooms
- End of journey facilities, First Aid Room (within existing AK Lines club rooms)
- External covered area for construction team toolbox and prestart meetings
- External recreational open space area (6300 m2) for onsite M80RRA workforce
- Laydown areas for storage of construction plant and equipment and construction materials
- Carpark for approximately 215 light vehicles including proportion of carparks with battery charging points for Electric Vehicles.
- Existing sporting oval lighting system and localised ground level lighting for early morning and night works as required
- Waste storage and recycling facilities
- Solar PV will be installed on the roof of the site sheds and covered walkways connected to the electricity grid to power the compound. Battery storage will be included within an existing adjacent building.
- Temporary storage of hazardous substances in contained areas, including lubricants and fuels for mechanical plant and equipment.
- A physical screen covering the entire window will be added to all windows along the western wall of the compound and on the southern wall that overlooks residential properties. The windows will also be modified so they cannot be opened.

3.2.2 Compound activities

Compound establishment

Establishment works to setup the compound for operations will involve:

- Securing the site with temporary panel hoardings or a similar approved product.
- Installation of environmental controls including but not limited to hoardings/noise walls, erosion and sediment controls, and truck washing area.
- Temporary reconfiguration and controlled access/egress point off Grimshaw Street for all vehicles.
- Minor vegetation clearing to support the compound facility installations. Tree protection zones to be established and delineated from the site compound activities.
- Construction of hardstand areas for vehicles, equipment and materials storage.
- Landing, construction and fit out of offices, training rooms, lunchrooms and other ancillary facilities.
- Connections to utility services, power, water, sewage, and communications, including solar PV/battery system, and rainwater tanks for water harvesting for reuse on the compound and in construction.

Operation of the Compound

The operation of the Construction Compound will be in accordance with this Plan and relevant M80RRA management plans required to be prepared and implemented in accordance with the EPRs of the approved EMF. These include the WEMP covering the Compound that will be informed by the CEMP and environmental sub plans, and other EPR-related plans including the CCEP, TMP and Sustainability Management Plan.

The following work activities will typically occur in the Construction Compound:

- Office-based supervisory and administrative support work. The office will be air-conditioned for heating and cooling.
- Adjacent workforce amenities include lunchrooms, canteen, outdoor recreational area, toilets and change rooms for onsite staff use.
- Parking will be available for onsite staff. The demand on parking will be reduced by M80RRAshuttle bus arrangements for staff from Watsonia Station, or alternatively provisions for bike storage and end of journey facilities provided for personnel opting to cycle to the compound or walking from public transport stops.
- Transient movement and parking of construction vehicles (light and heavy construction vehicles), and mobile plant and equipment.

- Construction team toolbox and prestart meetings will occur within an external covered area accommodating for large group meetings. Induction and specialized training rooms and facilities will be used by staff and visitors to the site.
- Short term materials laydown areas within designated location on the compound or within storage containers where practical to do so.
- Temporary storage of hazardous substances in contained areas, including lubricants and fuels for mechanical plant and equipment.
- Storage of tools, equipment and non-hazardous substances within containers.
- Waste collections will occur at least weekly and the recycling or disposal of compound waste materials and office generated waste. Waste segregation of recyclable materials will be provided on the compound to reduce waste disposal to landfill.
- A Non Destructive Digging (NDD) recycling facility is proposed for the compound to recover spoil and water for reuse in construction, further avoiding disposal to landfill.
- A Incident Response Staging Area is proposed within the compound for the State Road Authority
- The operation of the solar PV and battery storage system, with supplementary connection to the electricity grid will power the electricity needs for the compound (office, air conditioning, lighting etc). This reduces the operation of standby generators for powering the compound. Green electricity will be supplied via connection to the grid to supplement the solar/battery system.

Demobilisation of the compound will occur after occupation for Project construction works. The approach to demobilisation and restoration is described in Section 6.

3.2.3 Working Hours

The primary use of the Compound will align with the working hours prescribed in EPR NV3 as follows:

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

Noise from construction works and the operation of the compound outside of these hours (i.e. during weekend/evening work hours and the night period) must meet the weekend/evening and night period noise guideline targets prescribed in EPR NV3 unless they are Unavoidable Works. The M80RRA CNVMP will prescribe the requirements of Unavoidable Works in accordance with EPR NV3. Unavoidable Works must be verified by the Independent Environmental Auditor prior to the works commencing onsite.

An Incident Response Staging Area has been provided at AK Lines to allow the State Road Authority Incident Response staff with access to a staging area, kitchen, and toilet facilities as required. Access for incident response staff is required 24/7 to facilitate emergency response activities on the Greensborough Bypass and M80 Roadways.

3.2.4 Traffic and Access

All vehicle traffic will enter and exit the main Construction Compound entrance via Grimshaw Street under a controlled intersection to be established. Compound personnel accessing the site by walking or cycling can enter from either Grimshaw Street or from Knights Street.

Specific Worksite Traffic Management Plans will be developed in accordance with the TMP (EPR T2) to address movement of all modes of transport required by the operation of the compound and including public vehicle, cycle and pedestrian traffic around the Compound site.

3.3 Duration

The planned period of occupation of the AK Lines Construction Compound within the Project Land that will support the construction activities for the NEL North Package are listed in Table 3.

Table 3 Planned Activities AK Lines Compound

Summary of Construction Activity supported by the Compound	Indicative Timeframe
Establishment of the Compound including but not limited to: • Temporary hoardings securing the site	Sept to Dec 2023

• Installation of environmental controls and minor vegetation clearing • Installation of temporary offices/crib sheds and hardstand areas • Establish and connect utility services.	
Construction works supported by the Compound, including but not limited to: • Development of the Grimshaw Street and Greensborough Bypass intersection • Greensborough Bypass realignment and development of the NEL trench structures • Rail interface and bridge works across the Hurstbridge Rail line • Relocation and replacement of utilities • Construction of bicycle and pedestrian facilities including SUPs.	Jan 2024 to Jun 2028
• Demobilisation and restoration of the AK Line Reserve.	Jul 2028 – Dec 2028

3.4 Detailed Site Plan

The site plan for the Compound is provided in Figure 5 showing the indicative layout of the temporary facilities that will be established and used by M80RRA and its subcontractors.

Hoardings will be installed to delineate the construction compound from surrounding land as shown in Figure 5. The flood retention basin will be maintained throughout the duration of site occupancy as a construction compound and rehabilitated as part of construction works and use of these facilities.

Consideration has been given to segregating the community playground and the Watsonia Scout Centre from the Compound area, enabling these community facilities to be directly accessed from Peters Street/Knight Street, and shown in Figure 5.

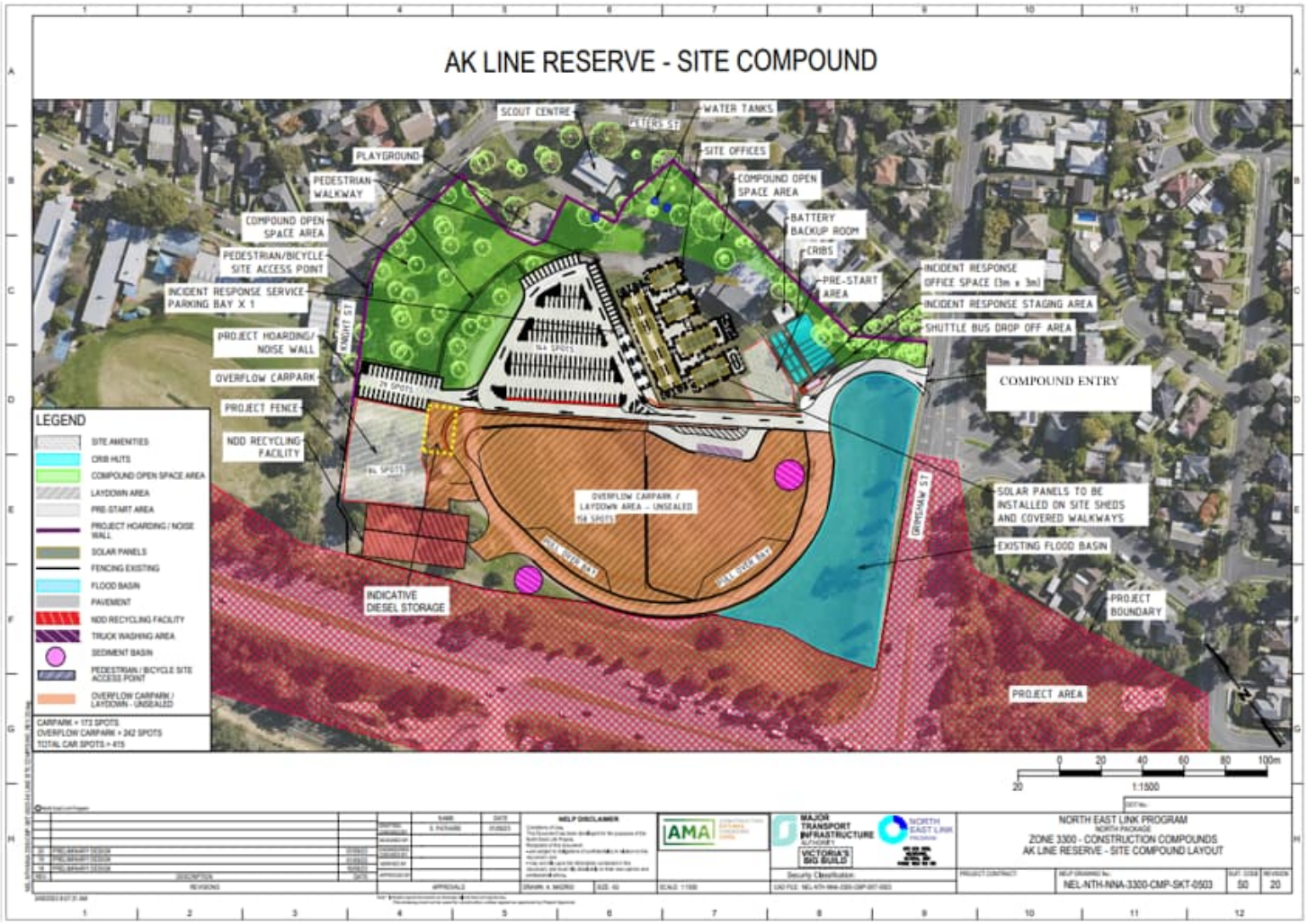


Figure 5 AK Lines Compound – Indicative Site Plan

4. Management of potential impacts to sensitive uses

4.1 Identification of sensitive receptors

The Compound location is located immediately adjacent to sensitive receptors including sensitive users such as residents within Peters Street and Knights Street, Concord School (Watsonia Campus) and community users of the Watsonia Scout Centre and onsite AK Lines playground. In general, the location of the Compound may have impacts on the following sensitive uses and environmental sensitivities:

Sensitive Uses:

- Residents:

  Peters Street
  Knight Street
  Weatherlake Street
  Rushworth Street
  Meagher Street
  Grimshaw Street
  Frye Street

- Educational Facilities:

  Concord School (Watsonia Campus)
  Watsonia Primary School

- Community facilities:

  Watsonia Scout Centre
  Playground at AK Lines Reserve

Environmental Sensitivities:

- Receiving surface water catchments
- Groundwater
- Arboriculture
- Flora and Fauna
- Aboriginal Cultural Heritage
- Historic Heritage

Figure 6 shows the indicative compound location in relation to the surrounding area, sensitive uses and environmental sensitivities.

4.2 Minimise impacts of displacement of formal active recreation facilities

MRPV has prepared a Formal Active Recreation Facilities Relocation Plan (FARFRP) in accordance with EPR SC5. The plan outlines the temporary relocation of formal recreation activities from AK Lines Reserve for the duration of occupancy of the site as a Construction Compound, documents measures for the replacement and restoration of facilities and considers measures to enable the ongoing viability of sporting and recreation clubs. For AK Lines Reserve the sporting clubs engaged with MRPV included:

- Plenty Valley Cricket Club
- St. Mary's Greensborough Junior Football Club
- St. Mary's Senior Football Club
- Watsonia Sporting Club (Football/Netball)
- Watsonia Scout Centre

The FARFRP will be continually implemented in collaboration with facility operators, Banyule Council, public land managers and relevant State authorities.

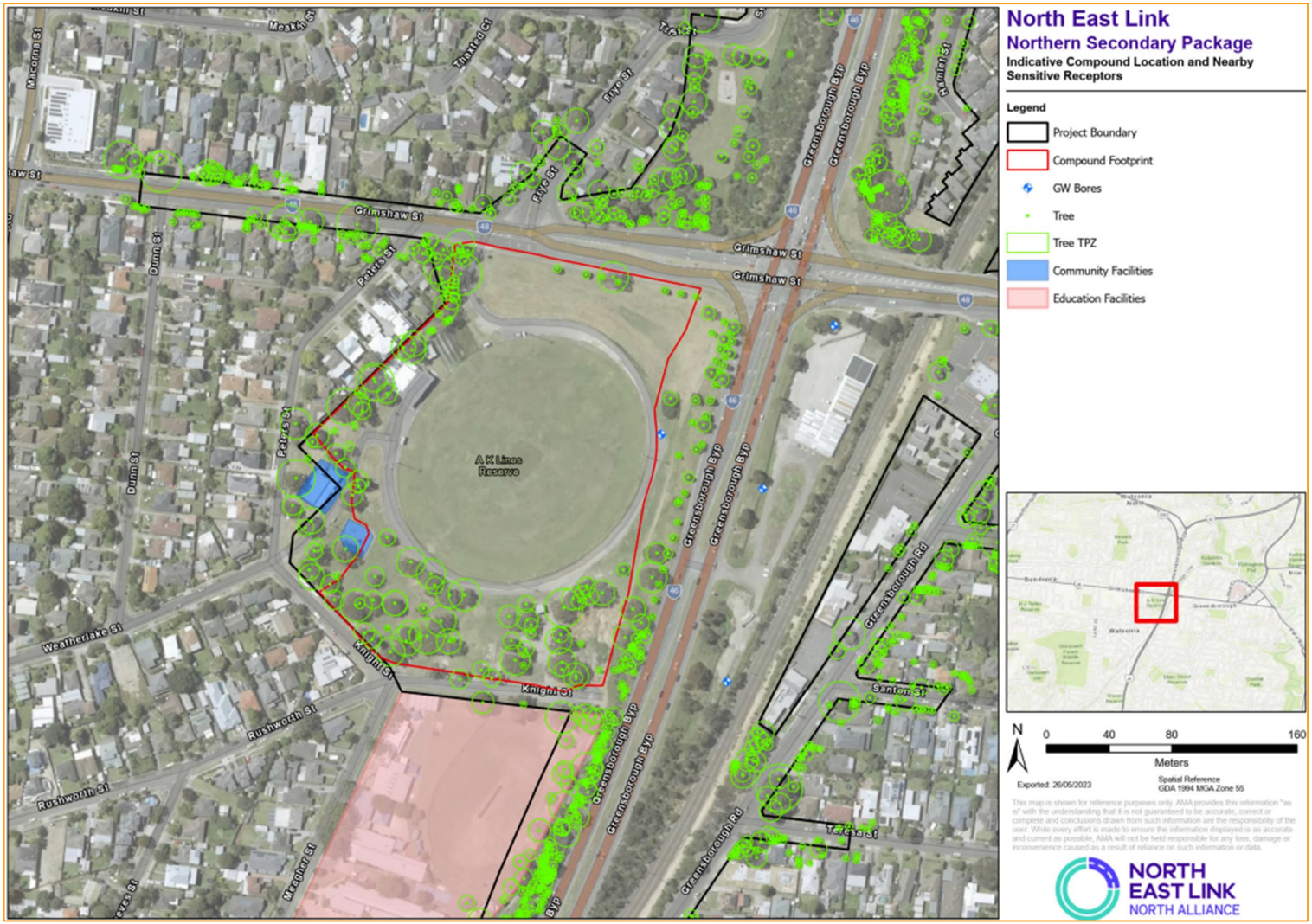


Figure 6 Indicative Compound location and nearby sensitive receptors.

4.3 Risk assessment and Identification of potential impacts

The risk and potential impacts to sensitive receptors and the environment has been assessed as part of the preparation of this plan. Based on the compound facilities and activities described in Section 3.2, some aspects of Compound establishment and operation have specific environmental and/or community sensitivities.

The risk assessment was undertaken in accordance with the risk analysis process applied in the NEL EES. A summary of the key aspects, potential risks and the potential impact that may occur if the risk is not controlled are described in Table 4, showing the relevant EPRs in place aimed to manage these impacts and risks.

4.4 Design and siting measures to reduce impacts

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

In selecting the AK Lines Reserve as a compound, Section 2.1 outlined how the selection of the compound site seeks to reduce impacts on sensitive receptors by:

- Providing access directly to the Project area minimising impact to local transport and existing local streets, vehicular and pedestrian transport and parking amenities
- Enabling as far as practicable, the separation of potential impacts of compound activities to identified sensitive receptors and reducing tree clearing for temporary occupation of the site.
- No impacts to existing businesses (commercial and retail) within the Watsonia area.

Table 4 outlines all additional design and siting measures to avoid, minimise and then mitigate the potential impacts to sensitive receptors identified in proximity to the AK Lines Reserve. Where applicable, these measures will be implemented through the M80RRA management plans including the CEMP, environmental sub plans and other EPR-related management plans as indicated in Table 4. These measures will then be contained in the compound specific Worksite Environmental Management Plan (WEMP) covering the Compound operations that forms part of the M80RRA Environmental Management System as described in Section 8. The visual impact of the crib facilities is softened by the retention of existing canopy planting along the western boundary of the site. The retention of existing tree planting along the west boundary of the compound decreases the views into adjacent residences from the compound and the installation of coverings on compound building windows to reduce overlooking impacts. The construction hoarding on the western boundary also provides a visual barrier reducing lines of site into neighbouring residential property.

The assessment of potential risks associated with each of the activities that will occur on site, identified some key environmental sensitivities, including impacts on arboriculture, air quality and surface water, and noise and traffic generation that can impact on environmental sensitives and sensitive land uses. Specific control measures to further mitigate these risks are discussed in section 5.2.

Table 4 Potential Compound Aspects, Impacts and Risks to Sensitive Receptors and Environmental Sensitivities

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
Residents: • Peters Street • Knight Street • Weatherlake Street • Rushworth Street • Meagher Street • Grimshaw Street • Frye Street	Establishment works: site clearing, preparing hardstand areas, erect hoardings/noise walls, erecting office and other buildings	Noise from mechanical equipment disturbing residents	Medium	NV3 NV4	• Noise assessments to inform noise design controls and noise mitigation measures. • Standard daytime working hours for site establishment works.	Construction Noise and Vibration Management Plan	Low
		Generation and release of dust causing air pollution to community amenity and health	Medium	AQ1	• Minimising areas to be cleared, avoiding unsealed or unvegetated areas. • Pavement design will include asphalt (sealed) carparks, crushed rock hardstand areas for laydown and shed areas, and concrete hardstand for the prestart area to minimise the potential for dust from activities within these areas. • Designating areas for stockpiles away from sensitive receivers at the eastern portion of the site.	Dust and Air-quality Management and Monitoring Plan	Low
		Impact on quality of visual aspect for residents adjacent to Compound	Medium	LV2	Minimise visual impact and overshadowing to residents, located west of the site as far as practical by: • minimising tree clearing adjacent to residential land uses.	Worksite Environmental Management Plan This CCP	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
					• moving mobile plant and equipment and materials away from these sensitive areas. • Placement of screens on crib windows which overlook residential backyards and ensuring windows are not able to be opened.		
	Movement of onsite staff and construction vehicles and equipment	Noise from mobile plant and equipment disturbing residents adjacent to Compound	Medium	NV3 NV4	• Noise assessments to inform noise design controls and noise mitigation measures. • Minimising noise from operations within the Compound will be achieved by: Siting mobile plant and heavy vehicle activity furthest away from residents Siting of offices and other temporary buildings and installation of noise walls where necessary to minimise noise from the Compound activities in accordance with acoustic assessment and site design layouts.	Construction Noise and Vibration Management Plan	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
					• Noise monitoring of compound operations		
	Site access and egress by vehicles (light and heavy)	Traffic congestion and safety hazards, causing potential local traffic delays and incidents	Medium	T2	• Minimising traffic impact to residents by having shortest possible vehicle and material transfer route from the Greensborough Bypass. • Mitigating traffic congestion and road safety hazards by controlled traffic speed and compound access/egress design. • The design of the compound to accommodate all construction vehicle parking avoids congestion of public parking on local roads.	Transport Management Plan including a specific Worksite Traffic Management Plan	Low
		Noise from vehicles disturbing residents adjacent to entrances and access roads	Medium	NV3 NV4	• Minimising noise from vehicles by traffic controls and restricting vehicle access and egress to one location at Grimshaw Street. • Minimising traffic impact to residents by having using arterial roads and shortest possible vehicle and material transfer route from Grimshaw Street and the Greensborough Bypass.	Construction Noise and Vibration Management Plan Transport Management Plan including a specific Worksite Traffic Management Plan	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
	Laydown and stockpiling of materials	Noise from mobile mechanical equipment disturbing residents adjacent to Compound	Medium	NV3 NV4	• Potential for noise is minimised by the siting of mobile equipment located away as far as practicable from noise sensitive receptors, with designed noise treatments where necessary.	Construction Noise and Vibration Management Plan	Low
		Generation and release of dust, and/or odours	Low	AQ1	• Minimising areas that are unsealed or unvegetated. • Controls on temporary stockpiling of materials to minimise the potential for dust impacts occurring. • Fuel and chemical storage areas located away from sensitive receptors to reduce the potential for odour impacts. • Air quality monitoring.	Dust and Air-quality Management and Monitoring Plan	Low
	Working outside of standard hours	Noise from vehicles, mechanical equipment and onsite work crews disturbing residents	High	NV3 NV4	• Noise assessments to inform noise design controls and noise mitigation measures. • Minimising noise in accordance with acoustic assessment and site design layouts including: • Siting mobile plant and vehicle activity furthest away from residents	Construction Noise and Vibration Management Plan	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
					• Siting of offices, crib sheds and other work crew meeting areas. • Noise monitoring.		
		Artificial lighting disturbing residents adjacent to Compound	Medium	LV3	• Light spill to sensitive areas will be minimised by the design of lighting directivity and siting outdoor activities including construction plant and equipment and laydown areas further away from residents.	CEMP Light procedures	Low
Residents: • Peters Street	Operation of the Compound and utilisation of the double storey crib facility	Overlooking into residential backyards on Peters Street	Medium	LV2	• The retention of existing tree planting along the west boundary of the compound decreases the views into adjacent residences from the compound. • installation of coverings on compound building windows to reduce overlooking impacts. • The construction hoarding on the western boundary also provides a visual barrier reducing lines of site into neighbouring residential property.	Worksite Environmental Management Plan This CCP	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
Educational Facilities: • Concord School (Watsonia Campus) • Watsonia Primary School	Establishment works: site clearing, preparing hardstand areas, erect hoardings/noise walls, erecting office and other buildings	Noise from mechanical equipment disturbing School teachers/students	Low	NV3 NV4	• Noise assessments to inform noise design controls and noise mitigation measures. • Noise monitoring.	Construction Noise and Vibration Management Plan	Low
		Generation and release of dust, and/or odours causing air pollution to amenity and health	Low	AQ1	• Minimising areas that are unsealed or unvegetated. • Controls on temporary stockpiling of materials to minimise the potential for dust impacts occurring. • Air quality monitoring.	Dust and Air-quality Management and Monitoring Plan	Low
	Movement of onsite staff and construction vehicles and equipment	Noise from mobile vehicles and equipment disturbing School teachers/students	Low	NV3 NV4	• Noise assessments to inform noise design controls and noise mitigation measures. • Noise monitoring	Construction Noise and Vibration Management Plan	Low
	Laydown and stockpiling of materials	Generation and release of dust, and/or odours causing air pollution to amenity and health	Medium	AQ1	• The siting and controls on material stockpiling will minimise the potential for dust impacts occurring. • Air quality monitoring.	Dust and Air-quality Management and Monitoring Plan Spoil Management Plan	Low
Community facilities: • Watsonia Scout Centre	Establishment works: site clearing, preparing hardstand areas, erect hoardings/noise walls,	Noise from mechanical equipment disturbing Scout hall visitors and playground users	Low	NV3 NV4	• Noise assessments to inform noise design controls and noise mitigation measures. • Standard daytime working hours for site establishment works.	Construction Noise and Vibration Management Plan	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
• Playground at AK Lines Reserve	erecting office and other buildings	Generation and release of dust, and/or odours	Low	AQ1	• Minimising areas to be cleared, avoiding unsealed or unvegetated areas. • Controls on temporary stockpiling of materials to minimise the potential for dust impacts occurring.	Dust and Air-quality Management and Monitoring Plan	Low
	Movement of onsite staff and construction vehicles and equipment	Noise from mobile vehicles and equipment disturbing Scout Hall visitors and playground users	Low	NV3 NV4	• Noise assessments to inform noise design controls and noise mitigation measures. • Minimising noise from operations within the Compound will be achieved by: Siting mobile plant and heavy vehicle activity furthest away from scout hall and playground Siting of offices and other temporary buildings and installation of noise walls where necessary to minimise noise from the Compound activities in accordance with acoustic assessment and site design layouts. • Noise monitoring of compound operations	Construction Noise and Vibration Management Plan	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
	Laydown and stockpiling of materials	Generation and release of dust, and/or odours	Low	AQ1	• Minimising areas that are unsealed or unvegetated. • Controls on temporary stockpiling of materials to minimise the potential for dust impacts occurring. • Air quality monitoring.	Dust and Air-quality Management and Spoil Management Plan	Low
	Working outside of standard hours	Noise from vehicles, mechanical equipment and onsite work crews impacting scout hall visitors and playground users.	Low	NV3 NV4	• Noise assessments to inform noise design controls and noise mitigation measures. • Noise monitoring	Noise assessments to inform noise design controls and noise mitigation measures.	Low
		Artificial lighting impact Scout Hall and playground users	Low	LV3	• Light spill to sensitive areas will be minimised by the design of lighting directivity and siting outdoor activities including construction plant and equipment and laydown areas further away from Scout Hall and playground.	CEMP Light procedures	Low
Surface water quality and flooding	Establishment works for site clearing and preparing hardstand areas (concreting) Storage of hazardous materials	Sediment or contaminated runoff, during rainfall events or other discharges of contaminated water entering waterways resulting in harm to	Medium	SW1 SW3 SW4 SW5 SW6	• Siting of construction structures or materials, including stationary plant and equipment, temporary buildings/sheds, chemical storages, waste storages,	Surface Water Management Plan Flood Emergency Management Plan Worksite Environmental Management Plan	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
	Stormwater retention Liquid spills and stockpile runoffs	aquatic flora and fauna Diversion of stormwater flows causing increase in inundation of Grimshaw Street and nearby properties or depletion of water resources		SW7 CL5	stockpiles and laydown materials to mitigate: risk from flooding (e.g. damage and spills) - appropriate controls to be planned and put in place for all hazardous and potentially contaminating activities to prevent contamination of watercourses in the event of a flood mitigate potential to displace floodwaters in a flood event, increasing flood frequency, flow direction and velocity that may impact sensitive areas downstream.		
Groundwater	Liquid spills and stockpile runoffs	Localised groundwater contamination causing detrimental changes in groundwater quality resulting in ecology or community impacts.	Low	CL5 SW1 GW2	• Design and siting of containment areas for chemicals, including fuels and lubricants storage will isolate and minimise the potential for spills to contaminate land and groundwater. • Groundwater monitoring program.	Spoil Management Plan Surface Water Management Plan Groundwater Management Plan Worksite Environmental Management Plan	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
Arboriculture	Establishment works: site clearing, preparing hardstand areas, erect hoardings/noise walls, erecting office and other buildings	Excessive clearing of vegetation or clearing of protected vegetation causing direct physical damage to vegetation and indirect damage through habitat changes	Medium	AR1 AR2 FF1	• Minimising tree clearing will be achieved by the design and siting of facilities including offices/buildings, carparking, laydown areas and hoardings/noise walls on the Compound. • An arboricultural impact assessment has been undertaken to inform the design and positioning of these facilities to minimise impact to adjacent vegetation within the compound.	Tree Removal Plan and Tree Canopy Replacement Plan Tree Protection Plans Flora and Fauna Management Plan	Low
Flora and Fauna	Establishment works: site clearing, preparing hardstand areas, erect hoardings/noise walls, erecting office and other buildings	Excessive clearing of vegetation or clearing of protected vegetation causing direct physical damage to vegetation and indirect damage through habitat changes. Sediment or contaminated runoff during rainfall events impacting waterways resulting in harm to aquatic flora and fauna	Medium	FF1 SW1 SW3 SW4 SW5	• Minimising tree clearing will be achieved by the design and siting of facilities including offices/buildings, carparking, laydown areas and hoardings/noise walls on the Compound. • The design and installation of onsite erosion and sediment controls during compound operations will minimise the potential for off-site sediment-laden stormwater discharges.	Flora and Fauna Management Plan Surface Water Management Plan	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
	Liquid spills and stockpile runoffs	Discharge of contaminated water impacting waterways resulting in harm to aquatic flora and fauna	Low	CL5 FF1 SW1 SW3 SW4 SW5	• Design and siting of containment areas for chemicals, including fuels and lubricants storage will isolate and minimise the potential for spills and contamination of land and stormwater. • Positioning of onsite spill control equipment in proximity to high spill risk locations (e.g. close to chemical storages and designated refueling areas). • Surface water monitoring program.	Spoil Management Plan CEMP procedures Flora and Fauna Management Plan Surface Water Management Plan	Low
	Plant, equipment and vehicles; works at night	Artificial lighting disturbing local fauna	Low	LV3	• Light spill will be minimised by the design of lighting directivity and siting outdoor activities.	CEMP Light procedures	Low
Cultural Heritage and Historic Heritage	Site clearing; earthworks and excavations	Physical interaction with previously unidentified heritage items and places potentially impacting aboriginal and historical heritage items.	Low	AH1 HH1 HH2	• The siting of the Compound at AK Lines Reserve avoids impact on identified Aboriginal cultural heritage within other areas of the Project land. • Known historic heritage is not located within the Project boundary. • In accordance with the approved Cultural Heritage	CHMP no.15576 Archaeological Management Plan CEMP historical heritage procedure	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
					Management Plan (CHMP 15576), a copy of the CHMP will be available within the site compound. Cultural heritage inductions will be provided for all personnel involved in ground disturbing activities associated with the establishment works for the compound. • Procedures will be followed for the unexpected discovery of cultural heritage in accordance with the CHMP.		

5. Management of flood risk and impacts to environmental sensitivities

5.1 Flood risk and management

5.1.1 Flood risk and impacts

The Kempston Street Main Drain is an underground drainage system that crosses under Greensborough Bypass from west to east just north of Grimshaw Street. The associated overland flow path runs in a north-east direction through the A.K Lines Reserve to Banyule City Council's retarding basin immediately upstream (south) of Grimshaw Street. Overtopping from the retarding basin will cross Grimshaw Street, flow through a reserve, and under the Greensborough Bypass along the Kempston Street underpass and continue along Kempston Street until it joins the Yando Street Main Drain immediately upstream of Kalparrin Gardens and ultimately discharges to the Plenty River.

The NEL EES, Chapter 24 (Technical Report P, GHD, Apr 2019) identified the existing flooding conditions for the key surface water features within or adjacent to the Project alignment up to a 1% Annual Exceedance Probability (AEP) flood event.

During a 1% AEP flood event, the Kempston Street Main drain inundates nearby private residential properties both upstream and more significantly downstream of the Greensborough Bypass (EES, 2019):

- Overland flows start in AK Lines Oval and flow north-east to the Retarding Basin just south of Grimshaw Street. Flood levels in the AK Lines Retarding Basin and the depth of flow overtopping Grimshaw Street increase by up to 40 millimetres in the 1% AEP event
- Flows then exceed the retarding basin into Kempston Street drain which flows into Yando Street Main drain.

Figure 7 below shows the extent of flooding during a 1% AEP event in Kempston Street drain.

M80RRA has investigated the impacts on the Retarding Basin and whether the capacity of this flood basin is at risk from the permanent and temporary Project works.

The use of AK Lines Reserve as a construction compound will temporarily increase the overall area of impervious surface area within the catchment of the Retarding Basin. The potential for the Compound to increase flood risk from flood flows associated with this Retarding Basin could also arise from:

- Potential to redirect overland stormwater flow paths via temporary or permanent drainage
- Temporary barriers / hoardings to separate public activities from the site
- Reinstatement including permanent drainage of the site.

M80RRA's flood modelling for the permanent works has identified the need to include a flood wall in the permanent infrastructure design to increase the capacity of the AK Lines Retarding Basin to ensure there is adequate capacity within the basin for the duration of construction and to avoid excessive flows across Grimshaw Street. The flood modelling has also prescribed a permanent flood retention basin at the corner of Trist Street and Sellars Street to ensure that flooding impacts in this location are minimised.

In accordance with EPR (SW6), permanent works and temporary construction works must not increase overall flood risk at relevant or modify the flow regime of waterways without the acceptance of the relevant flood plain manager, drainage authority or asset owner (typically Melbourne Water) and in consultation with other relevant authorities (e.g. Council, Department of Transport and Planning, Parks Victoria, State Emergency Services).

Prior to commencement of relevant works, flood risk will be further assessed using modelling of the design of permanent and temporary works to demonstrate the resultant flood levels and risk profile in accordance with Melbourne Water Standards for Infrastructure Projects in Flood- Prone Areas (2019). If significant increases in flood risk are predicted for any events analysed, an assessment of overall flood risk considering tangible and intangible flood damages will be prepared and presented with appropriate mitigation measures for the acceptance of the relevant drainage authority or asset owner prior to commencement of construction for the relevant section of the works.

Further refinement through detailed design and temporary works hydraulic modelling shall be undertaken throughout the project lifecycle. If there are significant design changes during construction, the model will continue to be updated, as appropriate to represent those changes.

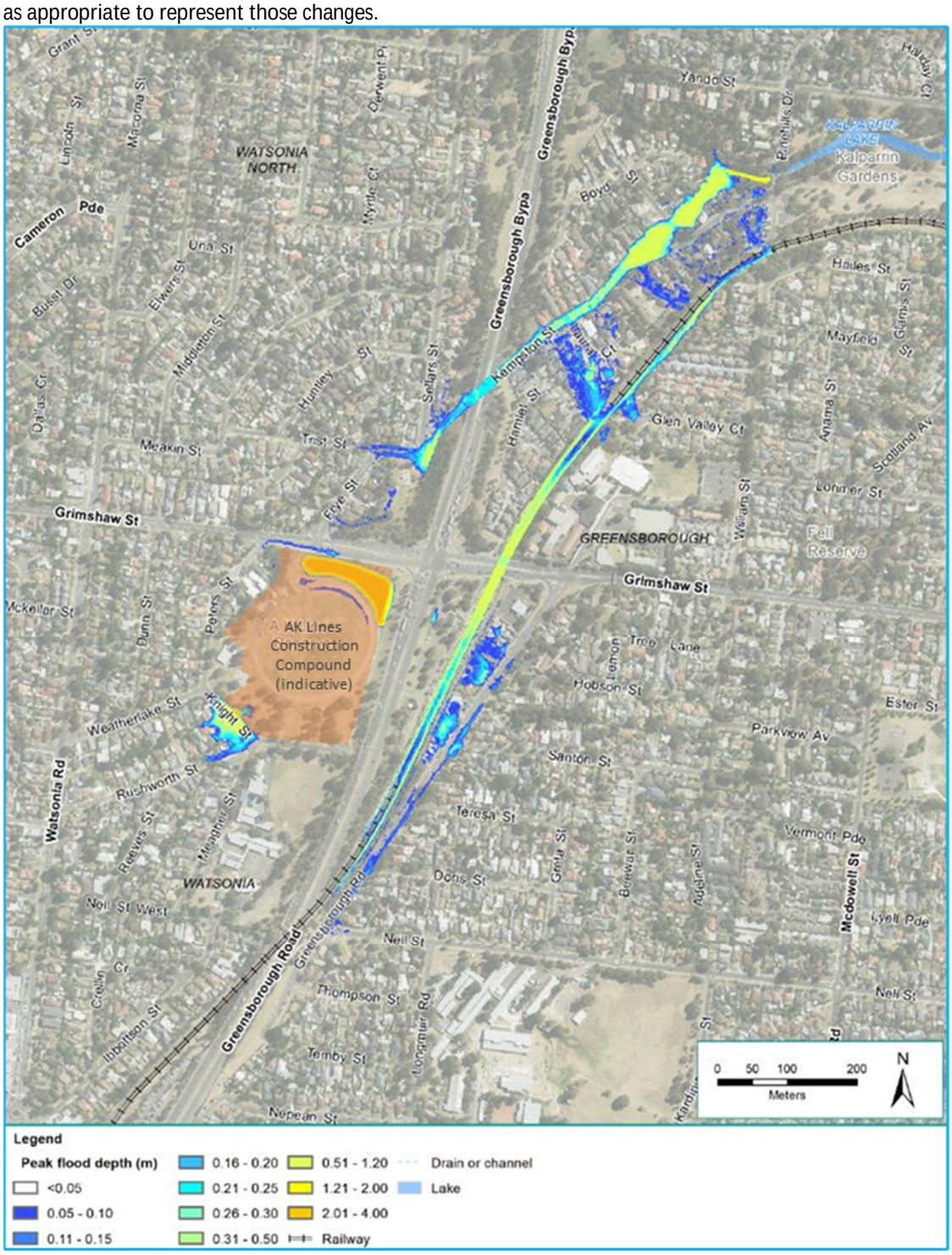


Figure 7 Modelled flooding (1% AEP peak depth) in proximity to Kempston Street Main Drain

5.1.2 Flood management

The Project objective pertaining to the management of flood prone areas is to protect water catchment values, surface water hydrology and floodways. Also, as required by EPR SW6, permanent works and associated temporary construction works must not increase overall flood risk at relevant locations or modify the flow regime of waterways without the acceptance of the relevant flood plain manager, drainage authority or asset owner (typically Melbourne Water) and in

consultation with other relevant authorities (e.g. Council, Department of Transport, Parks Victoria, SES, emergency services).

To meet this objective and EPR SW6, flood modelling for the temporary works including Compound establishment and reinstatement by M80RRA will be:

- undertaken in consultation with the relevant authorities, and acceptance of Melbourne Water
- progressively and prior to the commencement of works in relation to the Kempston Street Drain with management and mitigation measures incorporated into the works as required, so as to:

  Maintain existing flood conditions for each receiving drainage or waterway system.
  Maintain functional capacity of floodplains.

The Flood Emergency Management Plan (FEMP) is a Sub-plan of the CEMP, and details the framework, resources and procedures that will be put in place to manage construction works prior to mitigate flood risks within the Compound and actions to be taken during a potential flooding emergency.

The outcome of the modelling, risk assessments and controls within the FEMP will be included in the WEMP for the Compound which will also include any mitigation measures that need to be put in place during construction to reduce flood risk.

Key flood planning actions that will be addressed in the compound specific WEMP include:

- Review of flood modelling for each work site to determine flood potential and characteristics including flood extents, velocities and response (warning) times.
- Siting of construction structures or materials, including stationary plant and equipment, temporary buildings/sheds, chemical storages, waste storages, stockpiles and laydown materials to mitigate:

  risk from flooding (e.g. damage and spills)
  mitigate potential to displace floodwaters in a flood event, increasing flood frequency, flow direction and velocity that may impact sensitive areas downstream
  Appropriate controls to be planned and put in place for all hazardous and potentially contaminating activities to prevent contamination of watercourses in the event of a flood.

- Sizing of the stormwater retention basin to be incorporated into the compound, and the installation of rainwater harvesting storage.
- Temporary diversions and barriers that may be placed to reduce flood event risk, to also consider potential effect of changes to flooding downstream.

5.2 Environmental Sensitivities – Impacts and Controls

From the environmental risk and EPR compliance assessment discussed in section 4, some aspects of the compound have specific environmentally related sensitivities, in particular the potential for impacts on arboriculture, air quality and surface water, and impacts that can be triggered by noise and traffic generated by the use of the compound. These sensitivities and their potential risks and controls are discussed further in Table 5.

The control measures will be implemented in accordance with the applicable M80RRA management plans including the CEMP and environmental sub plans as indicated in Table 5. These control measures will then be contained in the compound specific WEMP covering the Compound operations that forms part of the M80RRA Environmental Management System as described in Section 8.

Table 5 Environmental controls to mitigate the potential risks to specific environmental sensitivities

Potential risks	Relevant EPRs	Control measures
Arboriculture		
Excessive clearing of vegetation causing:	AR1 AR2 FF1	• The design and general layout of the compound site is based on a thorough Arboricultural Impact Assessment (AIA) to reduce the overall number of amenity trees to be removed for the construction of the compound. No native vegetation removal is required.

Potential risks	Relevant EPRs	Control measures
• direct physical removal of trees • Potential indirect damage through habitat changes.		• The M80RRA Tree Removal and Protection Plan includes processes for the removal and protection of all trees within the Compound to control and prevent the unnecessary clearing of trees, and measures to protect all trees that will remain on site. Key controls of the Plan will be reinforced through the implementation of the WEMP including: Delineation of tree protection zones will be installed on site prior to the commencement of construction using high visibility mesh, flagging or similar and signage. Substrate for temporary infrastructure will be installed and removed in a manner that does not involve ground disturbance. Permeable membrane such as geofabric be placed on the ground and rumble boards of suitable thickness to prevent compaction and root damage are placed to form temporary works with tree protection zones. • M80RRA will implement an internal pre clearing inspection and authorization that will involve: a pre clearing inspection by the M80RRA environmental and site construction representatives with a qualified Ecologist identify the location of key fauna habitat features identified during the ecological survey and discuss any fauna rescue or relocation requirements (e.g. removal of hollows prior to commencement of clearing if practical) identify and locate vegetation and individual trees to be retained which must be protected from clearing. Ensure the vegetation is clearly delineated either with mesh fencing or high visibility flagging to prevent inadvertent clearing Preparation of a Permit to Disturb Vegetation which will identify the area in which clearing will occur, protected areas (including individual trees and vegetation) and any specific fauna relocation or rescue requirements as discussed with the Qualified Ecologist • Management of displaced fauna during the clearing process and during general construction works will be undertaken by a Qualified and appropriately licensed Ecologist or fauna spotter catcher. A M80RRA Fauna Rescue Procedure will be used to monitor compliance with fauna handling requirements. • The M80RRA Tree Canopy Replacement Plan details measures to maximise tree canopy replacement for the Project. Definitive tree canopy replacement relevant to the AK Lines Compound will be outlined in the WEMP for the Compound.
Air Quality		
Generation and release of dust, and/or odours causing: • Potential amenity or human health impacts to residents, community and	AQ1	The M80RRA Dust and Air Quality Management and Monitoring Plan details the overarching management methods and controls in relation to dust and air quality and provides the guidance to inform the definitive dust and air quality requirements and the management and mitigation measures in the WEMP for the Compound. Key controls that will be reinforced through the implementation of the WEMP includes: • Using watercarts and water sprays during the construction of the Compound, associated with activities including topsoil stripping, grubbing, hardstand construction, access road works and temporary stockpiling. • Reducing dust and air quality emissions from vehicle movements by: Limiting vehicle speeds onsite to minimise the generation of dust, and turning off vehicles, plant and equipment when not in use Use of covers on spoil haulage vehicles on public roads Minimise dust by using water carts to apply water or use of chemical dust suppressants on temporary roads that are not stabilised or sealed

Potential risks	Relevant EPRs	Control measures
educational facilities • Potential deposition of dust on buildings and vehicles		Use road sweepers to regularly sweep fine material from sealed areas. • Waste storage containers and covers (e.g. tarps) over potentially odorous stockpiled materials to reduce odours emissions. • During stockpiling, dust will be controlled primarily using water sprays during loading and unloading, haulage and material handling activities. Once the stockpile has been formed, the stockpile will be stabilized to reduce wind and erosion impacts, and either a cover seed crop or soil binder will be applied if required. • Dust monitoring will be undertaken in accordance with the Dust and Air Quality Management and Monitoring Plan.
Noise		
Noise from plant and equipment, construction vehicles and onsite work crews disturbing residents, community facilities and schools adjacent to Compound	NV3 NV4	• The M80RRA Construction Noise and Vibration Management Plan (CNVMP) outlines the modelling and monitoring processes, and controls to mitigate noise and vibration impacts on sensitive receptors. • The CNVMP provides guidance to inform the definitive noise requirements, unavoidable works process, and the management and mitigation measures in the WEMP for the Compound. • The AK Lines Compound site establishment works will be completed within the scheduled normal working hours avoiding night-time activity. During normal working hours, consideration will be given to minimising to the greatest extent reasonably practicable the potential for noise impact on sensitive land uses such as residential properties, educational facilities and community facilities. • Specific noise modelling of compound site establishment and compound operations has informed the design and location of onsite compound buildings, laydown areas and heavy vehicle movements, and the installation of temporary hoardings and noise walls within the compound the reduce noise to residents, and to the community and education facilities. • Other onsite controls for vehicles, plant and equipment include: Switching off when not in use – avoid idling Regular inspection and maintenance to ensure noise reduction systems (e.g. exhaust muffling systems) are operating effectively Less intrusive reversing beepers (where safe to do so) such as broadband audible alarms and non-audible warning systems. • During operation of the compound site, works may be required outside of standard working hours to support Project construction nightworks. Works outside of standard construction hours may be undertaken in the event that the predicted noise levels meet the Construction Noise Guideline Targets or if the works are considered 'Unavoidable Works', in accordance with the criteria provided in EPR NV3. • Compound activities relating to Unavoidable Works are to be approved by the IEA to verify that the proposed Works meet the definition of Unavoidable Works prior to commencing. Information on the planned Unavoidable Works, will include the rationale for the intended work with details on its location, duration and times of occurrence, and all reasonable measures to mitigate the impacts of such Unavoidable Works that will be applied. • Noise monitoring will be routinely undertaken to confirm noise modelling assessments and the performance of noise controls. Monitoring will check on noise in the direction of representative sensitive receiver locations and the activities occurring within the Compound.
Surface Water		

Potential risks	Relevant EPRs	Control measures
Discharge of contaminated stormwater runoff from chemical spills or from erosion and sedimentation: • potentially impacting waterways • potential for causing harm to aquatic flora and fauna	SW1 SW3 SW4 SW5 CL5	• The Surface Water Management Plan (SWMP) provides the overarching process to manage the potential impacts that construction activities may have on the key surface water features and flooding regime on the project. Specific requirements of the SWMP will be reinforced through the AK Lines Compound WEMP. • Progressive Erosion and Sediment Control Plans (PESCP) will be prepared for the Compound to ensure that discharges from control measures during rainfall events meet the water quality objectives adopted in the SWMP. • The PESCP provides indicative locations for the proposed erosion and sediment control measures, which will be progressively revised as site conditions within the compound site change over the course of the project: During rainfall events, stormwater may be captured in sediment control measures such as sediment basins and traps. Following the establishment of the compound the risk of sediment laden run-off will decrease, as the surface of the compound and carpark will be covered by a non-erosive material. Site exit points are to be implemented in accordance with the typical detail provided in the PESCP and include a rumble grid and sufficient controls to minimise the tracking of mud and sediment onto public roads. Road sweepers will be used as needed to sweep fine material from sealed areas to prevent stormwater runoff to drainage lines. • The storage of minor quantities of chemicals and up to 60KL of fuel storage in an above ground tank will be required at the compound site. The storage facility will be compliant with the relevant Australian Standard which will include adequate bunding to prevent major spills. The storage facility will comply with WorkCover Authority, Australian Standard AS1940 Storage and Handling of Flammable and Combustible Liquids, EPA Victoria Publication 1834 Civil construction, building and demolition Guide and EPA 1698 Liquid storage and Handling Guidelines. • Adequately stocked spill kits will be available across work fronts and at chemical storage areas to ensure prompt response to clean up and limit the spread of spill and leaks to prevent pollution. • Water quality monitoring shall be undertaken from sediment basins and locations on site that collect stormwater in accordance with the SWMP and detailed in the WEMP specific to the AK Lines Compound.
Traffic		
• Noise from vehicles disturbing residents adjacent to entrances and access roads. • Traffic congestion and safety hazards, causing potential local traffic	T2 NV3 NV4	• A Work Site Traffic Management Plan (WTMP) will be developed addressing the traffic requirements and movements within and around the Compound. The WTMP will cover all modes of traffic movement, access arrangements, car parking, construction vehicle movement, pedestrian and cyclist infrastructure and public transport connections. • All compound vehicular traffic including light and heavy construction vehicles will be restricted to access and egress from Grimshaw Street and using arterial roads and shortest possible vehicle and material transfer route from Grimshaw Street and the Greensborough Bypass. These steps will minimise traffic use of local residential roads and impact on residents. • The compound will accommodate all construction vehicle parking, avoiding congestion of public parking on local roads. • Connections to public transport and onsite end of journey facilities will be in place for Compound staff to encourage commuting to work via public transport, cycling and walking.

Potential risks	Relevant EPRs	Control measures
delays and incidents		

6. Demobilisation and Restoration

The compound will be demobilised at the end of the project or once site activities are completed projected to occur in Q4 2028. As the Compound is wholly within a temporary works area, the Compound will be demobilised and the site returned to its former use as per Clause 4.12.2(f) of the Incorporated Document. In accordance with EPR SC5, MRPV has prepared a FARFRP that documents measures to restore facilities to the same standard than when the use was discontinued, accounting for identified growth of clubs (where applicable) and for any decline in condition of the facility during the time of disuse. The FARFRP is implemented in collaboration with facility operators, local Councils, public land managers and relevant State authorities.

Where temporary materials and debris from the compound will be removed from the site, options to reuse or recycle materials will be considered. The restored existing access will be to a condition at least equivalent to that existing prior to the commencement of the relevant construction works. This includes a water balance assessment to confirm no adverse impact on the irrigation system as part of return of the AK Lines Reserve sporting field assets in accordance with EPR SW12.

In accordance with the NEL EPR LV2, M80RRA will consult with Banyule City Council and other relevant public asset owners and seek agreement on the planned restoration of areas disturbed by construction. This will result in a net positive outcome and community benefit.

7. Communication Strategy

7.1 Community Consultation

A period of community consultation was undertaken from Monday 24 April to Monday 8 May 2023. During that time, 12 properties were issued letters inviting them to contact the project team to arrange a meeting to discuss proposed construction compound planning. An additional 46 properties were door knocked, again to initiate overview discussions of construction compound planning. Discussions centered around the proposed location of the compound as well as proposed compound operations and impact mitigation strategies.

One MP briefing was conducted. One 1:1 stakeholder meeting occurred, with a further four telephone conversations had. Follow-up emails were sent to a total of three stakeholders following phone conversations with them.

The locations for the types of consultation undertaken were determined through discussions between M80RRA and MRPV that factored in consultation requirements and the identification of stakeholder properties as sensitive receptors based on potential level of impact.

Door knocks, meetings, and phone calls regarding the establishment of this proposed compound were completed within the consultation activity areas outlined in Figure 8, below.

Figure 8 AK Lines Reserve: consultation activity footprint.

During the door knocks, information was provided verbally with a letter, including an indicative site plan (refer Appendix C), presented to residents to show the approximate size and scale of onsite buildings and structures, parking and laydown areas, and site access point in relation to adjacent properties, facilities and the local road network.

Letters were delivered to all residential properties highlighted accordingly in Figure 8, either via letterbox drop (offer of 1:1 meetings) or via door knock.

The following information was provided to the local community, including adjacent landowners and stakeholders, as part of community consultation undertaken:

- To support Ring Road Completion activities a construction compound is proposed to be located at AK Lines Reserve.
- There may be impacts as M80RRA builds and operates the compound.
- The site will be a busy work site with construction vehicles and equipment accessing and exiting site on a regular basis from Monday to Saturday, mainly during daytime hours. However, the compound will require to be operational for 24 hours on occasions during defined periods of project construction.
- The compound will contain staff offices, staff and workforce amenities and facilities, as well as material laydown and storage areas. The compound will provide formal on-site workforce car parking spaces with provision for additional parking spaces as required during peak construction periods
- Outdoor work activities, such as materials handling and mobile plant and equipment have been positioned away from residential areas to avoid where possible and minimise impacts of noise, dust and lights (during night works).
- A number of strategies have been identified to avoid, minimise, and mitigate the impacts and these will be discussed with stakeholders.
- Work to build the Compound will start in the fourth quarter of 2023. The Compound will be operational from this time until 2028 at project completion and enable final restoration of the AK Lines reserve.

The consultation catchment for AK Lines Reserve included the following residential properties, educational institutions and community facilities:

- Residents:

  Peter Street
  Knight Street
  Weatherlake Street
  Rushworth Street
  Meagher Street
  Grimshaw Street

- Educational institutions:

  Concord School (Watsonia Campus)
  Watsonia Primary School

- Community facilities:

  Watsonia Scout Centre

Issues raised by stakeholders related to a number of key aspects. Table 6, below, summarises the issues raised and how they were considered and addressed as part of CCP development.

In addition to consultation with sensitive receptors and land users, the following key stakeholders were advised of proposed construction compound plans in regular meetings:

- Banyule City Council
- Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC)
- Department of Transport and Planning
- Department of Energy, Environment and Climate Action
- Melbourne Water

An overview of the community consultation undertaken on the CCP was provided to:

- Community Liaison Groups
- Business Liaison Groups.

During September 2024 consultation with Banyule council and Department of Transport was undertaken regarding the installation of a 60kl diesel tank. Banyule Council did not have any objections to the proposed minor change. DTP did not request any further information from MR0RRA in relation to this but recommended inclusion of size in the 60Kl Diesel tank in the CCP and control measures in relation to CL5. Both recommendations have been included in this plan.

Additional consultation was undertaken in October 2024 in the area identified in Figure 9. The following engagement was completed regarding the addition of a diesel tank at AK Lines:

- Doorknock of 10 properties

- DL drop to 30 properties.
- Phone call to Concord and Watsonia PS

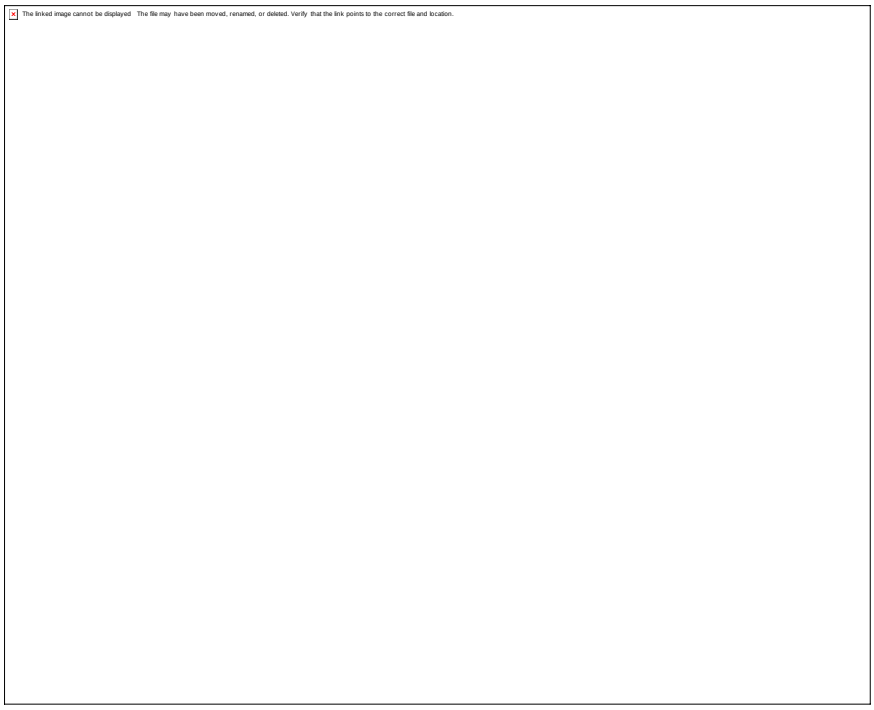


Figure 9 October 2024 additional consultation area.

Table 6 Summary of Consultation Issues and Responses

Aspect	Matter Raised	How Matters were Considered and Addressed
Local Residents		
Odours	Risk of diesel smell	Fuel and chemical storage areas located away from sensitive receptors to reduce the potential for odour impacts.
Flooding	Risk of pollution in major flood event	The diesel tank is planned for installation outside of the flood prone area at AK Lines and will appropriately bunded and secured to prevent pollution occurring.
Compound Security	Whether it is accessible to the public	The compound is inaccessible to the public as it is a fenced compound with traffic controllers located at the Grimshaw Street entry/exit.
Working Hours and CCP Footprint	Duration of use of AK Lines reserve as a compound site	The project proposes to utilise the reserve until the completion of the project, expected in 2028.
Noise	Matter not raised	The Project aims to minimise disruption to the local community wherever practical. The project will: • Install temporary noise walls and hoardings

Aspect	Matter Raised	How Matters were Considered and Addressed
		• minimise idling vehicles, plant or equipment near residential properties • plan noisy works at times to minimise disruption, and provide advanced notification of work times, anticipated impacts and mitigation measures • model noise for key works activities and develop appropriate mitigation measures • monitor noise levels and take action to reduce noise at the source
Trucks	Trucks use of local streets to access the compound	A temporary controlled intersection will be installed off Grimshaw Street for site access, to avoid use of local streets and 'rat-running'.
Dust	Matter not raised	The Project proposes to use a combination of site hoardings and noise walls to ensure construction impacts are minimised for local residents.
Hoardings	Privacy provisions for adjacent properties (to manage overlooking impacts)	The Project proposes to use a combination of site hoardings and noise walls to ensure construction impacts are minimised for local residents.
Pedestrian and Cycling Access	Matter not raised	Pedestrian and cyclist access to the AK Lines Reserve playground will be maintained.
Trees	Extent, location and timing of tree removal	The Project team will have more information on tree removal as we get closer to site establishment. A comprehensive arborist assessment will confirm the location and number of trees to be removed. The Project team will keep the community informed ahead of any tree removal.
Environment	Potential impacts to the local gang-gang cockatoo population Impact of the EES on the project	This site was identified as a potential construction compound at part of the EES process. Comprehensive arborist and ecologist assessments will occur to confirm the location of existing flora and fauna and determine the number of trees required to be removed. The Project team will keep the community informed ahead of any tree removal.
Recreation	Retained access to the playground adjacent to AK Lines	The Project proposes to fence away from the playground to ensure it can remain open and safe for use during construction.

Aspect	Matter Raised	How Matters were Considered and Addressed
	Retained access to the Watsonia Scout Centre during project construction	The Project proposes to fence away from the Scout's Centre to ensure it can remain open during construction.
Reinstatement	Timing of AK Lines Reserve reinstatement upon project completion	The Reserve will be restored to current conditions and re-opened when the project is complete.
Compensation	Matter not raised	
Engagement	Matter not raised	
Educational centres		
Health and Safety	Matter not raised	
Noise	Matter not raised	
Traffic	Matter not raised	
Dust	Matter not raised	
Amenity	Potential need to upgrade school fence to help manage the increased general recreational use of school oval while AK Lines Reserve is in use. Potential need to increase frequency of lawn mowing with increased use.	The Project will initiate and maintain ongoing discussions with Watsonia Primary School upon approval of the CCP to proactively manage this and other construction related issues and opportunities.
Community centres		
Parking	Matter not raised	
Engagement	Matter not raised	

7.2 Community Contact Points

For the duration of the community consultation period, stakeholders and residents were able to speak with members of the project team by contacting the MTIA Contact Centre 24 hours, seven days a week on 1800 105 105 or via a visit to the Watsonia Hub on Watsonia Road, Monday to Friday, 10am – 5pm.

7.3 Enquiry and Complaints Management

Table 7, below, summarises the approach to managing community and stakeholder engagement requirements that align with EPR EMF4 *Complaints Management System*.

Table 7 External communications and responsibilities

Expectations	How M80RRA will meet the Expectations (Minimum requirements)	Responsible Person (Key Contributor)	Deliverables
Procedures are established for effectively dealing with community enquiries and complaints. In adherence to EPR EMF4	M80RRA 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 project planning and construction. This process is not applicable to disputes referred for resolution under contractual arrangements or for employment-related disputes. Resolving complaints at the earliest possible opportunity in a way that respects and values the stakeholder's feedback, can be one of the most important factors in recovering the stakeholder's confidence in the project and the team delivering it. It can also help prevent further escalation of complaints. A responsive, efficient, effective and fair complaints management system can assist an organisation to achieve this. The system applies to all project team members receiving or managing complaints made by a member of the public.	Communications and Stakeholder Relations Lead Communications and Stakeholder Relations Team Functional Manager(s)	Procedures delivered and verified in accordance with the Communications and Community Engagement Plan (CCEP)
Enquiries and complaints are recorded, acknowledged and resolved in a timely manner as per EPR EMF4.	Project enquiries and complaints: Consultation Manager will be the on-line database used to record details of all complaints and enquiries. At a minimum the following information will be recorded: • Interactions via the MTIA Call Centre • Interactions via the project email address • Interactions received via the project webpage • In person interactions • Interactions via all other means. M80RRA will resolve all complaints and enquiries relating to project works and works planning as quickly as possible, consistent with the timeframes outlined below: MTIA Contact Centre/direct phone call: • Two hours (urgent matters) • Five business days (non-urgent matters) Email/website enquiry: • Two hours (urgent matters) • Five business days (non-urgent matters) Letters: Five business days	Communications and Stakeholder Relations Lead Communications and Stakeholder Relations Team Functional Manager(s)	MTIA enquiry and complaints procedures adhered to. Monthly report of all enquiries and complaints. Up-to-date maintenance of all data in Consultation Manager

Expectations	How M80RRA will meet the Expectations (Minimum requirements)	Responsible Person (Key Contributor)	Deliverables
	A summary of complaints and enquiries received, including information on any current and emerging issues will be included in monthly reporting. Outstanding enquiries and issues, along with actions for resolution, will be discussed at weekly project team meetings. As per the project scope requirements, all complaints will include: 1. name/s (where provided) 2. contact details (where provided) 3. time and date of enquiry 4. nature of enquiry; and 5. response provided. M80RRA will notify MRPV within 30 minutes of receiving or becoming aware of any: › enquiries or complaints from media, Members of Parliament (their officers or advisors) or council representatives › enquiries that may affect the project's reputation. M80RRA will protect privacy and personal information in accordance with the *Privacy Act 1988 (Cth)* and the *Privacy and Data Protection Act 2014 (Vic).*		

8. M80RRA Environmental Management SYSTEM and PLANS

8.1 Environmental Management System

M80RRA maintains an Integrated Management System certified for quality, safety and environmental management in relation to international standards ISO 9001 (Quality), ISO 45001 (Safety), and to ISO14001 specific to Environmental Management Systems (EMS).

The EMS (Figure 9) follows the standard Plan-Do-Check-Act approach to environmental management:

- Plan: Establish environmental objectives and processes necessary to deliver the Project in accordance with the NEL EPRs. This process ensures the environmental objectives of MRPV and M80RRA are aligned through all phases of the Project.
- Do: Execute the Project as planned and in accordance with the NEL EPRs.
- Check: Monitor the processes and procedures against the objectives and targets and report findings and recommendations.
- Improve: Update processes in response to monitoring activities, nonconformances, and recommendations. Continual improvement in environmental performance is achieved through constant measurement and evaluation, audit and review of the effectiveness of environmental management measures and making adjustments as required to improve environmental outcomes.

Figure 10 EMS Plan-Do-Check-Improve process

M80RRA's EMS for the Project comprises a hierarchy of the M80RRA Environmental Strategy, CEMP and sub plans, WEMPs and environmental procedures to effectively mitigate risk and monitor environmental performance and compliance at every level of construction.

8.2 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 Project, that 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 to be complied with.
- The EPRs applicable to the NEL Project and how these are complied with, including proposed actions, consultation, proposed management plans and evidence of compliance (a summary is provided in Section 1.1.2 Table 2, and in Section 4, Table 4 of this CCP.
- An overview of the management documents that will be prepared to support the implementation of this Plan and other environmental documentation.

8.3 Construction Environnemental Management Plan

The NELA 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 North 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 implementation of the WEMPs.

8.4 Worksite Environmental Management Plan

The WEMPs will cover each of the construction compounds and the relevant construction activities that are supported by the construction compound. Implementation of the WEMPs is supplemented by M80RRA 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 and monitor compliance of the applicable EPRs.

Throughout the construction of the Ring Road Completion, project environmental monitoring, auditing, and performance reporting shall be conducted as directed by the requirements prescribed in the CEMP.

9. Review

A M80RRA internal review of this Plan will be conducted as required or when specifically directed by MRPV 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 amendments to the CCP will be subject to the satisfaction of the Minister for Planning.

APPENDICES

LIST OF RELEVANT APPENDICES

Appendix No.	Appendix Title
Appendix A	Detailed EPRS Relevant to this CCP
Appendix B	Letter to Residents: Ring Road Completion – AK Lines Reserve
Appendix C	IEA Review and Verification of CCP
Appendix D	Ministerial Approval

Appendix A – Detailed EPRs Relevant to this CCP

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
EMF1	Deliver project in general accordance with an Environmental Management System Develop, implement and maintain an Environmental Management System (EMS) that conforms to Australian Standard AS/NZS ISO 14001:2015 Environmental Management Systems – requirements with guidance for use through design, construction and operation of North East Link.	M80RRA maintains an EMS in relation to international standard ISO14001. The M80RRA EMS is described in Section 8.
EMF2	Deliver project in accordance with an Environmental Strategy and Management Plans Prepare and implement an Environmental Strategy, Construction Environmental Management Plan (CEMP), Worksite Environmental Management Plans (WEMPs), Operation Environmental Management Plan (OEMP) (operator only) and other plans as required by the Environmental Performance Requirements (EPRs) and in accordance with the Environmental Management Framework (EMF). The Environmental Strategy, CEMP, WEMPs and OEMP must be developed in consultation with relevant stakeholders as listed in the EMF and as required by NELP or under any statutory approvals. The CEMP must be prepared with reference to best practice and EPA Publication 1834, Civil construction, building and demolition guide.	M80RRA has developed an Environmental Strategy and management plans in accordance with the EPRs, as part of the M80RRA EMS as described in Section 8. Mitigation of noise and environmental impacts to land, surface water, groundwater and air are incorporated into the CEMP and environmental sub plans in accordance with the EPRs and the EPA Victoria Civil construction, building and demolition guide 1834, and the General Environmental Duty (GED) under the *Environment Protection Act 2017*.
EMF3	Audit and report on environmental compliance Appoint an Independent Environmental Auditor (IEA) to: • Review the Environmental Strategy, CEMP, WEMPs, OEMP and other plans required by the EPRs for compliance with the EMF and the EPRs • Undertake environmental audits of compliance with and implementation of the EPRs and the Environmental Strategy, CEMP, WEMPs, OEMP and other plans required by the EPRs.	MRPV will appoint the IEA for review and verification activities for Alliance documentation and performance. The IEA will undertake environmental audits of compliance with and implementation of the CCP and relevant management plans. Further details on the IEA are provided in Section 1.1.3.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	The IEA must include persons with expertise, based on qualifications and experience, appropriate to allow the roles specified for the IEA in the EMF to be properly carried out; including a person(s) appointed by the EPA as an environmental auditor for contaminated soil and groundwater given the potential risk of acid sulfate soils, and to ensure that there is no risk of vapour or gas intrusion from former landfills. Audits must occur during construction and for five years after opening of North East Link, or as otherwise agreed with the Minister for Planning. A six monthly summary report must be provided to the Minister for Planning that summarises the findings of audits carried out during the reporting period. A close-out report must be provided to the Minister for Planning at the conclusion of the auditing and reporting period. The summary reports must be made publicly available on a project website for the period of construction and a minimum of five years after opening of North East Link.	
EMF4	Complaints Management System Prior to the commencement of works a process for recording, managing, and resolving complaints received from affected stakeholders must be developed and implemented. The complaints management arrangements must be consistent with Australian Standard AS/NZS 100002: 2014 Guidelines for Complaints Management in Organisations. The complaints management system must be consistent with the Communications and Community Engagement Plan required under EPR SC3.	M80RRA complaints procedures are developed in accordance with AS/NZS 10002-2014 Guidelines for complaint management in organisations, as part of the M80RRA Communications and Community Engagement Plan. Further details on complaints management are provided in Section 7.3.
AH1	Comply with the Cultural Heritage Management Plan Implement and comply with the Cultural Heritage Management Plan (CHMP) approved under the *Aboriginal Heritage Act 2006*.	MRPV has obtained the Cultural Heritage Management Plan (CHMP) 15576 for the NEL. M80RRA has incorporated the management requirements to comply with the approved CHMP No 15576 as part of M80RRA Construction Environmental Management Plan (CEMP).
AQ1	Implement a Dust and Air Quality Management and Monitoring Plan to minimise air quality impacts during construction Prepare and implement a Dust and Air Quality Management and Monitoring Plan(s), in consultation with EPA, which sets out best practice measures and controls to minimise and monitor impacts on air quality during construction. The plan(s) must:	The M80RRA Dust and Air Quality Management and Monitoring Plan details the overarching management methods and controls in relation to dust and air quality. The activities within the

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	Set out how the project will monitor and control the emission of smoke, dust, fumes, odour and other pollution into the atmosphere during construction using best practice measures with reference to EPA Publication 1834, Civil construction, building and demolition guide Identify the main sources of dust and airborne pollutants, and the location of sensitive land uses relevant to each construction area Describe the monitoring requirements for each construction area including real-time particulate matter monitoring to manage dust control where deemed to be required, and with reference to sensitive receptors and utilising consistent and common monitoring equipment across the project Describe the air quality triggers for investigation, the mitigation measures, and the processes for implementing appropriate controls.	construction compound will adhere to the management plan. The Dust and Air Quality Management and Monitoring Plan provides the guidance to inform the definitive dust and air quality requirements and the management and mitigation measures in the WEMP for the Compound.
AR1	Develop and implement a Tree Removal Plan Develop and implement a Tree Removal Plan, as part of the CEMP, that identifies all trees within the project boundary and includes: • Trees to be removed or retained as part of the works • Confirmation of the condition and arboricultural value of the amenity trees to be removed • The canopy area of all trees to be removed • The procedure for tree removal that addresses the requirements of EPR FF1, EPR FF2 and EPR FF5. Tree retention must be maximised to the extent practicable through detailed design and selection of construction methods to minimise canopy loss, and in accordance with EPR FF1, including by retaining trees where practicable and minimising potential impacts to trees. This includes the River Red Gum (Caltex Tree) at 39 Bridge Street, Bulleen. Arboricultural assessments are to verify existing details and inform the detailed design, Tree Removal Plan and Tree Canopy Replacement Plan (required by EPR AR3) in order to maximise tree retention and long-term viability of amenity plantings in accordance with Australian Standard AS4970:2009 Protection of Trees on Development Sites. The Tree Removal Plan must be informed by a pre-construction site assessment to confirm the area and number of trees and other vegetation proposed to be impacted. Trees to be retained must be protected in accordance with EPR AR2. Vegetation removal is to occur in a staged manner with removal only occurring once necessary for the current stage of works.	The M80RRA Tree Removal Plan details measures to maximise tree retention and canopy loss to the extent practicable, including the management of trees that are to be removed for the construction of the Project. In accordance with the Tree Removal Plan, the definitive tree removal requirements in the WEMP for the Compound will be informed by site specific arboricultural and ecological reports.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	The area and number of trees and other vegetation actually removed is to be confirmed through a post-construction assessment.	
AR2	Implement a Tree Protection Plan(s) to protect trees to be retained The CEMP must include a Tree Protection Plan(s), which is to be developed and implemented in accordance with Australian Standard AS4970-2009 Protection of Trees on Development Sites. The Tree Protection Plan(s) must provide details of any tree protection actions that will ensure that trees proposed to be retained are adequately protected from the impact of construction or related activities, prior to those works being undertaken. Tree Protection Plans must be prepared based on detailed construction drawings and surveyed tree locations. Trees subject to protection must be monitored for a three-year period following completion of construction works in that location to assess ongoing viability, with maintenance or replacement of stressed or damaged specimens to be undertaken.	The M80RRA Tree Protection Plan details measures to manage trees that are to be retained on site for construction of the Project. The Plan will be prepared based on detailed construction drawings and surveyed tree locations. The Tree Protection Plan provides the guidance to inform the definitive tree protection requirements in the WEMP for the Compound.
AR3	Implement a Tree Canopy Replacement Plan Develop and implement a Tree Canopy Replacement Plan to replace the canopy of native vegetation and amenity plantings removed as a result of the project and achieve a net gain in tree canopy cover by 2045. The plan must: • Show the location, size (including canopy spread) and species of replacement trees, in consultation with councils and other relevant land managers • Specify requirements to support the long-term viability of all replacement plantings including appropriate soil requirements, establishment works and ongoing maintenance. • Maintain at least a ratio of 2:1 for replacement of amenity plantings • Replanting should generally follow the hierarchy of: Within the North East Link Project boundary - as first priority, in locations in close proximity to where trees are removed Outside the Project boundary and within 400m walking catchment from where trees are removed Within Victorian Government and local Council land within the municipalities of Manningham, Boroondara, Nillumbik, Yarra, Whitehorse and Banyule outside the Project boundary Within the wider north east area of metropolitan Melbourne outside the Project boundary, if required. Note: all locations selected must provide for long-term tree growth • Within the project boundary	The M80RRA Tree Canopy Replacement Plan details measures to maximise tree canopy replacement within the Project. Requirements will be addressed by M80RRA in including locations selected to provide long term tree growth, and requirements for ongoing responsibility for maintenance and monitoring of the Plan. Definitive tree canopy replacement relevant to the Compound will be outlined in the WEMP for the Compound. MRPV will manage tree canopy replacement works for areas outside the Project boundary.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• Specify requirements for the ongoing responsibility for maintenance and monitoring of the Tree Canopy Replacement Plan. The replacement planting should commence as soon as possible and in stages, once tree removal extent is confirmed and suitable replacement sites have been determined in consultation with relevant councils and authorities. A post-construction assessment is to be undertaken to confirm extent of tree removal and that the Tree Canopy Replacement Plan will achieve the net gain target set out above.	
B1	Business disruption mitigation plan Prepare and implement a Business Disruption Mitigation Plan in accordance with the Victorian Small Business Engagement Guidelines (Victorian Small Business Commission) to ensure that business disruption for small businesses, including all disrupted businesses in the Bulleen Industrial Precinct, arising from the project is mitigated to the extent practicable.	The M80RRA Business Disruption Mitigation Plan will be prepared applying to businesses within the scope of the North Freeway Package. Selection of Compound location aimed to avoid impacts to existing businesses (commercial and retail) within the Watsonia area, including no impacts on existing street exposure, vehicular and pedestrian access and parking amenities relevant to the businesses. Further details on the justification of Compound selection are provided in section 2.
B6	Minimise access and amenity impacts on businesses Any reduction in the level of access, amenity or function of any business or commercial facility must be minimised to the extent and duration necessary to carry out the relevant construction related works. Affected business and commercial facilities must be provided with adequate notification of potential impacts and temporary access arrangements. Emergency access must be maintained at all times. Access must be maintained for customers, delivery and waste removal unless there has been a prior arrangement with affected businesses. As well as minimising impacts above, temporary occupation of sites for construction must: • Minimise impacts on the viability of nearby businesses • Minimise adverse amenity impacts on views and amenity experience from nearby businesses • Minimise significant increases in travel time from residential areas to businesses and shopping precincts including Watsonia Village	The Transport Management Plan (as per EPR T2) outlines approach to construction vehicle movements and parking. Selection of Compound location and provision of onsite parking for construction and workforce vehicles aimed to avoid impacts to existing businesses (commercial and retail) within the Watsonia area, including no impacts on existing street exposure, vehicular and pedestrian access and parking amenities relevant to the businesses. Further details on the justification of Compound selection are provided in section 2.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• Not reduce car parking available to shoppers and traders in shopping areas including Watsonia Village. All permanent access to business and commercial facilities affected by North East Link works is to be reinstated, or relocated as agreed with the relevant property owner, including associated landscaping and reinstatement works, and temporary access arrangements put in place for construction must be removed when relevant construction activities have ceased.	
CL1	Implement a Spoil Management Plan Prepare and implement a Spoil Management Plan (SMP) in accordance with relevant regulations, standards and best practice guidelines and with reference to the Spoil Management Strategy contained within the EES (Technical Report O). The SMP must be developed in consultation with the EPA Victoria, any relevant public land managers and, in respect of transport of spoil, the relevant road authorities. The SMP must include processes and measures to manage spoil, define roles and responsibilities and include requirements and methods for: • Complying with applicable regulatory requirements • Completing a detailed site investigation (in accordance with Australian Standards AS 4482.1:2005 Guide to the investigation and sampling of sites with potentially contaminated soil, AS 4439.2:1997 Wastes, sediments and contaminated soils (Part 2: Preparation of leachates — Zero headspace procedure), AS 4439.3:1997 Wastes, sediments and contaminated soils (Part 3: Preparation of leachates —Bottle leaching procedure), EPA Victoria Industrial Waste Resource Guideline 702 with respect to the twenty times leachable concentration threshold approach (the 'Twenty Times Rule'), and EPA Publication 1828.2 Waste disposal categories - characteristics and thresholds) prior to any excavation of potentially contaminated areas to identify location, types and extent of impacts and to characterise spoil to inform spoil and waste management • Identifying the nature and extent of spoil (clean fill and contaminated spoil) • Identifying, in consultation with the waste industry, the capacity for contaminated spoil material to be treated and/or disposed • Storage, handling, transport and disposal of spoil in a manner that protects human health and the environment and is consistent with the transport management plan(s) required by EPR T2. This includes requirements and methods for the appropriate treatment/remediation of any contaminated excavated spoil and contaminated residual material left on site • Design and management of temporary stockpile areas • Minimising impacts and risks from disturbance of acid sulfate soils (as per EPR CL2), odour (as per EPR CL3) and vapour and ground gas intrusion (as per EPR CL4) • Transport of spoil along appropriate roads with reference to the transport management plan(s) required by EPR T2	The M80RRA 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. The Spoil Management Plan will provide the site specific soil management guidance and requirements in the WEMP for the Compound. The Transport Management Plan will outline on-road traffic management requirements for spoil haulage (in accordance with EPR T2).

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	Management of hazardous substances, including health, safety and environment procedures that address risks associated with exposure to hazardous substances for visitors, the general public; and local fauna; contain measures to control exposure in accordance with relevant regulations, standards and best practice guidance and to the requirements of WorkSafe and EPA Victoria; and include method • statements detailing monitoring and reporting requirements • Identifying where any contaminated or hazardous material is exposed during construction (notably through former landfills, service stations and industrial land) and how it will be made safe for the public and the environment. Beneficial uses of land and National Environment Protection (Assessment of Site Contamination) Measures 2013 guidance on criteria protective of those beneficial uses must be considered for the land uses in these areas. This must include methods for: Construction of appropriate cover (soil, concrete, geofabric etc) such that no contamination is left exposed at the surface or where it may be readily accessed by the public and local fauna such that it cannot generate runoff or leachate during rain events Maintenance of the cover Identification of the nature and depth of the contaminants Mitigating impacts during sub-surface works in those areas, eg drilling and excavation • Monitoring and reporting • Identifying locations and extent of any industrial waste, priority waste, reportable priority waste, other waste, and the method for characterising industrial waste, priority waste, reportable priority waste and other waste prior to excavation • Application of the *Environment Protection Act 1917* waste management hierarchy, including: Ongoing identification and, where practicable, adoption of options for the re-use of spoil Identification of options for management of spoil Identifying suitable sites for disposal of any waste. This includes identifying contingency arrangements for management of waste, where required, to address any identified capacity issues associated with the licensed landfill's ability to receive PIW and other waste • In areas used for temporary construction works, and the construction of surface water management works, contamination attributable to the project must be appropriately remediated in consultation with the relevant land manager.	

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
CL2	Minimise impacts from disturbance of acid sulfate soil The SMP referenced in EPR CL1 must include requirements and methods to minimise impacts from disturbance of acid sulfate soil, including but not limited to: • Characterising acid sulfate soil and rock prior to excavation • Developing appropriate stockpile areas including lining, covering and runoff collection to prevent release of acid to the environment, including wetlands, and impact to human health • Identifying suitable sites for re-use management or disposal of acid sulfate soil and rock • Preventing oxidation that could lead to acid formation if possible through cover and/or scheduling practices, ie ensuring acid sulfate soil and rock is not left in stockpiles for any length of time and/or addition of neutralising compounds. Requirements and methods must be in accordance with the relevant sections of EPA Publication 1834 Civil construction, building and demolition guide, EPA Victoria Publication 655.1 Acid Sulfate Soil and Rock, and the Department of Sustainability and Environment's Victorian Best Practice Guidelines for Assessing and Managing Coastal Acid Sulfate Soil.	An Acid sulfate soil management sub plan forms part of the Spoil Management Plan. Potential for acid sulfate soils is a low probability for the planned establishment and operation and rehabilitation of the Compound site.
CL3	Minimise odour impacts during spoil management The SMP referenced in EPR CL1 must include requirements and methods for odour management (in accordance with EPA Victoria requirements) during the excavation, stockpiling and transportation of contaminated material including: • Identifying the areas of contamination that may pose an odour risk • Monitoring of the excavated material for possible odour risk • Management measures to minimise odour.	Potential for odour impacts is not expected from onsite activities and spoil management within the Compound.
CL4	Minimise risks from vapour and ground gas intrusion Relevant North East Link sections must be designed and constructed to prevent ingress of vapours and gases associated with any construction that interfaces with landfill sites or contaminated areas. The SMP referenced in EPR CL1 must include requirements for assessment, monitoring and management of intrusive vapour including potentially toxic, flammable or explosive conditions in enclosed spaces or other impacts on human health and the environment. The plan must address vapour risks associated with excavation of impacted soils, extraction of impacted groundwater, open excavations and stockpiles and gases associated with landfills. This must include, where relevant:	Potential for vapour risk from ground gas intrusion is not expected from onsite activities and spoil management within the Compound.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• Securing of the excavation and stockpile area from the public and signage warning of open excavations • Monitoring of vapours and odours while excavations are open and stockpiles remain onsite • Mitigation measures to prevent fugitive releases of vapours and gasses during construction.	
CL5	Manage chemicals, fuels and hazardous materials The CEMP and OEMP must include requirements for management of chemicals, fuels and hazardous materials including: • Minimise chemical and fuel storage on site and store hazardous materials and dangerous goods in accordance with the relevant guidelines and requirements • Comply with the Victorian WorkCover Authority and Australian Standard AS1940 Storage Handling of Flammable and Combustible Liquids and with reference to EPA Victoria Publication 1834 Civil construction, building and demolition guide and 1698 Liquid Storage and Handling Guidelines • Develop and implement management measures for hazardous materials and dangerous substances, including: Creating and maintaining a dangerous goods register Disposing of any hazardous materials, including asbestos, in accordance with regulations and relevant guidelines Implementing requirements for the installation of bunds and precautions to reduce the risk of spills • Contingency and emergency response procedures to handle fuel and chemical spills, including availability of on-site hydrocarbon spill kits.	Procedures for hazardous substances/materials forms part of the environmental procedures documentation of the CEMP. Procedures include contingency and emergency response measures for fuel and chemical spills. Site specific management of chemicals, fuels and hazardous materials will be outlined in the WEMP for the Compound. The siting of storage areas and isolation of these materials will further mitigate potentials risks and impacts. The CEMP provides links to procedures for contingency and emergency response.
FF1	Avoid and minimise impacts on fauna and flora The CEMP must include requirements and methods for avoiding, or where avoidance is not feasible minimising to the greatest extent reasonably possible, for: • Managing fauna that may be displaced due to vegetation removal or encountered on site during construction works in compliance with the *Wildlife Act 1975* and in consultation with public land managers where relevant • Complying with the *Fisheries Act 1995* • Undertaking pre-clearing surveys and inspections to confirm the on-site location of fauna immediately prior to habitat removal or, where relevant, works on waterways, and to assist fauna to safety as necessary • Prepare a Kangaroo Management Plan for the project interface with Simpson Barracks and for the M80 interchange in consultation with DELWP	The M80RRA Flora and Fauna Management Plan (FFMP) forms part of the CEMP that outlines the flora and fauna management requirements for the Project, including and obtaining permits where applicable. Site specific flora and fauna management guidance informed by site specific arboricultural and ecological reports, will be outlined in the WEMP for the Compound.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• Contingency and reporting procedures for the event that a listed threatened species is identified in order to mitigate any potential for significant impacts on the listed threatened species. • Protection of all vegetation inside and adjacent to the Project area that is not required to be removed, provided that such measures should be limited to activities undertaken inside the project boundary. Surveys, inspections and management actions must be undertaken by a qualified wildlife ecologist or aquatic ecologist with all necessary authorisations obtained prior to removal of fauna habitat. The CEMP must be prepared in consultation with relevant land managers. A copy of the flora and fauna sub plan(s) of the approved CEMP must be provided to relevant land managers and each relevant municipal Council.	The M80RRA Surface Water Management Plan (SWMP) as required by EPR SW5, outlines the process and procedures to minimise and monitor surface water impact on nearby waterbodies. The SWMP will inform site specific requirements and the management and mitigation measures in the WEMP for the Compound.
FF2	Minimise and offset native vegetation removal Through detailed design, avoid, or where avoidance is not feasible, minimise to the greatest extent reasonably possible, the removal of native vegetation and fauna habitat and impacts on habitat connectivity, in particular in relation to *Environment Protection and Biodiversity Conservation Act 1999 (Cth)* or *Flora and Fauna Guarantee Act 1988* listed threatened species. This must include minimising removal of Matted Flax Lily, the locally endemic Studley Park Gum and the loss of potential foraging habitat for the Powerful Owl, Swift Parrot and Grey-headed Flying Fox. Key areas for minimisation efforts must include Simpson Barracks, Yarra Bend, Trinity Grammar wetlands, Banksia Parkland, River Gum Walk Creek Bend Reserve and the Koonung Creek valley. The CEMP must include requirements for protection of native vegetation and listed species, including establishment of no-go zones to protect vegetation and habitat to be retained and Tree Protection Plan(s) as required by EPR AR2. No-go zones must also be established for: • The Grey-headed Flying fox Campsite within the Yarra Bend Park • Bolin Bolin Billabong • The Plains Grassy Woodland community between Enterprise Drive and the M80 Ring Road in Bundoora • The portion of 49 Greenaway Street, Bulleen (former Drive-in) heavily vegetated with trees along the Yarra River • Surface impacts in the Banyule Flats and Warringal Parklands and the Heide Museum of Modern Art. Every effort must be made to avoid ecological impacts in other locations that are known to provide high habitat value for significant fauna species.	Pre-construction site surveys and assessments will be undertaken by M80RRA to confirm the area and number of trees and other vegetation proposed to be impacted by the Compound. Arboriculture assessments will inform our design and siting of facilities for the Compound to avoid where practicable the extent of vegetation clearing required for Compound establishment. Definitive tree canopy replacement (as per EPR AR3) and the management of topsoil (as per EPR CL1) relevant to the Compound will be outlined in the WEMP for the Compound. MRPV will manage tree canopy replacement works for areas outside the Project boundary.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	Where the removal of native vegetation is unavoidable the project must meet the offset requirements of the Guidelines for the removal, destruction or lopping of native vegetation, DELWP December 2017 except as otherwise agreed to by the Secretary to DELWP. Where appropriate for the landscape and project location, tree replacement (as required by EPR AR3) and landscaping is to use locally indigenous species (utilising seed collected from species within the Project boundary where appropriate and practical), which are suited to the landscape profile and setting being revegetated, and seek to maximise habitat value and connectivity for native fauna. Where practicable and appropriate for the landscape and project location, best practice measures must be applied to retain and reinstate topsoil to support growing conditions for native species. Where topsoil cannot be retained or reused for North East Link, alternative opportunities for reuse must be explored.	
FF3	Avoid introduction or spread of weeds and pathogens The CEMP must include measures to avoid the spread or introduction of weeds and pathogens during construction, including vehicle and equipment hygiene.	Procedures for weeds and pathogens management and protection measures will be referenced within the Flora and Fauna Management Plan.
FF5	Obtain Flora and Fauna Guarantee Act 1988 permits Prior to commencement of relevant works, a permit(s) must be obtained to take and destroy flora species protected under *the Flora and Fauna Guarantee Act 1988.*	Pre-construction site surveys and assessments will be undertaken to confirm the area and number of trees and other vegetation proposed to be impacted. Prior to commencement of relevant works, permits will be obtained by M80RRA to take and destroy flora species protected under the *Flora and Fauna Guarantee Act 1988,* if applicable.
GW2	Monitor groundwater Develop and implement a pre-construction, and construction groundwater monitoring program to: • Establish baseline water level and quality conditions throughout the study area, including the delineation (to the extent practicable) of those portions of existing contaminant plume(s) that may be impacted by the project • Calibrate the predictive model prior to commencement of construction, manage construction activities, and verify the model predictions	M80RRA will undertake groundwater monitoring pre-construction, and during the construction program to establish baseline water level and quality conditions across the project. Intersecting groundwater is not expected for the establishment of the compound.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• Assess the adequacy of proposed design and construction methods, and where required, identify and implement any additional measures required to mitigate impacts from changes in groundwater levels, flow and quality. A post-construction groundwater monitoring program must be developed and implemented to: • Confirm the acceptability of resultant water quality and water level recovery (and potential mounding) as predicted by the numerical groundwater model. Acceptability is to be assessed with consideration to the Groundwater Dependent Ecosystem Monitoring and Mitigation Plan (as required by EPR FF6) and other identified beneficial uses of groundwater • Confirm the effectiveness of applied measures as identified in the Groundwater Management Plan (refer EPR GW4) and if required, identify and implement contingency measures to restore groundwater to an acceptable level. The duration of post-construction monitoring must be a minimum of two years or until acceptable restoration of groundwater and a relatively stable hydrogeological regime, taking into account prevailing climatic conditions and natural variability, has been confirmed by the Independent Environmental Auditor, in consultation with EPA Victoria and Melbourne Water. The pre-construction, construction and post-construction monitoring program(s) must be developed in consultation with EPA Victoria and Melbourne Water, and be consistent with EPA Victoria Publication 668 Hydrogeological assessment groundwater quality guidelines, EPA Victoria Publication 669 Groundwater Sampling Guidelines, and the State Environment Protection Policy (Waters).	If applicable, requirements of the M80RRA Groundwater Management Plan will inform the WEMP definitive management controls for groundwater protection.
GW4	Implement a Groundwater Management Plan to Protect groundwater quality and manage groundwater interception A Groundwater Management Plan must be developed in consultation with EPA Victoria and Melbourne Water and implemented to protect groundwater quality and manage interception of groundwater including documenting the measures required to achieve EPR GW2 and EPR GW3. The Groundwater Management Plan must be informed by the groundwater modelling required by EPR GW1 and updated where required in response to modelling results, new information resulting from the monitoring programs required by GW2 and assessment of the adequacy or effectiveness of controls. The Groundwater Management Plan must include requirements and construction methods to protect groundwater quality including where appropriate, but not limited to: • Selection and use of sealing products, caulking products, lubricating products and chemical grouts during construction that will not diminish the groundwater quality • Selection and use of fluids for artificial recharge activities that will not diminish the groundwater quality • Requirements to ensure compatibility of construction material with groundwater quality to provide long term durability for infrastructure design life	The Groundwater Management Plan will be prepared in conjunction with in ground site investigation works and informed by groundwater modelling and address the EPR requirements. If applicable, requirements of the M80RRA Groundwater Management Plan will inform the WEMP definitive management controls for groundwater protection.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• Design and development of drainage infrastructure that minimises clogging and maintenance risks from dissolved constituents in groundwater precipitating out of solution • Measures to assess, remove and dispose of contaminated groundwater and impacted soils associated with excavation and construction • Reinjection borefields for hydraulic control of drawdowns (or contaminated groundwater plumes) • Remedial grouting. The Groundwater Management Plan must include requirements and methods for management of groundwater interception during construction including where appropriate, but not limited to: • Identification, treatment, disposal and handling of contaminated seepage water and/or slurries including vapours in accordance with relevant legislation and guidelines • Assessment of barrier/damming effects • Subsidence management • Dewatering and potential impacts on acid sulfate soils, including both unconsolidated sediments and lithified sedimentary rock • Protection of waterways and potential groundwater dependent ecosystems • Management of unexpected contaminated groundwater eg using treatments, hydraulic controls, grouting and exclusion methods • Management of possible impact to groundwater monitoring and management by third parties of existing contamination plumes • Contingency actions when interventions are required. The Groundwater Management Plan must also include a review to confirm the status of potential use of extraction bores within the estimated construction drawdown area. Where required, measures must be developed and implemented, to the satisfaction of Southern Rural Water, to maintain water supply to identified, impacted groundwater users.	
HH1	Design and construct to minimise impacts on heritage Undertake detailed design of the permanent and temporary works to minimise impacts to the greatest extent practicable on the cultural heritage values of heritage places in consultation with Heritage Victoria and/or local councils (as applicable). Prior to commencement of works with capacity to affect heritage places, structures or features, directly or indirectly, develop and implement in consultation with the relevant heritage authority:	M80RRA has incorporated the management requirements to comply with the approved CHMP No 15576 as part of M80RRA CEMP for protection of cultural heritage values and management of unexpected discovery of cultural heritage.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• Physical protection measures for potentially affected heritage places, structures or features as appropriate • Where required, a methodology for any required dismantling, storage or reinstatement of heritage fabric (with reference to the ICOMOS Burra Charter 2013) and works to ensure an appropriate setting if relocation is required.	The Compound does not feature any direct impacts with identified Aboriginal Cultural Heritage or historic heritage places.
HH2	Implement an Archaeological Management Plan to avoid and minimise impacts on historic archaeological sites and values Develop and implement an Archaeological Management Plan in consultation with Heritage Victoria detailing measures to avoid, minimise, mitigate and manage disturbance of archaeological sites and values affected by the project. Undertake investigations in accordance with the Guidelines for Investigating Historical Archaeological Artefacts and Sites, Heritage Victoria 2015 and to the satisfaction of the Executive Director, Heritage Victoria. The Archaeological Management Plan must include: • Requirements for background historical research, excavation methodology, research design, reporting and artefact management, artefact conservation, and analysis • Protocols for managing previously unidentified historical archaeological sites discovered during the works.	The M80RRA Archaeological Management Plan outlines the process to manage the potential for the unexpected discovery of heritage artefacts within the Compound.
LP5	Prepare and implement a Public Open Space Relocation and Replacement Plan Prior to operation of the Project, the Proponent in conjunction with the State and in consultation with relevant stakeholders including DELWP, Parks Victoria, Melbourne Water and Birrarung Council, must develop and implement a Public Open Space Relocation and Replacement Plan to provide for replacement of public open space permanently required for the project, where not already being replaced in accordance with EPR SC5. The plan should reflect an underlying philosophy of replacement on a like-for-like basis. The Public Open Space Relocation and Replacement Plan must set out the process for selecting and acquiring replacement public open space, including but not limited to: • Identifying public open space to be permanently required for the project, including public land used for parkland, reserves, passive open space and active open space including recreation facilities (where not addressed by EPR SC5) • A process for the acquisition of replacement land, including within the Public Acquisition Overlay or land in key strategic locations • Assessment of the suitability of potential replacement land by reference to: the location and characteristics of the land	MRPV has developed and implemented a Public Open Space Relocation and Replacement Plan. Details on the implementation for AK Lines Reserve is provided in Section 4.2. M80RRA will support the State by providing relevant information as required for implementation of the plan by MRPV.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	relevant approved strategic land use plans and policies, including those within planning schemes existing and proposed public purpose reservations the Yarra Strategic Plan (when released), reference to the Yarra River Bulleen Land Use Framework Plan (when released) • An approach for the preparation of functional concept plans for the future use of each replacement site, where the plans will be prepared with input from relevant councils, land managers, public asset owners and stakeholders (in the case of formal sporting uses being replaced) • A program identifying the timing and scope of works to be undertaken to implement the functional concept plans and provide appropriate or upgraded facilities at the replacement sites. • In addition, where public open space is to be temporarily lost during construction, residual public open space should be enhanced where practical to minimise and mitigate land use impacts. Note: * Land in a Road Zone is excluded from the replacement calculation and land on a land bridge that is part of the access network will not count as replacement public open space.	
LV2	Minimise landscape and visual impacts during construction Temporary and construction works must be located, designed and carried out in accordance with a Construction Compound Plan to be approved under the Incorporated Document and the Urban Design Strategy guidance on using design to help manage construction impacts. Areas disturbed by temporary and construction works must be reinstated with no objection from the relevant land manager, waterway manager and any relevant public asset owners.* Design of acoustic sheds used during construction, to contribute to the image and identity of the area. Develop and implement measures to use temporary landscaping, features or structures (including viewing portals) during construction to minimise adverse visual impact of project works and provide visual appeal. Temporary landscape treatments, features or screening must be reused across the project, where appropriate. Implement landscaping enhancement including early tree planting (with reference to EPR AR3 as part of permanent works) prior to construction works commencing, where practicable. * All reasonable endeavours must be made to reach a position of no-objection, provided the relevant stakeholder responds within a reasonable timeframe.	Temporary works on the AK Lines Compound must be located, designed and carried out in accordance with this CCP to be approved under the Incorporated Document and the Urban Design Strategy guidance in using design to help manage construction impacts. Where possible the compound footprint is minimised through the construction of double storey compound buildings therefore preventing further tree clearing required for the temporary occupation of the site and retaining the existing landscape character. Areas disturbed by temporary works on the Compound site must be reinstated in accordance with the requirements of this CCP. Further details

<table>
<tr><th colspan="2">Relevant EPRs</th><th rowspan="2">M80RRA approach to addressing relevant requirements of the EPRs</th></tr>
<tr><th>EPR Code</th><th>Detailed Description</th></tr>
<tr><td></td><td></td><td>on reinstatement of the AK Lines Avenue Reserve are provided in Section 6.</td></tr>
<tr><td>LV3</td><td>Minimise construction lighting impacts
Develop and implement effective measures to minimise light spillage and glare during construction including from construction vehicles and equipment to protect the amenity of adjacent neighbourhoods, parks, community facilities and any known significant native fauna habitat to the extent practicable. Such measures must have regard to the content of guidelines or Australian Standards pertaining to outdoor lighting and best available technology and best practice.</td><td>Potential for lighting impacts from the compound will be considered to inform compounds siting and planning. Light spillage will be managed to mitigate offsite impacts to sensitive areas through incorporation of construction environmental procedures and identified within WEMP for the Compound.</td></tr>
<tr><td>NV3</td><td>Minimise construction noise impacts to sensitive receptors
Construction noise and vibration must be managed in accordance with the. Construction Noise and Vibration Management Plan (CNVMP) required by EPR NV4.
<u>Non-residential sensitive receptors</u>
For sensitive land uses (based on AS/NZS 2107:2016) implement management actions as per EPR NV4 if construction noise is predicted to or does exceed the internal or external noise management levels set out in the table below, and a noise sensitive receptor is, or is predicted to be, adversely impacted. If construction exceeds the noise management levels below, in determining whether a noise sensitive receptor is, or is predicted to be, adversely impacted:
• Consider the duration of construction noise
• Consider the existing ambient noise levels
• Consult with the owner or operator of the noise sensitive receptor
• Consider any specific acoustic requirements of land uses listed below to determine whether a noise sensitive receptor is adversely impacted.
<table><tr><th>Land use</th><th>Construction noise management level, LAeq (15 min) applies when properties are in use</th></tr></table></td><td>The M80RRA Construction Noise and Vibration Management Plan (CNVMP) outlines the modelling and monitoring processes, and controls to mitigate noise impacts on sensitive receptors outlined in Section 4.1.
Noise from construction works during weekend/evening work hours and the night period will be targeted to meet the weekend/evening and night period noise guideline targets in the EPR unless they are Unavoidable Works verified by the IEA as per EPR NV4. All reasonable strategies to mitigate the impacts of such Unavoidable Works will be applied.
The CNVMP provides the guidance to inform the definitive noise requirements, unavoidable works process, and the management and mitigation measures in the WEMP for the Compound.</td></tr>
</table>

Relevant EPRs			M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description		
	Classrooms in schools and other educational institutions	Internal noise level 45 dB(A)	
	Healthcare facilities with inpatient care including hospital wards and operating theatres, and rehabilitation centres	Internal noise level 45 dB(A)	
	Places of worship	Internal noise level 45 dB(A)	
	Active recreation areas characterised by sporting activities and activities which generate their own noise, making them less sensitive to external noise intrusion	External noise level 65 dB(A)	
	Passive recreation areas characterised by contemplative activities that generate little noise and where benefits are compromised by external noise intrusion, for example reading, meditation School grounds used for teaching purposes are to be considered as passive recreation areas, where feasible and reasonable ***	External noise level 60 dB(A)	
	Community centres	Depends on the intended use of the centre. Refer to the recommended upper internal levels in AS/NZS 2107:2016 for specific uses	
	Industrial premises	External noise level 75 dB(A)	

<table>
<tr><th colspan="2">Relevant EPRs</th><th rowspan="2">M80RRA approach to addressing relevant requirements of the EPRs</th></tr>
<tr><th>EPR Code</th><th>Detailed Description</th></tr>
<tr><td></td><td>
<table>
<tr><td>Offices, retail outlets</td><td>External noise level 70 dB(A)</td></tr>
<tr><td>Other noise sensitive land uses as identified in AS/NZS 2107:2016</td><td>Refer to the noise levels in AS/NZS 2107:2016</td></tr>
</table>
Residential receptors
For residential dwellings, management actions must be implemented as per EPR NV4 if noise from construction works during normal working hours is predicted to or does exceed the noise management levels for normal working hours below.
Noise from construction works during weekend/evening work hours and the night period must meet the weekend/evening and night period noise guideline targets in the table below unless they are Unavoidable Works verified by the Independent Environmental Auditor as per EPR NV4. All reasonable strategies to mitigate the impacts of such Unavoidable Works must be applied.
<table>
<tr><th>Time of day</th><th>Construction noise guideline targets</th></tr>
<tr><td>Normal working hours:
7 am – 6 pm Monday to Friday
7 am – 1 pm Saturday</td><td>Noise affected: Background LA90+10 dB
Highly noise affected: 75 dB(A)
Source: NSW Interim Construction Noise Guideline (ICNG) Chapter 4.1.1 Table 2
The noise affected level represents the point above which there may be some community reaction to noise
The highly noise affected level represents the point above which there may be strong community reaction to noise.</td></tr>
</table>
</td><td></td></tr>
</table>

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	Weekend/evening work hours: 6 pm – 10 pm Monday to Friday 1 pm – 10 pm Saturday 7 am – 10 pm Sunday and public holidays: Noise level at any residential premises not to exceed background noise (LA90) by: 10 dB(A) or more for up to 18 months 5 dB(A) or more after 18 months Source: EPA Publication 1254 Section 2 Night period: 10 pm – 7 am Monday to Sunday: Noise inaudible within a habitable room of any residential premises Source: EPA Publication 1254 Section 2 and EPA Publication 480 Section 5 Note: * Where any reference is made to the rating background level (RBL) or background LA90; the 'average background': it applies to each discrete time period to ensure that averaging does not necessarily occur over day, evening or night-time hours. For example, background noise between 0100 and 0400 may be substantially different to that between 2200 and 0100 and hence should not be averaged over the entire night time period; and over the assessment period as per Victorian noise policy practices is to be used. This applies to all receptors and all time periods. ** In relation to sensitive receptors, the construction noise guideline targets apply to construction works and construction compounds. *** Consultation with affected schools should be undertaken to designate the most sensitive areas where teaching occurs within school grounds. Unavoidable Works Unavoidable Works must be verified by the Independent Environmental Auditor for each instance they are undertaken, as per EPR NV4 and include the following: • The delivery of oversized plant or structures that police or other authorities determine require special arrangements to transport along public roads • Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm	

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• Maintenance and repair of public infrastructure where disruption to essential services and/or considerations of worker safety do not allow work within standard hours • Tunnelling works including mined excavation elements and the activities that are required to support tunnelling works (ie spoil treatment facilities) • Road and rail occupations or works that would cause a major traffic hazard Other works where a contractor demonstrates and justifies a need to operate outside normal working hours and exceed the noise guideline targets such as work that once started cannot practically be stopped.	
NV4	Implement a Construction Noise and Vibration Management Plan (CNVMP) to manage noise and vibration impacts Prepare, implement and maintain a Construction Noise and Vibration Management Plan (CNVMP) in consultation with EPA Victoria, relevant councils and relevant stakeholders. The CNVMP must comply with and address the Noise and Vibration EPRs, be informed by the noise modelling and monitoring results and must include (but not be limited to): • Identification and assessment of noise and vibration sensitive receptors along the project alignment, including but not limited to: habitat for listed threatened fauna likely to be impacted by the project (refer to EPR FF8) buildings used for shop, gallery, commercial, office or industrial purposes including Bulleen Art and Garden and the Heide Museum of Modern Art school buildings and school grounds Residential buildings • Construction noise and vibration targets as per EPRs NV3, NV5, NV8, NV9, NV10, NV11 and NV12, including any details of conversions between alternative metrics • Details of construction activities and an indicative schedule for construction works, including the identification of key noise and/or vibration generating construction activities that have the potential to generate airborne noise and/or surface vibration impacts on surrounding sensitive receivers • How construction noise (including truck haulage) and vibration would be minimised (see EPR T2) • A requirement for preliminary tests using the actual equipment to validate modelling for vibration and regenerated noise and review, with predictions to be remodelled as necessary and confirm prevention/mitigation/remediation measures confirmed	The M80RRA CNVMP outlines the modelling and monitoring processes, and controls to mitigate noise and vibration impacts on sensitive receptors. Vibration is not expected to be generated from Compound activities to impact adjacent sensitive land uses. The CNVMP provides the guidance to inform the definitive noise requirements, unavoidable works process, and the management and mitigation measures in the WEMP for the Compound.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• Management actions and notification and mitigation measures to be implemented with reference to the Appendix B and Appendix C of the New South Wales Roads and Maritime Services Construction Noise and Vibration Guideline 2016 (CNVG) • Any processes and measures to be implemented as part of the Communications and Community Engagement Plan including managing matters of interest raised by key stakeholders through CCEP processes, and measures concerning complaints management (see EPR SC2) • Requirements to assess and manage vibration impacts to scientific or medical establishments to the higher of ambient levels or ASHRAE VC Standards (as defined in the 2015 handbook), or manufacturers equipment levels (unless by agreement with occupant) • Measures to ensure effective monitoring of noise and vibration associated with construction with consideration to the construction noise and vibration targets • Measures to minimise noise and vibration impacts from temporary traffic diversions and altered access to parking facilities • The Unavoidable Works (refer to EPR NV3) that would be undertaken, including their location, timing and duration. The CNVMP must either include a clear rationale for defining works or a list of the type of planned works that constitute Unavoidable Works and response strategies to mitigate the impacts of these Unavoidable Works, consistent with EPA Victoria Publication 1254 Noise Control Guidelines and with reference to Appendix B and Appendix C of the CNVG. The Independent Environmental Auditor must verify that the proposed Unavoidable Works meet the definition of Unavoidable Works (refer to EPR NV3) for each instance they are undertaken. Details of Unavoidable Works must be made publicly available. For emergency Unavoidable Work, a rationale must be provided to the satisfaction of the Independent Environmental Auditor as soon as practicable • Noise from construction works during weekend/evening work hours and the night period must meet the weekend/evening work hours and night period noise guideline targets unless they are unavoidable works verified by the Independent Environmental Auditor. All reasonable measures must be implemented to mitigate the impacts of such unavoidable works. A clear framework for managing Unavoidable Work must be developed and include noise level thresholds and details of mitigation measures. The framework must be approved by the Independent Environmental Auditor. The CNVMP must be reviewed (including consultation with external stakeholder as required) and updated as appropriate on a six monthly basis, and verified by the Independent Environmental Auditor. Note: *The CNVMP applies to construction works and construction compounds.	

<table>
<tr><th colspan="2">Relevant EPRs</th><th rowspan="2">M80RRA approach to addressing relevant requirements of the EPRs</th></tr>
<tr><th>EPR Code</th><th>Detailed Description</th></tr>
<tr><td>NV8</td><td>Minimise construction vibration impacts on amenity
Implement management actions if the following guideline target levels for vibration from construction activity to protect human comfort of occupied buildings (including heritage buildings) are not achieved (levels are calculated from the British Standard BS6472-1:2008 Guide to evaluation of human exposure to vibration in buildings. Vibration sources other than blasting.).
<table><tr><th rowspan="2">Type of space occupancy</th><th colspan="4">Vibration Dose Values (m/s$^{1.75}$)</th></tr><tr><th colspan="2">Day (7am to 10 pm)</th><th colspan="2">Night (10 pm to 7am)</th></tr><tr><th></th><th>Preferred Value</th><th>Maximum Value</th><th>Preferred Value</th><th>Maximum Value</th></tr><tr><td>Residential</td><td>0.2</td><td>0.4</td><td>0.1</td><td>0.2</td></tr><tr><td>Offices, schools, educational institutions, places of worship</td><td>0.4</td><td>0.8</td><td>0.4</td><td>0.8</td></tr><tr><td>Workshops</td><td>0.8</td><td>1.6</td><td>0.8</td><td>1.6</td></tr></table>
Notes
1. The Guideline Targets are non-mandatory; they are goals that should be sought to be achieved through the application of practicable mitigation measures. If exceeded then management actions would be required.
2. The Vibration Dose Values may be converted to Peak Particle Velocities within a noise and vibration construction management plan.
3. For the purpose of this EPR, the guideline target levels for ‘offices, schools, educational institutions, places of worship’ also apply to the Heide Museum of Modern Art and the outdoor sculpture exhibition area at Heide Museum of Modern Art.</td><td>The M80RRA CNVMP outlines the processes, and controls to mitigate vibration impacts on sensitive receptors if applicable.
Vibration is not expected to be generated from Compound activities to impact adjacent sensitive land uses.
The CNVMP provides the guidance to inform the definitive vibration requirements and the management and mitigation measures in the WEMP for the Compound, if applicable.</td></tr>
<tr><td>SC1</td><td>Reduce community disruption and adverse amenity impacts</td><td>The activities within the Compound will be undertaken as per WEMP informed by the CEMP</td></tr>
</table>

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	Design and construct the project to reduce disruption to residences, community infrastructure facilities and open space from direct acquisition or temporary occupation, to the maximum extent reasonably possible to preserve acceptable levels of amenity.	and EPR-related management plans to reduce community disruption and adverse amenity impacts.
SC2	Minimise and manage impacts of land acquisition and occupation Where private land is to be permanently acquired or temporarily occupied, the project must: • Minimise the extent of the acquisition or the extent or duration of the occupation • Use a case-management approach for project interactions with affected land owners and occupants including appointing a social worker, buyers' advocate or equivalent to assist households with special needs to manage the transition, except where a land owner or occupier has requested not to be part of such assistance • Endeavour to reach agreement on the terms for possession of the land including purchasing properties early when identified for permanent acquisition and agreed by the landowner • Consider the relative vulnerability and special needs of land owners and occupants • Communicate likely timing and steps to be taken including updates as relevant • Return private land not required for permanent project infrastructure to its pre-existing use post-construction as soon as practicable, unless otherwise agreed with the land owner. Where public land is to be permanently acquired or temporarily occupied, the project will: • Minimise the extent of the acquisition or the extent or duration of the occupation • Stage works to the greatest extent reasonably possible to maintain functionality of the land for all users either within the site or on proximate land, subject to the Public Open Space Relocation and Replacement Plan required by EPR LP5 • Endeavour to reach agreement with the land manager on the terms for possession of the land • Return public land not required for permanent project infrastructure to its pre-existing use post-construction as soon as practicable, including with all relevant reinstatement works, unless otherwise agreed with the land manager • In the case of public land used for formal active recreation, ensure that impacts are minimised in accordance with SC5.	MRPV will implement its actions to comply with the requirements for managing land acquisition impacts and the return of land. Planned reinstatement by the Alliance of areas disturbed by Compound occupation to involve the relevant landowner stakeholder consent as outlined in Section 6.
SC3	Implement a Communications and Community Engagement Plan	The M80RRA Communication and Community Engagement Plan (CCEP) will apply to engage the community and potentially affected stakeholders and communicate progress of construction

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	Prior to construction, prepare and implement a Communications and Community Engagement Plan to engage the community and potentially affected stakeholders and communicate progress of construction activities and operation. The plan must include: • A process for identifying community issues and the recording, management and resolution of complaints from affected stakeholders including business owners, community service providers, education providers, public and active transport key user groups and residents, consistent with Australian Standard AS/NZS 10002:2014 Guidelines for Complaint Management in Organisations • Approach to stakeholder identification • Enquiry management and record keeping approach and procedures including making available an attended 24 hour telephone number, postal address, and an email address and publishing these on the project website • Approach to communicating and engaging with the community and potentially affected stakeholders in relation to: Construction activities including temporary facilities and impacts that may affect the community, businesses or individual stakeholders (eg dust, noise, vibration and light) and relevant mitigation (eg relocations policy) Changes to transport conditions and relevant mitigation (eg road closures, detours) • Timelines and an outline of works that will affect particular local areas, to be updated to reflect current and anticipated conditions • Identifying how stakeholders can access information on environmental performance that is to be made publicly available • Incident and emergency communications, including notification methods and timeframes in the event of a major incident or overrun • Approach and processes to ensure that the workforce has appropriate community awareness and sensitivity including to prevent the workforce from parking in local roads and in public parking in the vicinity of local shopping areas except when frequenting those areas for private purposes. • Innovative communications tools and methods to enhance the project's ability to effectively communicate and engage with the community and stakeholders including best available technology in addition to conventional means • Approach to engaging with local schools to ascertain safety requirements (including evacuation procedures) and to provide education opportunities on project activities • Approach to making relevant project information available to the community, including updates on project works, with specific consideration to vulnerable groups (including culturally and linguistically diverse groups) and a responsive process for resolving complaints by vulnerable groups or individuals	activities, and manage potential for complaints. Further details on community consultation are described in Section 7.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• How it will evaluate the effectiveness of the communication and engagement under the Communications and Community Engagement Plan. The Communications and Community Engagement Plan must consider and where appropriate address matters of interest or concern to the following stakeholders, and provide for the appointment of a dedicated liaison officer (as appropriate): • Municipal councils • Recreation, sporting clubs and community groups • Schools and other educational institutions • Potentially affected residents and property owners • Potentially affected business • Other public facilities in proximity • Religious and worship groups • Vulnerable groups • Traditional owners • Public transport users.	
SC5	Minimise impacts of displacement of formal active recreation facilities The project must be designed and delivered to minimise displacement of formal active recreation facilities including facilities on private land such as schools. Where formal active recreation facilities are displaced by the construction or operation of the project, the project must facilitate the reasonable relocation of all such facilities to enable their continued functionality at a reasonable level of service for those activities (except where otherwise agreed with the relevant facility owner or where other compensation is provided by agreement or under relevant legislation). The Proponent must work in collaboration with facility operators, local Councils, public land managers and relevant State authorities, to prepare and implement a Formal Active Recreation Facilities Relocation Plan. The Plan must: • seek to relocate all formal active recreation facilities to reasonable relocation sites to the extent possible before existing facilities are discontinued • document measures to be provided by the Proponent to provide reasonable replacement facilities at all relocation sites	MRPV has prepared and implemented a Formal Active Recreation Facilities Plan (FARFRP) on the arrangements for the of formal active recreational uses of AK Lines reserve. Further details on the implementation of the FARFRP for AK Lines Compound is described in Section 4.2.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• where facilities are not permanently displaced, document measures to be provided by the Proponent to restore facilities that have been vacated to at least the same standard than when the use was discontinued, accounting for identified growth of clubs (where applicable) and for any decline in condition of the facility during the time of disuse • consider and provide a suite of reasonable measures to enable the ongoing viability of relevant sporting and recreation clubs affected by displacement and to reduce material disadvantage.	
SC6	Minimise impacts on formal active recreation and other facilities Where construction or operation activities directly impact formal active recreation facilities or community infrastructure facilities not on public land such as schools, child care centres, and aged care centres, consultation must occur with facility operators, owners and user groups of the facilities to understand and, implement any practical measures that can be taken to avoid or minimise impacts. Such measures must provide for the continued operation of each facility (except where the facility is permanently displaced), with suitable access, provision of generally proximate parking comparable to pre-development conditions (where possible), reasonable protection of amenity, and maintenance of the current level and nature of activity, except where otherwise agreed with relevant facility owners.	The potential for impacts and controls to avoid, minimise and then mitigate impacts on formal active recreation and other sensitive community facilities are described in Section 4.
SW1	Discharges and runoff to meet State Environment Protection Policy (Waters) Meet the State Environment Protection Policy (Waters) requirements for discharge and run-off from the project, including by complying with the Victorian Stormwater Committee's Best Practice Environmental Management Guidelines for Urban Stormwater (as published by CSIRO in 1999 with assistance from EPA Victoria and others).	Management surface water discharges, monitoring and runoff associated with Compound activities will be in compliance with requirements as documented in the M80RRA Surface Water Management Plan (SWMP).
SW3	Wastewater discharges to be minimised and approved The Surface Water Management Plan (refer EPR SW5) and OEMP must include requirements and methods for minimising, handling, classifying, treating, disposing and otherwise managing wastewater. Any proposed discharge of wastewater from the site must be approved by the relevant authority prior to discharges occurring and meet the State Environment Protection Policy (Waters) requirements.	Management of surface water discharges and runoff will comply with relevant laws and regulations as documented in the SWMP.
SW4	Monitor water quality	Management surface water discharges, monitoring and runoff associated with Compound activities will

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	Develop and implement a surface water monitoring program prior to commencement of, and during construction, to assess surface water quality in multiple locations at suitable distances upstream and downstream of works to establish baseline conditions, and enable assessment of construction impacts on receiving waters. The surface water quality monitoring program must be implemented for a period up to three years after commencement of North East Link operation, or a lesser period agreed with the EPA, to assess the discharges and runoff from the project against SEPP (Waters) requirements and confirm the effectiveness of environmental controls. The monitoring program must be developed in consultation with EPA Victoria and the asset owner/manager and as appropriate with reference to applicable policies and guidelines, including SEPP (Waters), Victorian Stormwater Committee's Victoria Best Practice Environmental Management Guidelines for Urban Stormwater (as published by CSIRO in 1999 with assistance from EPA Victoria and others), EPA Victoria Publication 596 Point source discharges to streams: protocol for in-stream monitoring and assessment and Industrial Waste Resource Guideline 701 Sampling and analysis of waters, wastewaters, soils and wastes. The surface water monitoring program is to be used to inform the development and refinement of the Surface Water Management Plan (EPR SW5).	comply with requirements as documented in the M80RRA SWMP. M80RRA will develop and implement a surface water monitoring program to assess surface water quality in multiple locations at suitable distances upstream and downstream of works to establish baseline conditions and enable assessment of construction impacts on receiving waters.
SW5	Implement a Surface Water Management Plan during construction Develop and implement a Surface Water Management Plan, in consultation with EPA Victoria, for construction that sets out requirements and methods for: • Best practice sediment and erosion control and monitoring, in general accordance with EPA Victoria publications 275 Construction techniques for sediment pollution control, 1834 Civil construction, building and demolition guide, and Industrial Waste Resource Guideline 701 Sampling and analysis of waters, wastewaters, soils and wastes • Maintaining the key hydrologic and hydraulic functionality and reliability of existing flow paths, drainage lines and floodplain storage • Retain existing flow characteristics to maintain waterway stability downstream of construction • Location and bunding of any contaminated material (including tunnel spoil and stockpiled soil) to the 1% AEP flood level and to the requirements of EPA Victoria and the relevant drainage authority • Works scheduling to reduce flood related risks • Bunding of significant excavations including tunnel portals and interchanges to an appropriate level during the construction phase • Protecting against the risk of contaminated discharge to waterways when working in close proximity to potential pollutant sources (eg landfill or sewer infrastructure)	The SWMP outlines the process and procedures to minimise and monitor surface water impact on nearby waterbodies. The SWMP will inform site specific requirements and the management and mitigation measures in the WEMP for the Compound.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• Documenting the existing condition of all drainage assets potentially affected by the works (including their immediate surrounds) to enable baseline conditions to be established and potential construction impacts on these assets to be assessed and managed.	
SW6	Minimise risk from changes to flood levels, flows and velocities Permanent works and associated temporary construction works must not increase overall flood risk at relevant locations or modify the flow regime of waterways without the acceptance of the relevant flood plain manager, drainage authority or asset owner (typically Melbourne Water) and in consultation with other relevant authorities (eg Council, Department of Transport, Parks Victoria, SES, emergency services). Prior to commencement of relevant works, flood risk should be appropriately assessed using modelling of the design of permanent and temporary works to demonstrate the resultant flood levels and risk profile in accordance with Melbourne Water Standards for Infrastructure Projects in Flood- Prone Areas (2019). This modelling analysis is to include sufficient events (at least up to and including the 1% AEP event) and scenarios (eg with and without blockage) to support the estimation of tangible (eg average annual damages) and intangible flood damages. If significant increases in flood risk are predicted for any events analysed, an assessment of overall flood risk considering tangible and intangible flood damages must be prepared and presented with appropriate mitigation measures for the acceptance of the relevant drainage authority or asset owner prior to commencement of construction for the relevant section of the works. If there are significant design changes during construction, the model must continue to be updated, as appropriate to represent those changes.	The M80RRA Flood Emergency Management Plan will be implemented for construction as a Sub-Plan to the CEMP. Flood modelling to inform design for permanent infrastructure located within floodplains. Flood modelling for the flooding regime across AK Lines will be considered in reinstatement of the Compound site. Further information on flooding regime is discussed in Section 5.
SW7	Develop flood emergency management plans Develop and implement flood emergency management plans for each of construction and operation. Flood emergency management plans are to include but not be limited to measures to manage flood risk to construction sites (including consideration of scheduling works), the tunnels and tunnel portals including interchanges and substations, and operation, maintenance and emergency management procedures for flood protection works.	The M80RRA Flood Emergency Management Plan considers potential impacts including on the Compound, and the process for response to flood risks impacts of flooding. Further details on potential for flood impacts is provided in Section 5.
SW12	Minimise impacts on irrigation of sporting fields	M80RRA will undertake a water balance assessment to confirm no adverse impact on irrigation system as part of return of the AK Lines Reserve sporting

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	Maintain existing storage and available water supply of a quality that is suitable for the irrigation of sporting fields impacted by the project as necessary in consultation with the impacted stakeholders.	field assets. Further details on reinstatement of the AK Lines Reserve are provided in Section 6.
SCC1	Implement a Sustainability Management Plan North East Link Project must set sustainability targets and specify ratings to be achieved under the Infrastructure Sustainability Council of Australia's Infrastructure Sustainability Rating Tool. Contractors must develop and implement a Sustainability Management Plan that contains measures to meet, as a minimum, the sustainability targets and specified ratings.	The M80RRA Sustainability Management Plan is utilised to assess the Compound on the effectiveness of sustainable initiatives implemented within the establishment and operation of the Compound Water efficiencies and rainwater harvesting implemented within the Compound to reduce use of potable water.
SCC2	Minimise greenhouse gas emissions Integrate sustainable design practices which are best practice for major road and tunnel infrastructure projects into the design process and implement these to minimise, to the extent practicable, greenhouse gas emissions arising from construction, operation and maintenance of North East Link. In detailed design, select materials and consider energy and carbon during construction, to target: • At least a 30% reduction in carbon emissions from the construction of North East Link against an Infrastructure Sustainability Council of Australia (ISCA) verified base case calculated in accordance with their independent standards (IS v1.2 Ene-1 Level 3 or v2.0 equivalent) • Use of a minimum of 50% of renewable energy for electricity used to construct North East Link (IS v1.2 Ene-2 Level 1.5 or v2.0 equivalent) • Net zero emissions in the operation and maintenance of North East Link (excluding emissions from traffic) with reference to the IS v2.0 energy and carbon guideline • Reduction of the amount of Portland Cement content in concrete across the project by a minimum of 30% against Green Building Council of Australia reference mix design levels subject to durability and strength requirements.	The M80RRA Sustainability Management Plan will outline the requirements and management measures for implementation of energy efficiency and renewable energy sources that will used to power the Compound to reduce greenhouse gas emission.
SCC4	Minimise and appropriately manage waste Develop and implement management measures for waste (excluding soils) minimisation during construction and operation in accordance with the Environment Protection Act 2017 waste management hierarchy and management options, to address:	The M80RRA Sustainability Management Plan will outline the requirements and management measures for implementation of waste management in accordance with the waste

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• Litter management • Construction and demolition wastes including, but not limited to, washing residues, slurries and contaminated water • Organic wastes • Inert solid wastes.	minimisation hierarchy for waste avoidance, and then the highest possible percentage of waste being reused or recycled.
SCC5	Minimise potable water consumption Stormwater, recycled water and groundwater inflow to tunnels or other water sources must be used in preference to potable water for construction activities, including concrete mixing and dust control, where this is available, practicable, of suitable quality, and meets health and safety requirements.	The M80RRA Sustainability Management Plan will outline the requirements and management measures of Compound water efficiencies and rainwater harvesting to be implemented within the Compound to reduce use of potable water.
T2	Transport Management Plan(s) (TMP) Prior to commencement of relevant works, develop and implement Transport Management Plan(s) (TMP) to minimise disruption to affected local land uses, traffic, car parking, public transport (rail, tram and bus), pedestrian and bicycle movements and existing public facilities during all stages of construction. The TMP must be informed and supported by an appropriate level of transport modelling and must include: • Requirements for maintaining transport capacity for all travel modes in the peak demand periods • Requirements for limiting the amount of construction haulage during the peak demand periods • A monitoring program to assess the effectiveness of the TMPs on all modes of transport • Where monitoring identifies adverse impacts, implement practicable and appropriate mitigation measures • Consideration of construction activities for other relevant major projects occurring concurrently with construction activities for North East Link and potentially impacting modes of transport in the same area • Potential routes for construction haulage and construction vehicles travelling to and from the project construction site, recognising sensitive receptors and avoiding the use of local streets where practicable • Suitable measures, developed in consultation with emergency services, to ensure emergency service access is not inhibited as a result of project construction activities • Provision of alternative parking where practicable to replace public, private and commuter parking lost as a result of project construction activities • Requirements to minimise impacts on local streets, community and commercial facilities by providing parking for construction workers at construction compounds where practicable	The Compound has various interface 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 M80RRA Transport Management Plan (TMP) addresses the transport related concerns that may arise throughout the duration of the construction compound lifecycle and presents the solutions to keep the compound environment safe and limit impact to nearby sensitive receptors.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• Measures to ensure connectivity and safety for all transport network users during construction • Measures to limit the extent of road closures • Consultation with the Department of Transport, relevant transportation authorities and relevant local Councils. A TMP may be split into precincts where appropriate but must consider other precinct TMPs through the Transport Management Liaison Group as per EPR T3. TMPs must be submitted to the relevant authority for approval.	

Appendix B – Letter to Residents: Ring Road Completion – AK Lines Reserve

RING ROAD COMPLETION

Ring Road Completion – AK Lines Reserve

As part of the North East Link Program, we're completing Melbourne's M80 Ring Road.

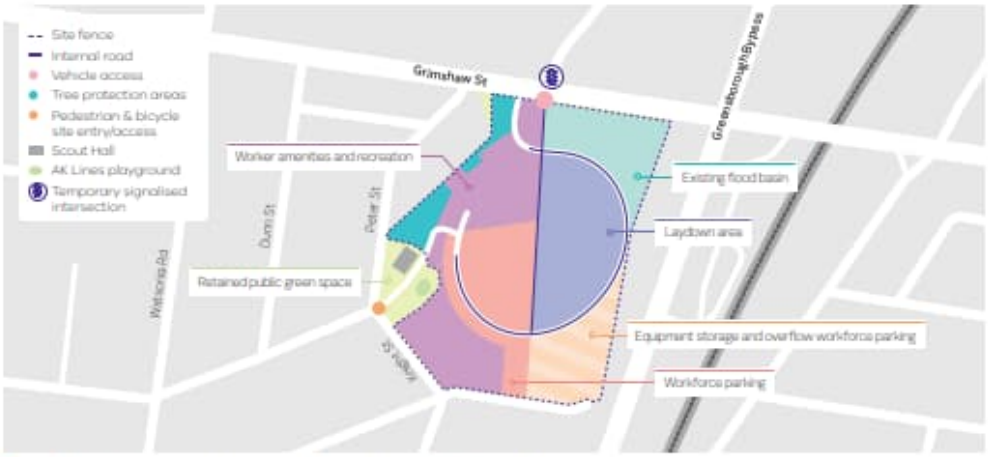
Ring Road Completion will seamlessly connect the North East Link Tunnels to the M80 Ring Road and Greensborough Bypass, while also improving local walking and cycling connections.

We're currently in the planning stage for the project and will have designs ready for community feedback later this year, with major construction expected to start in 2024. To support project works, temporary sites will need to be established for worker amenities, parking, equipment and materials from late 2023. These sites will be restored to current conditions and re-opened when the project is complete.

AK Lines Reserve in Watsonia was identified as a potential location for a temporary work site during the Environmental Effects Statement (EES) and we would like to meet with you to discuss the proposed changes in the area.

To ensure local clubs that use these facilities can continue to thrive during construction, we've upgraded facilities at Binnak Park and Greensborough College as part of a $68M sports and recreation program.

Your feedback will shape the Construction Compound Plan that we're preparing to help manage the impact on the surrounding environment and local community.



The indicative layout for the proposed AK Lines Reserve site compound

northeastlink.vic.gov.au
community@northeastlink.vic.gov.au
@nelpvic

1800 105 105 (call anytime)
For languages other than English please call 9209 0147

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NORTH EAST LINK PROGRAM
VICTORIA'S BIG BUILD
Australian Government
VICTORIA State Government

RING ROAD COMPLETION

Dear Resident

Ring Road Completion – AK Lines Reserve

As part of the North East Link Program, we're completing Melbourne's M80 Ring Road.

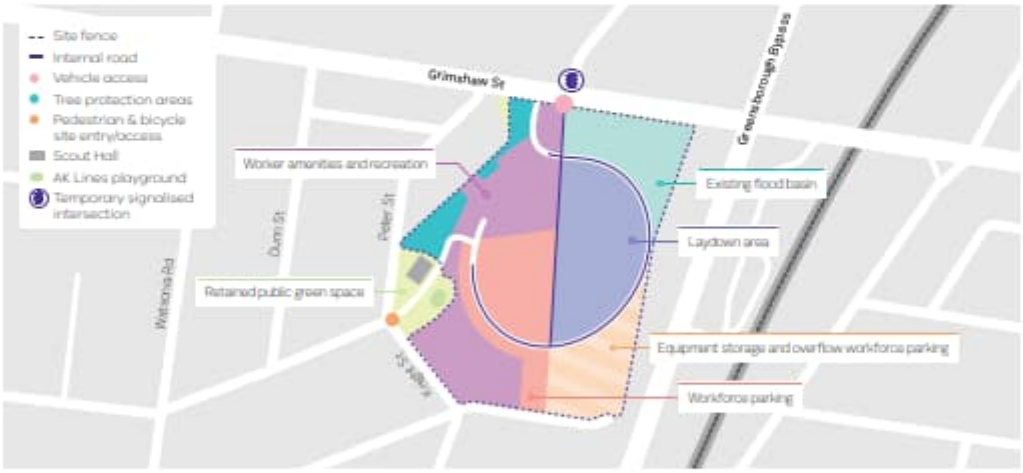
Ring Road Completion will seamlessly connect the North East Link Tunnels to the M80 Ring Road and Greensborough Bypass, while also improving local walking and cycling connections.

We're currently in the planning stage for the project and will have designs ready for community feedback later this year, with major construction expected to start in 2024. To support project works, temporary sites will need to be established for worker amenities, parking, equipment and materials from late 2023. These sites will be restored to current conditions and re-opened when the project is complete.

AK Lines Reserve in Watsonia was identified as a potential location for a temporary work site during the Environmental Effects Statement (EES) and we would like to meet with you to discuss the proposed changes in the area.

To ensure local clubs that use these facilities can continue to thrive during construction, we've upgraded facilities at Binnak Park and Greensborough College as part of a $68M sports and recreation program.

Your feedback will shape the Construction Compound Plan that we're preparing to help manage the impact on the surrounding environment and local community.



The indicative layout for the proposed AK Lines Reserve site compound

northeastlink.vic.gov.au
community@northeastlink.vic.gov.au
@nelpvic

1800 105 105 (call anytime)
For languages other than English please call 9209 0147

Please contact us if you would like this information in an accessible format.
If you need assistance due to a hearing or speech impairment, please visit **relayservice.gov.au**

NORTH EAST LINK PROGRAM
VICTORIA'S BIG BUILD
Australian Government
VICTORIA State Government

RING ROAD COMPLETION

Dear Resident

Ring Road Completion – AK Lines Reserve

As part of the North East Link Program, we're completing Melbourne's M80 Ring Road.

Ring Road Completion will seamlessly connect the North East Link Tunnels to the M80 Ring Road and Greensborough Bypass, while also improving local walking and cycling connections.

We're currently in the planning stage for the project and will have designs ready for community feedback later this year, with major construction expected to start in 2024. To support project works, temporary sites will need to be established for worker amenities, parking, equipment and materials from late 2023. These sites will be restored to current conditions and re-opened when the project is complete.

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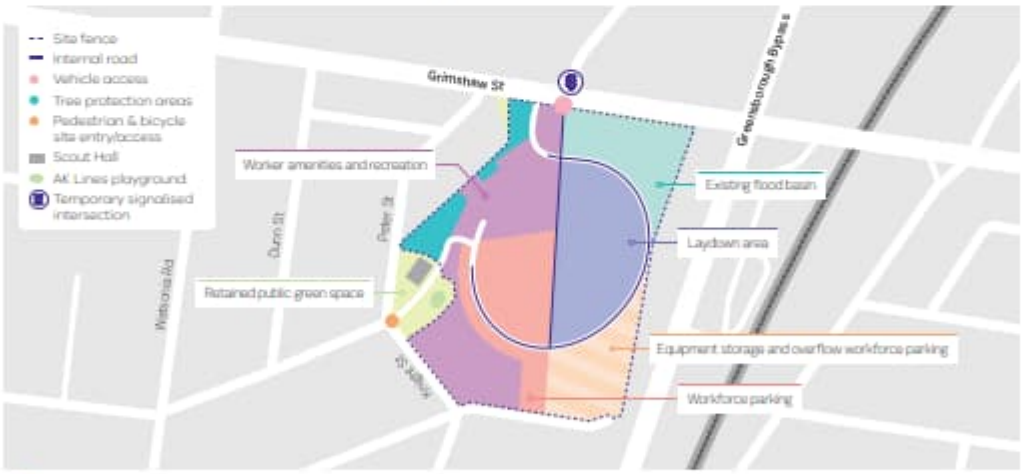
Your feedback will shape the Construction Compound Plan that we're preparing to help manage the impact on the surrounding environment and local community.

Our team is available to meet between **Monday 24 April and Monday 8 May**, at a time convenient to you. Please call us on **1800 105 105** to arrange a meeting so we can discuss any questions you may have.



The indicative layout for the proposed AK Lines Reserve site compound

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Appendix C – IEA Review and Verification of CCP

North East Link Freeway Packages
Independent Environmental Auditor

Review and Verification Report:

M80 Ring Road Alliance

AK Lines Construction Compound Plan (CCP)

Major Road Projects Victoria

26 November 2024

Document review and approval

Revision	Revision Detail	Author	Date	Reviewed and Approved by
1.0	Final report	[redacted]	1/09/23	[redacted]
2.0	Final report following M80 RRA revisions to AK Lines Construction Compound Plan (CCP) (Rev E)		15/09/23	
3.0	Final report following M80 RRA revisions to AK Lines Construction Compound Plan (CCP) (Rev H)		03/10/23	
4.0	Final report following M80 RRA revisions to AK Lines Construction Compound Plan (CCP) (Rev J)		26/11/24	

Contents

Inherent Limitations

This report has been prepared as outlined in the Scope and Approach Section. The services provided in connection with this engagement comprise an advisory engagement, which is not subject to assurance or other standards issued by the Australian Auditing and Assurance Standards Board and consequently no opinions or conclusions intended to convey assurance have been expressed.

Due to the inherent limitations of any internal control structure, it is possible that fraud, error or non-compliance with laws and regulations may occur and not be detected. Further, the internal control structure, within which the control procedures that have been subject to the procedures we performed operate, has not been reviewed in its entirely and, therefore, no opinion or view is expressed as to its effectiveness of the greater internal control structure. The procedures performed were not designed to detect all weaknesses in control procedures as they are not performed continuously throughout the period and the tests performed on the control procedures are on sample basis. Any projection of the evaluation of control procedures to future periods is subject to the risk that the procedures may become inadequate because of changes in conditions, or that the degree of compliance with them may deteriorate.

No warranty of completeness, accuracy or reliability is given in relation to the statements and representations made by, and the information and documentation provided by Major Road Projects Victoria (MRPV) and the M80 Ring Road Alliance (M80 RRA), consulted as part of the process. KPMG has indicated within this report the sources of the information provided. We have not sought to independently verify those sources unless otherwise noted within the report.

KPMG is under no obligation in any circumstance to update this report, in either oral or written form, for events occurring after the report has been issued in final form. The findings in this report have been formed on the above basis.

Third Party Reliance

This report is solely for the purpose set out in the Scope and Approach Section and for MRPV's information, and is not to be used for any other purpose or distributed to any other party without KPMG's prior written consent.

This report has been prepared at the request of the MRPV, a division of the Victorian Infrastructure Delivery Authority (an administrative office in relation to the Department of Transport of Planning), in accordance with the terms of KPMG's engagement contract dated 27 June 2023. Other than our responsibility to MRPV, neither KPMG nor any member or employee of KPMG undertakes responsibility arising in any way from reliance placed by a third party (including, but not limited to, the M80 Ring Road Alliance (M80 RRA)) on this report. Any reliance placed is that party's sole responsibility.

1. Introduction

The North East Link (NEL) Freeway Packages (NEL FP) is being delivered by Major Road Projects Victoria (MRPV) under the NEL Program (NELP) Environmental Management Framework (EMF), approved by the Minister of Planning, which details accountabilities for the implementation of the Environmental Performance Requirements (EPRs) in the development and delivery (including operation) of the NELP. The EPRs are a suite of performance-based environmental standards and outcomes that apply to the design, construction and operation of the NELP.

MRPV has appointed KPMG as the Independent Environmental Auditor (IEA) for the NEL Freeway Packages, in accordance with Section 2, *Roles and Responsibilities*, of the EMF.

The IEA scope of work for the Review and Verification assessment includes a desktop review of the Alliance Partner's environmental management and design documentation to assess compliance with the Program contract, including the EMF, EPRs, conditions of program approvals, and that works are in general accordance with the approved Urban Design Strategy (as applicable to the document(s) subject to review).

For the purposes of the IEA services, 'review and verify' means assessment and testing of an Alliance partner's environmental management and design documentation to meet the intent of the EMF and EPRs, conditions of project approvals and in general accordance with the Urban Design Strategy (UDS). Any references to 'review and verify' in this report have not been used in the context of their respective meanings under assurance, audit and other standards issued by the Australian Auditing and Assurance Standards Board. As such, no opinions or conclusions intended to convey assurance or an audit opinion have been expressed in this report.

This IEA Review and Verification Report is associated with the Review and Verification assessment of the document detailed in *Table 1* and provides the:

- Scope and approach used by the IEA in undertaking its review of the environmental management document; and,
- IEA Review and Verification assessment findings.

Table 1 - Document subject to IEA Review and Verification assessment

Document	AK Lines Construction Compound Plan (CCP) (Document Number: NEL-NTH-NNA-3990-EPA-PLN-0002; Revision 0.06; Dated: 22/11/2024) (the Document).
Freeway package	North Package - design and delivery of a new road connection between the Central Package and the M80 Ring Road, consisting of major upgrades to sections of the Greensborough Highway Corridor and Bypass interchange, and significant upgrade to the M80 Ring Road.
Package Alliance	M80 Ring Road Alliance (M80 RRA) - an Alliance comprising MRPV, Acciona Construction Australia Pty Ltd, AECOM Australia Pty Ltd and

	MACA Civil Pty Ltd, which is delivering the North Freeway Package scope of works described above.
Date of IEA assessment	18 July 2023 – 26 November 2024
Other relevant information	A full list of supporting M80 RRA project documentation reviewed as part of this review and verification scope, is provided in Appendix A.

2. Scope and Approach

Review of the Document and consideration of applicable Program contract requirements associated with the following:

- EMF;
- EPRs;
- In general accordance with the approved Urban Design Strategy (insofar as it is applicable to the Document assessed).

The Review and Verification Assessment of the Document included the following approach:

- For the first revision of the Document submitted to the IEA, review the Document:
    - Against the Program contract requirements to assess whether the Document addresses and considers the Program contract requirements; and,
    - Assessing whether consultation, as and where specified by the EMF and EPRs, had been undertaken during preparation of the Document.
- For subsequent revisions of the document submitted to the IEA, review of the Document considering whether comments from the previous IEA review had been adequately addressed, such that the Document complied with Program contract requirements.
- Findings and observations arising from review of each revision of the Document were represented as comments on a Comment Register (refer to Section 3 and Appendix B).
- Comments arising from review of each revision of the Document were subsequently returned to MRPV, and from MRPV to M80 RRA, to be addressed accordingly.
- When the IEA considered all comments to have been addressed by MRPV and M80 RRA, provision of this Review and Verification Report to MRPV.

Details of the Document revisions subject to this Review and Verification assessment are provided in Table 2.

Table 2 – AK Lines Construction Compound Plan (CCP) revisions subject to this IEA Review and Verification Assessment

Revision	Remarks scope of documents	Date submitted by MRPV and M80 RRA to IEA	Date IEA review comments provided to MRPV and M80 RRA	Date Verified by IEA
D	Initial revision submitted to the IEA for review.	18/07/23	26/07/23	N/A
E	Subsequent revision submitted to the IEA for review following IEA comments on Rev D.	09/08/23	11/08/23	01/09/23
G	Subsequent revision submitted to the IEA for review following NELNA revisions to Rev E and NELP comments on Rev F. The IEA notes that Rev F was not provided to the IEA for review.	04/09/23	06/09/23	N/A
H	Subsequent revision submitted to the IEA for review following IEA comments on Rev G.	08/09/23	11/09/23	15/09/23
J	Subsequent revision submitted to the IEA for review following Department of Transport and Planning (DTP) Request-For-Information (RFI).	26/09/23	26/09/23	03/10/23
00	Subsequent revision submitted to the IEA for information only (Issued For Use version).	11/07/24	N/A	N/A
0.01	Subsequent revision submitted to the IEA for review following M80 RRA updates (i.e., branding updates; and inclusion of diesel fuel tank)	24/09/24	01/10/24	N/A
0.02	Subsequent revision submitted to the IEA for	16/10/24	21/10/24	N/A

Revision	Remarks scope of documents	Date submitted by MRPV and M80 RRA to IEA	Date IEA review comments provided to MRPV and M80 RRA	Date Verified by IEA
	review following IEA comments on Rev 0.01.			
0.03	Subsequent revision submitted to the IEA for review following IEA comments on Rev 0.02.	23/10/24	25/10/24	N/A
0.06	Subsequent revision submitted to the IEA for review following IEA comments on Rev 0.03 in addition to DTP comments.	25/11/24	26/11/24	26/11/24

3. IEA Review Findings

Findings identified during the Review and Verification assessment of the AK Lines Construction Compound Plan (CCP) were made directly, as comments, into a Comment Register (refer to Appendix B).

The IEA has assessed M80 RRA's AK Lines Construction Compound Plan (CCP) (Document Number: NEL-NTH-NNA-3990-EPA-PLN-0002; Revision 0.06; Dated: 22/11/2024) against the requirements of the Program contract, including the EMF and EPRs, conditions of Program approvals and in general accordance of the approved Urban Design Strategy (insofar as it is applicable to the Document assessed). Any issues and non-compliances identified in previous revisions of the Document reviewed by the IEA have been closed out.

Appendix A - Documents Reviewed

Table A1 - Documents Reviewed

Doc #	Revision	Document Name	Date submitted by MRPV and M80 RRA to IEA
Refer to Section 2, Table 2 for details of Document revisions subject to IEA Review and Verification Assessment.			
01	Revision 1, no dates provided, as received by the IEA on 16/10/24	AK Lines CCP Community Consultation Summary (M80 Ring Road Alliance)	16/10/24
02	Revision 3, no dates provided, as received by the IEA on 25/11/24	AK Lines CCP Community Consultation Summary (M80 Ring Road Alliance)	25/11/24

Appendix B - Review and Verification Assessment Comment Register

Appendix B - Review and Verification Assessment Comment Register

Project: North East Link Program

Document No **NEL-NTH-FIEA-3990-EPA-CRS-0004**

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	A	N/A	01	N/A	N/A	Freeways IEA	EMF Section 7.1 includes the following requirements:"Evaluating Compliance: MonitoringContractors are required to specify detailed monitoring requirements in the Environmental Strategy, CEMP, OEMP and, where relevant, the CCPs, WEMPS and any other plans required by the EPRs...- Monitoring plans must be part of or appended to relevant management plans."The AK Lines Construction Compound Plan (Document No: NEL-NTH-NNA-3990-EPA-PLN-0002, Rev: D, Date: 23/06/2023) (AK Lines CCP) includes the following:- Table 4 Potential Compound Aspects, Impacts and Risks to Sensitive Receptors and Environmental Sensitivities stipulates that "noise assessments", "air quality monitoring", "groundwater monitoring", "surface water monitoring" will be undertaken as part of "Management, design and siting measures".- Throughout Appendix A Detailed EPRs Relevant to this CCP of the document, reference is made to the monitoring requirements for tree canopy replacement (Page 49), contaminated land (Page 52), vapour and gas risk in the context of contaminated land (Page 53), surface and water in the context of flora and fauna protection (Page 54), groundwater monitoring (Page 56), construction noise impacts (Page 61), surface water (Page 70), transport and traffic monitoring (Page 74).It is acknowledged that monitoring requirements and supplementary management plans are referenced in the AK Lines CCP. However, these have not been provided as part of/ or appended to the CCP as required by EMF Section 7.1 and there is no evidence provided within the CCP that these have been developed to the mandated specifications.	N/A	26-07-23	D	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	A	N/A	01.01	N/A	N	M80 Ring Road Alliance	The cross reference to monitoring that will be prescribed by the CEMP sub plans and the compound specific WEMP is consistent with the purpose of the CCP in compliance with the Incorporated Document condition 4.12. The approach taken is concistent with the NEL CCPs that have been previously approved by Minister for Planning. Monitoring for key risk areas are further reinforced in (new) Table 5 Environmental controls to mitigate the potential risks to specific environmental sensitivities, in regard to the function of the CEMP sub plans and WEMP in the impklmenetation of monitoring.	N/A	07-08-23	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	01.01.01	N/A	N	Freeways IEA	The IEA acknowledge that the amendments have been made to the document assessed.Table 5 Environmental controls to mitigate the potential risks to specific environmental sensitivities reference relevant documentation/ management plans associated with select environmental sensitivities.	N/A	10-08-23	D	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	A	N/A	02	N/A	N/A	Freeways IEA	EMF Section 7.3 includes the following requirements:"Reporting Contractors' compliance with the EMF, EPRs, Environmental Strategy, CEMP, CCPs, WEMPs, OEMP, any other plans required by the EPRs and conditions of Project approvals must reported to NELP and relevant government agencies as appropriate....Reporting and Notification Requirements must include..-Details of... incidents and non-compliances and associated corrective and preventative actions taken."The AK Lines CCP includes the following:- Section 8.4 Worksite Environmental Management Plan states "Throughout the construction of the Ring Road Completion, project environmental monitoring, auditing, and performance reporting shall be conducted as directed by the requirements prescribed in the CEMP"- Section 7.3 Enquiry and Complaints Management (Enquiries and complaints are recorded, acknowledged...as per EPR EMF4) states "A summary of complaints and enquiries received, including information on any current and emerging issues will be included in monthly reporting"The AK Lines CCP does not include:- Reporting requirements for contractors' compliance with the CCP to NELP and relevant government agencies, as appropriate.- Details regarding management of incidents, non-compliances and associated corrective and preventative actions taken handling in relation to the CCP	N/A	26-07-23	M	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	A	N/A	02.01	N/A	N	M80 Ring Road Alliance	As the prime purpose of the CCP is compliance with the Incorporated Document condition 4.12, processes for complaints management are detailed within the CEMP and linked to the Communications and Community Engagement Plan, which are subject to IEA review.	N/A	07-08-23	M	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	02.01.01	N/A	N	Freeways IEA	No changes relevant to this finding were made to the document assessed.The IEA considered the approach of cross-referencing to other documentation appropriate.	N/A	10-08-23	M	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	A	N/A	03	N/A	N/A	Freeways IEA	EPR LV2 includes the following requirements:"Design of acoustic sheds used during construction, to contribute to the image and identity of the area.""Develop and implement measures to use temporary landscaping, features or structures (including viewing portals) during construction to minimise adverse visual impact of project works and provide visual appeal. "The AK Lines Construction Compound Plan (Document No: NEL-NTH-NNA-3990-EPA-PLN-0002, Rev: D, Date: 23/06/2023) (AK Lines CCP) includes the following:- "Appendix A Detailed EPRs Relevant to this CCP states "Temporary works on the AK Lines Compound...to be approved under the Incorporated Document and the Urban Design Strategy guidance in using design to help manage construction impacts."Whilst it is acknowledged that the AK Lines CCP will be approved under the UDS in using design to help manage construction impacts, there is no further detail provided within the AK Lines CCP on how it will consider the following:- How the design of acoustic sheds used during construction will contribute to the image and identity of the area.- How measures will be developed and implemented to use temporary landscaping, features or structures (including viewing portals) during construction to minimise adverse visual impact of project works and provide visual appeal.	N/A	26-07-23	M	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	A	N/A	03.01	N/A	N	M80 Ring Road Alliance	The CCP is not required to be approved under the UDS. Design principles will help guide the compound in respect to the siting of the compound. 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. In response to this requirement, section 4.4 of the CCP outlines the management, design and siting measures to be taken to reduce impacts to sensitive receptors.	N/A	07-08-23	M	N/A	LPE	O	

Total Items: 49

Appendix B - Review and Verification Assessment Comment Register

Project: North East Link Program

Document No **NEL-NTH-FIEA-3990-EPA-CRS-0004**

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	03.01.01	N/A	N	Freeways IEA	No changes relevant to this finding were made to the document assessed.The IEA considered the response to be appropriate. In addition, the IEA note that Table 4 Potential Compound Aspects, Impacts and Risks to Sensitive Receptors and Environmental Sensitivities includes:"Minimise visual impact and overshadowing to residents, located west of the site as far as practical by:- minimising tree clearing adjacent to residential land uses.- the design and siting of hoardings and buildings andstructures to minimise overshadowing- moving mobile plant and equipment and materials away from these sensitive areas."	N/A	10-08-23	M	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	A	N/A	04	N/A	N/A	Freeways IEA	The AK Lines Construction Compound Plan (Document No: NEL-NTH-NNA-3990-EPA-PLN-0002, Rev: D, Date: 23/06/2023) (AK Lines CCP) does not include the following information as required by Section 1.3.2 (Condition 23) and Section 1.5.2 (Condition 31) of the Cultural Heritage Management Plan (CHMP) 15576:- The requirement or information on whether a copy of the approved CHMP must be retained within each construction compound identified in the approved Construction Compound Plan, or with the site manager if a construction compound is not provided, where it will remain readily available to all construction staff for the duration of the activity.	N/A	26-07-23	M	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	A	N/A	04.01	N/A	N	M80 Ring Road Alliance	Table 4 has been amended to include the requirement to hold a copy of the CHMP within the site compound and that cultural heritage inductions will be provided for all personnel involved in ground disturbing activities associated with the establishment works for the compound.	N/A	07-08-23	M	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	04.01.01	N/A	N	Freeways IEA	The IEA acknowledges that amendments have been made to the document.Table 4 states "In accordance with the approved Cultural Heritage Management Plan (CHMP 15576), a copy of the CHMP will be available within the site compound. Cultural heritage inductions will be provided for all personnel involved in ground disturbing activities associated with theestablishment works for the compound."	N/A	10-08-23	M	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	A	N/A	05	N/A	N/A	Freeways IEA	Section 4.12.2 d) of the Incorporated Document includes the following requirement:- 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).The AK Lines CCP includes the following:- Section 3.2.2. Compound Activities (Operation of The Compound) states "...The following work activities will typically occur in the Construction Compound: Office-based supervisory and administrative support...Adjacent workforce amenities...Parking will be available for onsite staff..."- Section 4 Management of Potential Impacts to Sensitive Uses and Environmental Sensitivities provides Identification of Sensitive Receptors (Section 4.1), Minimise impacts of displacement of formal active recreation facilities (Section 4.2), Risk assessment and Identification of potential impacts (Section 4.3), and Design and siting measures to reduce impacts (Section 4.4)Whilst it is acknowledged that Section 3.2.2 Compound Activities provides a list of the typical work activities excpected in the Construction Compound, it is unclear how NELNA have assessed these categories of activities as being permissible.	N/A	26-07-23	D	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	A	N/A	05.01	N/A	N	M80 Ring Road Alliance	The activities proposed to be undertaken within the Compound are compliant with the requirements of condition 4.2 of the Incorporated Document, in particular: section 4.2(l) Any buildings or works or associated infrastructure or activities for the Project; and section 4.2(m) Ancillary activities to the use and development of Project Land for the purposes of, or related to, the Project.	N/A	07-08-23	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	05.01.01	N/A	N	Freeways IEA	No changes relevant to this finding were made to the document assessed.The IEA considered the response to be appropriate.	N/A	10-08-23	D	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	A	N/A	06	N/A	N/A	Freeways IEA	We acknowledge that potential and residual risks are identified under Table 4 Potential Compound Aspects, Impacts and Risks to Sensitive Receptors and Environmental Sensitivities and aligned to the methodology proposed in the EES (Section 4.3 Risk Assessment and Identification of Potential Impacts). However, the following remain unclear as supplementary details have not been provided within the document:- Likelihood and consequence for each potential hazards (aspect) and impacts- Risk Matrix- Evaluation of response to risks (Management, Design and Siting Measures) so far as reasonably practicable (EPA Publication 1856: Reasonably Practicable) to demonstrate upholding Section 25 (1) General environmental duty of the Environment Protection Act 2017.	N/A	26-07-23	D	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	A	N/A	06.01	N/A	N	M80 Ring Road Alliance	Section 4.3 states that "The risk assessment was undertaken in accordance with the risk analysis process applied in the NEL EES". This approach is considered appropriate for the purposes of the CCP.	N/A	07-08-23	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	06.01.01	N/A	N	Freeways IEA	No changes relevant to this finding were made to the document assessed.The IEA considered the approach of cross-referencing to other documentation appropriate.Section 4.4.2 Risk Assessment of the NEL EES includes the approach to "Assign likelihood and consequence ratings for each risk to determine risk ratings considering design, proposed activities and standard EPRs." and consistent with consistent with AS/NZS ISO 31000:2009 Risk Management Principles and guidelines.	N/A	10-08-23	D	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	A	N/A	07	N/A	N/A	Freeways IEA	Formatting and typographical errors were evidenced in the document. Examples include:- Table 4 Compound Timeframe should be Table 3 Compound Timeframe.- Sub heading capitalisation vary throughout the document (e.g., Section 5.1. Flood risk and impacts management, Section 4.2. Risk assessment and Identification of potential impacts).	N/A	26-07-23	O	N/A	LPE	O	Yes

Total Items: 49

Appendix B - Review and Verification Assessment Comment Register

Project: North East Link Program

Document No **NEL-NTH-FIEA-3990-EPA-CRS-0004**

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	A	N/A	07.01	N/A	N	M80 Ring Road Alliance	Formatting and typographical errors will be corrected as identified.	N/A	07-08-23	O	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	07.01.01	N/A	N	Freeways IEA	The IEA acknowledges that amendments have been made to the document.	N/A	10-08-23	O	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	08	N/A	N	Freeways IEA	A Review and Verification assessment of the North East Link (NEL) North Alliance's (NELNA's) 'AK Lines Construction Compound Plan (CCP) - Revision E' was previously issued on 1 September 2023 (Ref: TXR-NTH-FIEA-00003). The IEA notes that Figure 5 AK Lines Compound - Indicative Site Plan has been revised in the the updated version (Rev G) such that water tanks and the shuttle bus drop off area have been removed.However, this figure is not aligned with Section 3.2.2 Compound activities as the items which have been removed in the figure are still described in Section 3.2.2 as follows:- "Establishment works to setup the compound for operations will involve...rainwater tanks for water harvesting for reuse on the compound and in construction."- "The demand on parking will be reduced by NELNA shuttle bus arrangements for staff from Watsonia Station..."Please clarify the discrepancy between the figure and the description.	N/A	06-09-23	D	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	08.01	N/A	N	M80 Ring Road Alliance	Noted. Figure 5 has been amended to include the water tanks, shuttle bus drop off area and also amended to detail solar on cribs and covered walkways inline with Section 3.2.2 and for consistency with Gabonia CCP	N/A	07-09-23	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	D	N/A	08.01.01	N/A	N	Freeways IEA	IEA notes the amendments have been made to Figure 5 for further alignment against Section 3.2.2.IEA comment addressed.	N/A	11-09-23	D	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	E	N/A	09	N/A	N	Freeways IEA	The IEA notes the updated revision of the AK Lines CCP (Revision J) includes the addition of the following:- Table 6: Summary of Consultation Issues and Responses - "The Project will initiate and maintain ongoing discussions with Watsonia Primary School upon approval of the CCP to proactively manage this and other construction related issues and opportunities."- Appendix B SUMMARY OF CONSULTATION (STAKEHOLDER INTERACTIONS) - "...Watsonia Primary School noted potential need to upgrade school fence to help manage the increased general recreational use of school oval while AK Lines Reserve is in use. Potential need to increase frequency of lawn mowing with increased use and no issues raised."Read alongside the consultation evidence provided between DTP and NELNA (Teambinder Mail Reference No: DRAC-NTH-NEL-1123), the IEA has no further comments on the revised CCP.	N/A	26-09-23	O	N/A	LPE	C	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	F	N/A	10	NEL-NTH-NNA-3990-EPA-PLN-0002	N	Freeways IEA	In s.6.2.1 Compound Facilities, Alliance to consider adding 'fuel storage' to the list of compound facilities such as, 'temporary storage of hazardous substances in contained areas, including lubricants and fuels for mechanical plant and equipment'.	CCP	01-10-24	D	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	F	N/A	10.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	M80 Ring Road Alliance	Believe this is referring to section 3.2.1. Added as last dot point to this section.	CCP	16-10-24	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	G	N/A	10.01.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	Freeways IEA	FIEA comment addressed.	CCP	21-10-24	D	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	F	N/A	11	NEL-NTH-NNA-3990-EPA-PLN-0002	N	Freeways IEA	Please confirm the new 60KL fuel storage tank will be above grade at the specified location, and edit accordingly..	CCP	01-10-24	D	N/A	LPE	O	Yes

Total Items: 49

Appendix B - Review and Verification Assessment Comment Register

Project: North East Link Program

Document No **NEL-NTH-FIEA-3990-EPA-CRS-0004**

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	F	N/A	11.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	M80 Ring Road Alliance	Confirming that tank will be above ground wording in section 5.2 amended to clarify this.	CCP	16-10-24	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	G	N/A	11.01.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	Freeways IEA	FIEA comment addressed.	CCP	21-10-24	D	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	F	N/A	12	NEL-NTH-NNA-3990-EPA-PLN-0002	N	Freeways IEA	On p40 (s7.4), 'Surface Water Quality and Flooding', add CL5 as a relevant EPR alongside SW1, SW3-7.	CCP	01-10-24	D	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	F	N/A	12.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	M80 Ring Road Alliance	Believe this is a reference to section 4.4. CL4 has been added to Surface Water Quality and Flooding.	CCP	16-10-24	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	G	N/A	12.01.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	Freeways IEA	FIEA comment addressed.	CCP	21-10-24	D	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	F	N/A	13	NEL-NTH-NNA-3990-EPA-PLN-0002	N	Freeways IEA	In Table 5 on p49 (s8.2), 'Surface Water', add CL5 as a relevant EPR alongside SW1, SW3-5. Update b.p. 4 to specifically name the following i.a.w. CL5: • Victorian WorkCover Authority; • Australian Standard AS1940 Storage Handling of Flammable and Combustible Liquids; • EPA Victoria Publication 1834 Civil construction, building and demolition guide; and • EPA 1698 Liquid Storage and Handling Guidelines.Please also include EPA 888.4, if relevant.	CCP	01-10-24	D	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	F	N/A	13.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	M80 Ring Road Alliance	EPA 888.4 not relevant. Other Publications reference included.	CCP	16-10-24	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	G	N/A	13.01.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	Freeways IEA	FIEA comment addressed.	CCP	21-10-24	D	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	F	N/A	14	NEL-NTH-NNA-3990-EPA-PLN-0002	N	Freeways IEA	In Appendix B, given this is a public facing document, please liaise with MRPV to discuss and consider redacting or removing any information that may be considered sensitive.	CCP	01-10-24	O	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	F	N/A	14.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	M80 Ring Road Alliance	In discusssions with MRPV this appendix will not be attacheded to the CCP but rather a document which is transmitted with the CCP but not for public information to be included as part of tranmittal.	CCP	16-10-24	O	N/A	LPE	O	

Total Items: 49

Appendix B - Review and Verification Assessment Comment Register

Project: North East Link Program

Document No **NEL-NTH-FIEA-3990-EPA-CRS-0004**

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N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	G	N/A	14.01.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	Freeways IEA	FIEA comment addressed.	CCP	21-10-24	O	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	G	N/A	15	NEL-NTH-NNA-3990-EPA-PLN-0002	N	Freeways IEA	Whilst not preventing re-verification, the Management Plan Review and Approval -"Verified by" section should be replaced with Doris Pallozzi in her capacity as the Lead IEA.	CCP	21-10-24	O	N/A	LPE	C	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	G	N/A	15.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	M80 Ring Road Alliance	Updated to G Selwyn as this is who is listed on the verification report as the approver	CCP	23-10-24	O	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	H	N/A	15.01.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	Freeways IEA	FIEA comment addressed.	CCP	25-10-24	O	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	G	N/A	16	NEL-NTH-NNA-3990-EPA-PLN-0002	N	Freeways IEA	The FIEA notes the removal of the following sentence in Section 3.2.1 Compound Facilities, "The compound is a single storey facility." Section 4.12.2 of the Incorporated Document outlines requirements for the CCP. The CCP must include:"(a) A plan showing the location and layout of each compound and the categories of works and operations proposed within each compound."And 'Updates to Risk Assessments' whereby the CCP must include:"(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 compounds on such land are not feasible or practical.(d) Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas)."If single storey has since become double storey, please confirm if the specification needed for compound layout has been amended/altered and whether any related environmental risk assessments have been conducted as a result, i.e visual impact studies to consider overshadowing if any, consultation with potentially affected stakeholders (including residences, open space, schools, community organisations and sporting and recreation areas)."	CCP	21-10-24	O	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	G	N/A	16.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	M80 Ring Road Alliance	"The compound layout has not changed and has been designed in such a way so as to locate higher noise and dust generating activities away from residential areas, thus why the laydown areas and carpark are located on the east side of the site and the offices and cribs are on the west side closer to residential areas. This has not changed therefore no change in noise/vibration or dust risk or controls is noted. There are not impacts to heritage areas or trees as a result the removal of ""single storey"" wording therefore risks and controls for this have not changed. There is no relevance to surface water, groundwater contamination or spoil as a result of removal of ""single storey"" wording therefore these risks/controls have not changed. Establishment works was the activated for which the most risk to landscape and visual was noted in the WEMP due to the preparation works including clearing, however this is not altered due to the removal of ""single storey"" wording. Existing sporting oval lighting system and localized ground level lighting for early morning and night works used as required regardless of if the compound is single/double storey, therefore the visual amenity risk does not change. Amenity tree individuals also provide visual screening for residents located along Peters Street and Knight Street as they currently line the fenced boundary between the residents and the sporting grounds. Amenity trees also provide important shading in the green space area located between the existing oval and Peters Street and the playground area located on Peters Street. This has not been altered with the removal of ""single storey"" wording. Correspondace with local residences which has occurred to date did not make specific reference to single story facility.No change to Document required. "	CCP	23-10-24	O	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	H	N/A	16.01.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	Freeways IEA	The FIEA notes no significant environmental impacts associated with transitioning from a single to a double storey. The FIEA's original comment related to M80 RRA not having the necessary design and planning approvals in place from MRPV prior to installation of the two storey structure. This was explained by the FIEA during the monthly compliance audit for October 2024, which MRPV advised that a meeting with DTP and MRPV was held,where similar concerns were raised. Please provide evidence of this consultation and measures put in place to address MRPV and DTPs' concerns surrounding a non compliance against the design and planning information within previous FIEA-verified and Minister for Planning-approved CCP. The FIEA notes that EMF2 includes the following requirement: "Deliver project in accordance with an Environmental Strategy and Management Plans" and Section 6.2, Table 2-1 includes the following contractors responsibility "- Obtain from regulatory authorities any additional permits and approvals required to design, construct and operate the Project works that are the subject of the Project contract (other than the approvals that would be obtained by NELP)."	CCP; EPR EMF2; and S6.2 of EMF	25-10-24	O	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	H	N/A	16.01.01.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	M80 Ring Road Alliance	CCP has been amended in reponse to DTP comments relating to includsion of desgn drawings. Comments from DTP relating to showing amended design drawings were provided to MRPV on 23 October 2024 during consultation meeting. Revision 0.04 of this CCP incudes design drawings in response to DTP consultation meetings held in October 2024. Detail of this DTP consultation has been included in the amended consultation memo provided with this CCP.	CCP; EPR EMF2; and S6.2 of EMF	28-10-24	O	N/A	LPE	O	

Total Items: 49

Appendix B - Review and Verification Assessment Comment Register

Project: North East Link Program

Document No **NEL-NTH-FIEA-3990-EPA-CRS-0004**

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	H	N/A	16.01.01.01.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	M80 Ring Road Alliance	MRPV has consulted with DTP regarding their requests for information. Detail of this DTP consultation has been included in the amended consultation memo provided with this CCP.	CCP; EPR EMF2; and S6.2 of EMF	11-11-24	O	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	J	N/A	16.01.01.01.01.01	NEL-NTH-NNA-3990-EPA-PLN-0002	N	Freeways IEA	FIEA comment addressed.FIEA sighted details of DTP consultation and the relevant additional controls within the CCP, to address DTP concerns wit respect to the double storey building.	CCP; EPR EMF2; and S6.2 of EMF	26-11-24	O	N/A	LPE	O	

Total Items: 49

Appendix D – Ministerial Approval

Department of Transport and Planning

GPO Box 2392
Melbourne, VIC 3001 Australia
www.transport.vic.gov.au

Ref: SPF-2313

Mr Duncan Elliott
Chief Executive Officer
Major Road Projects Victoria
PO Box 2392
MELBOURNE VIC 3001

Dear Mr Elliott

BANULE PLANNING SCHEME
NORTHEAST LINK PROJECT - AK LINES CONSTRUCTION COMPOUND PLAN

I refer to the amended AK Lines construction compound plan (CCP) recently submitted by Major Road Projects Victoria for approval as part of the North East Link Project.

Condition 4.12 of the *North East Link Project Incorporated Document December 2019 (amended September 2023)* allows for the CCP to be amended to the satisfaction of the Minister for Planning.

In accordance with powers delegated to me by the Minister for Planning, I am satisfied that the *AK Lines Construction Compound Plan, Revision 0.08, 21 January 2025* is in accordance with the requirements of condition 4.12 of the incorporated document.

A copy of the amended endorsed plan is enclosed for your information.

If you require further information, please email [redacted] Manager Transport Projects at [redacted]

Yours sincerely

[redacted]
Director, Infrastructure Assessment
Date: 06/03/2025