BIG BUILD
M80 RING ROAD

# Watsonia Bridge Construction Compound Plan (CCP)

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| **Document Number:** | NEL-NTH-NNA-3990-EPA-PLN-0005 |
| **Revision Number:** | 0 |
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**MANAGEMENT PLAN**

# Watsonia Bridge Construction Compound Plan

# Management Plan Structure

The Management Plan is structured into the following parts:

- **Plan:** Introduction, Objectives, Requirements, Roles and Responsibilities, Approach and Management System Framework
- **Do:** Operational Excellence, Processes, Program, Communications and Deliverables
- **Check:** Reporting, Monitoring and Assurance Auditing
- **Improve:** Plan Change and Improvement Processes

The parts are identified in the Management Plan.

# Management Plan Control and Amendment

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 |
|---|---|---|---|
| A | 26-Feb-2025 | Issued for review | [redacted] |
| B | 31-March-25 | Issued for review | |
| C | 10-April-25 | Issued for review | |
| D | 7-May-25 | Issued for review | |
| E | 14-May-25 | Issued for review | |
| F | 18-Jun-2025 | Issues for review | |
| 0 | 16-Jul-2025 | Issued for Use | |

# Management Plan Review and Approval

| Relevant Recommender / Approver | Relevant Party | Representative Name | Date approved | CX Reference Number |
|---|---|---|---|---|
| Reviewed by | Project Owner (MRPV) | [redacted] | 15-Apr-2025 | PPA#0225 |

| Relevant Recommender / Approver | Relevant Party | Representative Name | Date approved | CX Reference Number |
|---|---|---|---|---|
| Relevant Verifier | IEA | [redacted] | 13-May-2025 | PPA#0225 |
| Relevant Approver | Minister for Planning | | 10-Jul-2025 | PPA#0225 |

# 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 (including in section 3.2).
The table below has terms used in this Management 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 |
| CNVMP | Construction Noise and Vibration Management Plan |
| DEECA | Department of Energy, Environment and Climate Action |
| DTP | Department of Transport and Planning |
| Environment Effects Statement (EES) | Assessment of the potential environmental, social, and business impacts associated with the proposed construction and operation of the North East Link 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 |
| FRP | Facilities Relocation 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 |

| Term | Definition |
|---|---|
| Open Space | Land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity. |
| 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 | A shared user path (SUP) is a path that may be used by walkers and cyclists. For the Project shared user paths have been designed to be not less than three meters wide. |
| Solar PV | Solar Photovoltaics |
| 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 |

# Table of Contents

# 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 from permit requirements under the Planning Scheme, 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 the Watsonia Bridge.

The Plan describes the:

- Location of the compound at the Watsonia Bridge, and why the site was required in consideration of alternative locations
- Proposed activities, location and compound layout, hours of operation and potential environmental and community impacts of the Watsonia Bridge Construction Compound. This includes impact 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 is 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.
- The CCP may be prepared and approved in stages but a CCP for any stage must be approved before the commencement of use or development for that stage.

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

**Table 1 - Incorporate 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 3.4 |
| 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, | Section 2 |

| Document Reference | Condition Requirements | Where addressed |
|---|---|---|
| | including demonstration that alternatives which reduce the impact of the Compound on such land are not feasible or practical. | |
| 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 4.3 |
| 4.12.2 e) | Demonstration that the categories of works proposed within the Compound are appropriate having regard to whether the land is flood prone, including any flood modelling where appropriate, or has any environmental sensitivity, and that the works will be suitably managed to address any flood risk. | Section 4.4 |
| 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. | Appendix A |

### 1.1.2 Environmental Management Framework

The Major Road Projects Victoria (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 zone. 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 B 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 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 (NELNA)) has been contracted by Major Road Projects Victoria (formerly North East Link Project (NELP)) 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 Complete**

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 Watsonia Bridge Compound

The Watsonia Bridge Construction Compound will support the construction works including but not limited to:

- Bridge construction and decline structure works
- Retaining wall and noise wall construction
- Bulk excavation and earthworks
- Facilities Relocation Plan works
- Piling, earthworks, drainage, road pavements and utility relocations.

The operation of the Compound to service the construction works will be supported by short term construction work areas providing ancillary facilities that will be utilised throughout the delivery of the construction works including 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 Watsonia Bridge for the Construction Compound was cognisant of the following factors and constraints:

- Land use: The site is an existing publicly owned land parcel within the Banyule City Council precinct. Located within the NEL Project boundary for permanent 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 for a compound to accommodate the required workforce and materials handling to support the duration of the construction works.
- Sensitive Users: Although the site is adjacent to a residential area, the site size and layout has been designed to reduce potential amenity impacts.
- Cultural heritage and historic heritage: No known cultural heritage is present within the Watsonia Bridge 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: Although this location is within a flood-prone area, the compound is elevated above ground level, installed on a future bridge as part of the permanent works design. Controls are already in place as this area is an active site.
- Flora and Fauna/Arboriculture: No additional tree clearing is required for the onsite facilities within the compound.
- Transport impacts: There will be no impacts to transport as the compound access/egress is pedestrian use only.
- 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.

AK Lines Construction Compound and Gabonia Construction Compound support a large portion of the M80RRA workforce. Site caravans are currently being utilised within proximity to the Watsonia Bridge Construction Compound location, however due to factors including workforce capacity, industrial requirements, fuel efficiencies and security, site office caravans are not a viable, long-term solution.

## 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:

- Watsonia Bridge as Option A (as the preferred site for the Compound)
- Trist Reserve (Grimshaw Street) (Option B)
- Greensborough Bypass area (Option C)
- Binnak Park (Option D)

Table 2 provides a summary on the alternative compound locations to Watsonia Bridge regarding supporting the needs for the construction works and potential for impacts to sensitive receivers. In reviewing alternative sites for compound locations, the Watsonia Bridge provides best outcomes across the key factors and constraints for Compound operations. Option A is the proposed option for the compound as it has the lowest potential impact on businesses and the environment.

**Table 2 - Alternative Compound Options**

| Factors and Constraints | Watsonia Bridge - Option A | Trist Reserve - Option B (alternate option) | Greensborough Bypass area - Option C (alternate option) | Binnak Park - Option D (alternate option) |
|---|---|---|---|---|
| Land use | The site is existing publicly owned.<br>Located within the NEL Project boundary for permanent construction use. | The site is an existing publicly owned reserve.<br>Located within the NEL Project boundary for permanent construction works. | The site is an existing publicly owned reserve within the M80 interchange area.<br>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.<br>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.<br>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 partial permanent works of the M80 interchange.<br>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 to support the duration of the construction works. | The site does not provide sufficient space required for the planned construction workforce and materials handling.<br>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 does not provide sufficient space required for the planned construction workforce and materials handling.<br>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 is of sufficient size for a compound to accommodate the required workforce and materials handling to support the duration of the construction works. Further planning, environmental and cultural assessments would be necessary to determine the potential for achieving approvals and compliance requirements. |

| Factors and Constraints | Watsonia Bridge - Option A | Trist Reserve - Option B (alternate option) | Greensborough Bypass area - Option C (alternate option) | Binnak Park - Option D (alternate option) |
|---|---|---|---|---|
| Sensitive Users | Residential uses are located adjacent to the eastern boundary of the site. | Site surrounded by residential land uses located immediately west and north of the site. | 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.<br>No registered historic heritage is present within the site. | Onsite cultural heritage would need to be protected during site occupancy.<br>No registered historic heritage is present within the site. | Site is not subject to existing cultural heritage to be protected.<br>No registered historic heritage is present within the site. | Site would be subject to further cultural heritage assessment and approval.<br>No registered historic heritage is present within the site. |
| Flooding | The site is within an area subject to inundation. Control measures are currently in place for the active construction site.<br>The compound is elevated above ground level mitigating any additional 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. |
| Flora & Fauna and Arboriculture | No additional vegetation clearing is required to facilitate a compound at this location. | 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 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.<br>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.<br>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 | No impacts to transport as the compound will be accessed solely by pedestrians via Service Road. | Although the site is adjacent to Grimshaw Street, vehicular access | Direct access to the site will need to be established from the Greensborough Bypass. Requires | Access to the site would be via Grimshaw Street, Macorna Street and into Binnak Drive. |

| Factors and Constraints | Watsonia Bridge - Option A | Trist Reserve - Option B (alternate option) | Greensborough Bypass area - Option C (alternate option) | Binnak Park - Option D (alternate option) |
|---|---|---|---|---|
| | | to the site will be required from Frye Street and Trist Street.<br>Consideration for temporary pedestrian/cycling detours around the site. | consideration for safe access/egress from the M80.<br>Consideration for temporary pedestrian/cycling detours around the site. | Significant temporary measures would be required for pedestrian/cycling detours around the site. |
| 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). |

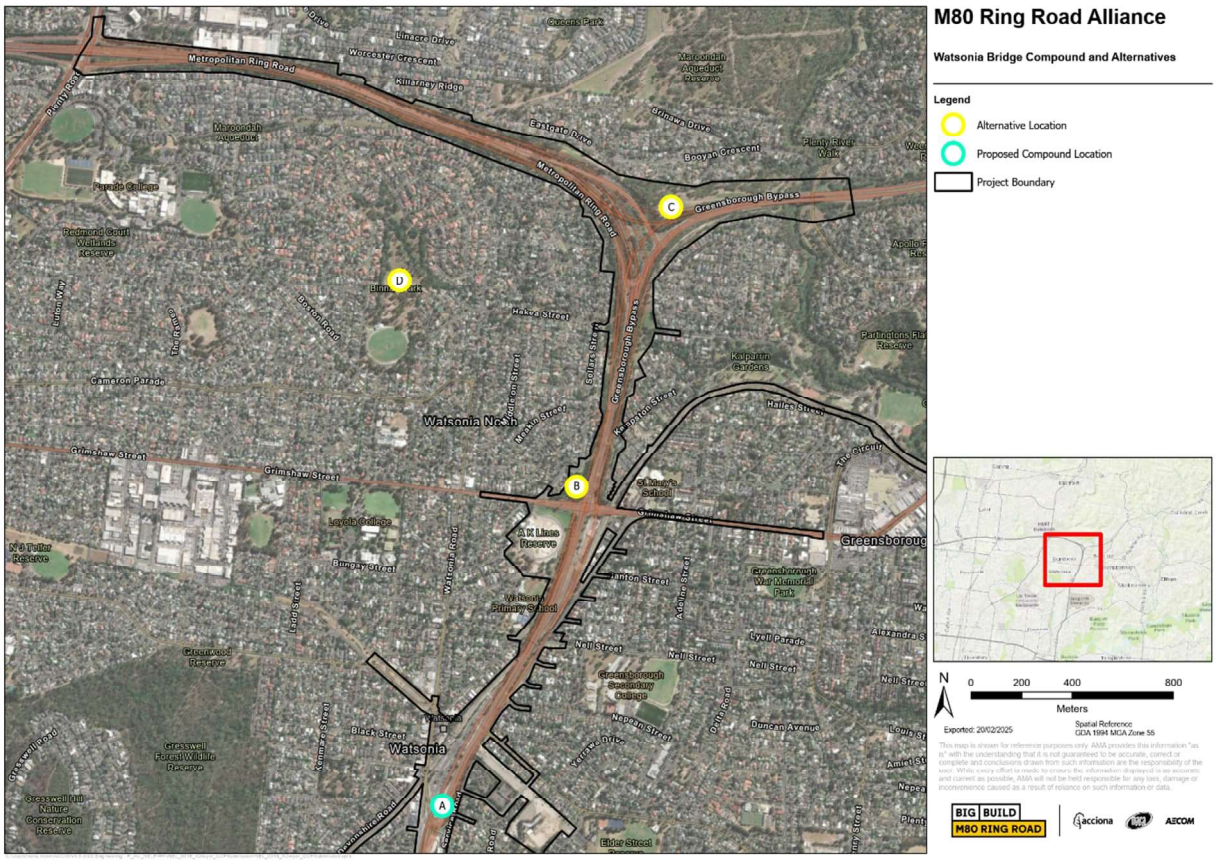


**Figure 3 - Alternative Compound Locations**

# 3. Watsonia Bridge Construction Compound

## 3.1 Site Context

The Watsonia Bridge Construction Compound is within the designated Project Land and is located within the area known as zone 3500. Zone 3500 is referred to as the 'interface zone' and is the southern extent of the M80RR Project alignment which abuts the Central package.

This zone is broken down into five (5) main work areas: North-East Elder, North Carpark, South Carpark (including Watsonia Rd Intersection), Southern Interface (Including Elder St Intersection) and the Existing Greensborough Highway. This is to allow for specific works to be undertaken based on the construction program requirements and space available for traffic staging works. . The Watsonia Bridge Construction Compound is located within the Southern Interface (including Elder St Intersection) work area. The compound is located on a future bridge perpendicular to Service Road and the Greensborough Highway, and adjacent Rasheda Street and Watsonia Road (Figure 4).

It is surrounded by a mix of residential, commercial, and transport-related uses. To the north and east, it is bordered by residential areas, while to the west lies the Watsonia shopping precinct and train station. The southern area includes ongoing construction activity and additional residential zones slightly removed from the immediate site.

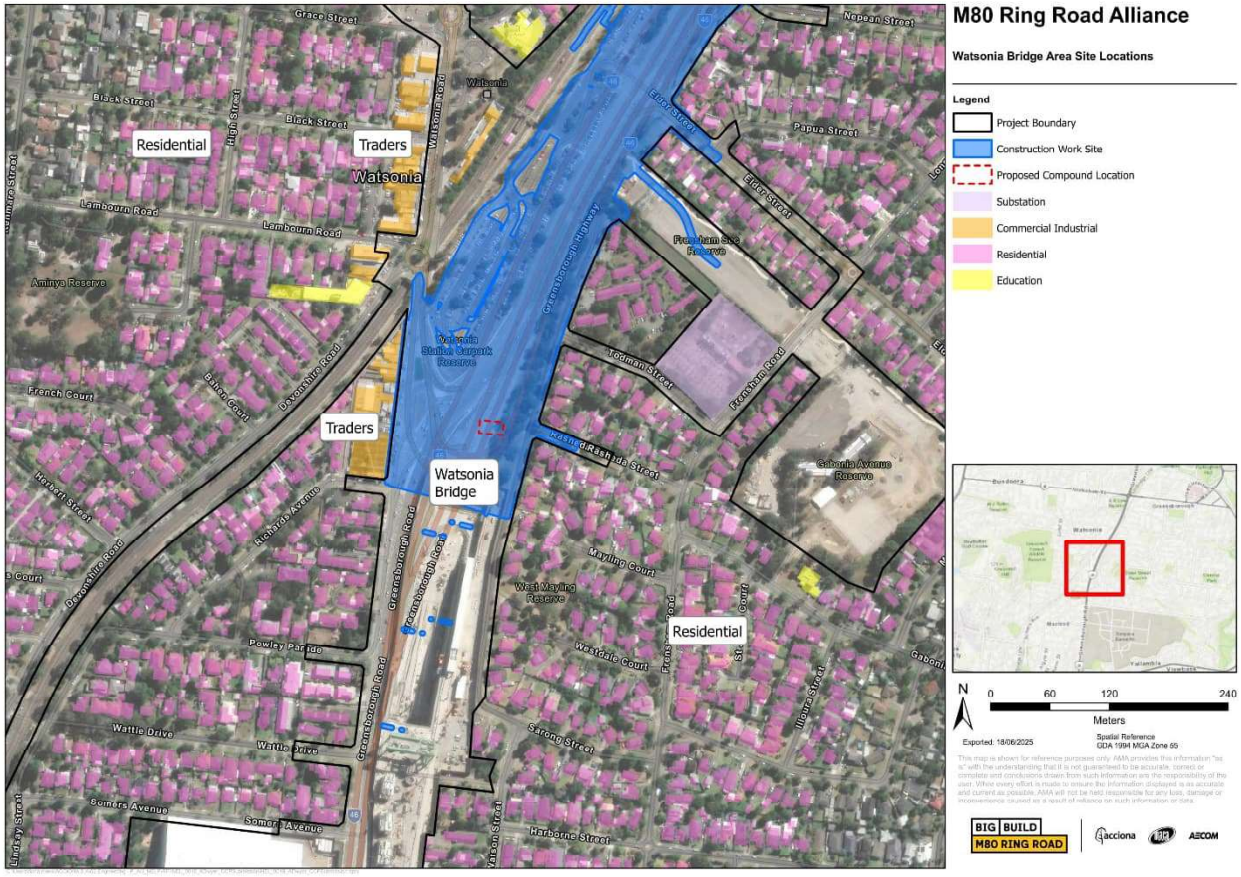


**Figure 4 - I Compound Site Location**

## 3.2 Compound Description

The compound facilities are outlined below including; 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 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

The compound is a single-story facility. In line with the definition of a Construction Compound, a summary of proposed buildings and facilities within the compounds include:

- Lunchroom
- Ablution block
- First Aid Room
- External covered area for construction team toolboxes
- Waste storage and recycling facilities
- Solar Photovoltaics will be installed on the roof of the site sheds
- Generator
- Water tank

### 3.2.2 Compound Activities

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, Figure 5 and Figure 6. The location and details of the compound are subject to minor layout changes if necessary and will remain in accordance with the approved CCP. Noting that any minor layout changes shall be consistent with the EPRs, Incorporated Document and EMF.

#### 3.2.2.1 Compound establishment

Establishment works to set up the compound for operation will involve:

- Landing, construction and fit out of lunchrooms, walkways and other ancillary facilities
- Connections to utility services, water, sewage, and communications, including solar PV/battery system
- On site generator will be used to power the site

#### 3.2.2.2 Operation of the Compounds

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 zone specific 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 Compounds:

- Workforce amenities include lunchrooms and toilets for onsite staff use. (lunchrooms to be air-conditioned for heating and cooling)
- Covered area to be used for working reprieve from inclement weather events.
- Waste collection to occur at least weekly. Waste segregation bins will be provided at the compounds to reduce waste disposal to landfill.
- On site generator will be used to power the site sheds
- Maximum number of people utilising the facility at any one point is 48 people.

Gabonia Construction Compound will remain the location for all office staff, pre-starts, toolboxes and workforce parking. The Watsonia Bridge Construction Compound will be utilised for lunchroom facilities and ablution facilities, with the workforce accessing the compound by foot from the Gabonia Construction Compound.

The work activities listed above are generally performed in the construction compound to facilitate the completion of the construction activities specified in Table 3

### 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 compounds 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.

### 3.2.4 Traffic and Access

Compound personnel will access the site by walking from the Gabonia Construction Compound to the Watsonia Bridge, entering via Service Road.

## 3.3 Duration

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

**Table 3 - Summary of Construction Activities Supported by the Compounds**

| Summary of Construction Activities supported by the Compound | Indicative Timeframe |
|---|---|
| Establishment of Compound including but not limited to:<br>• Installation of temporary crib sheds<br>• Establish and connect utility services | June 2025 |
| Construction works supported by the Compound, including but not limited to:<br>• Bridge construction and decline structure works<br>• Retaining wall and noise wall construction<br>• Bulk excavation and earthworks<br>• FRP works<br>• Piling, earthworks, drainage, road pavements and utility relocations | June 2025 – Aug 2026 |
| Demobilisation | Aug 2026 – Sep 2026 |

## 3.4 Detailed Floor Plan

The Compound is a single-story facility, 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. Figure 6 shows the compound in its location, whilst Figure 7 and Figure 8 show the access and egress via Service Road.

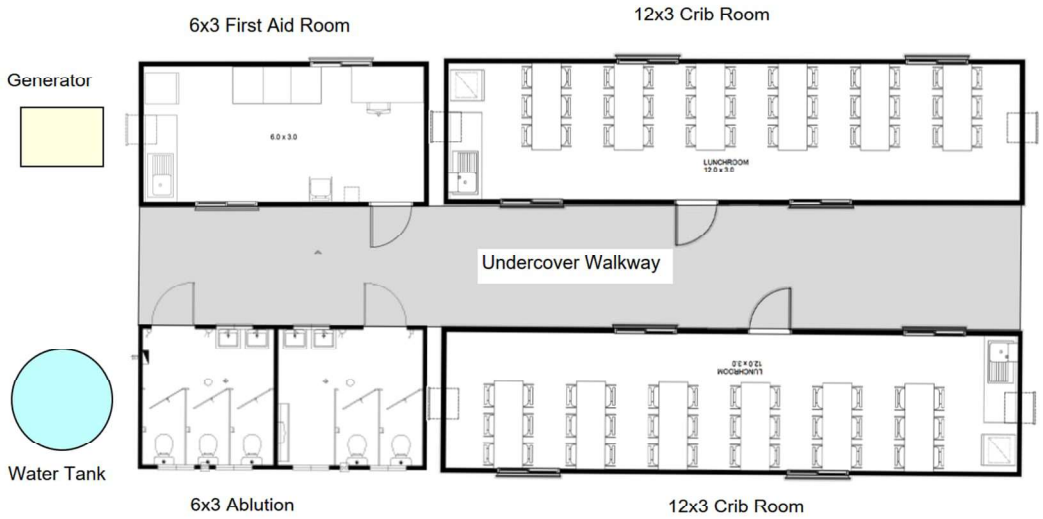


**Figure 5 - Watsonia Bridge Construction Compound - Indicative Floor Plan**


**Figure 6 - Compound Location**

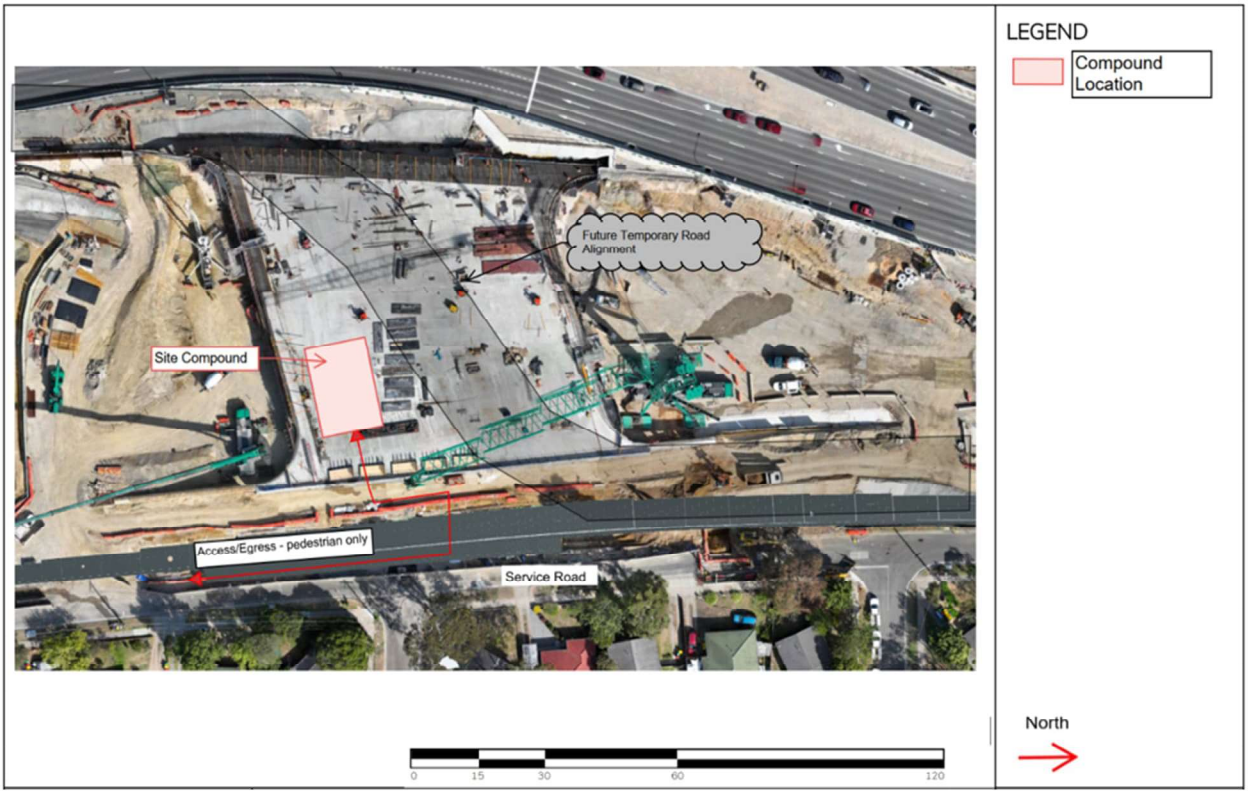


**Figure 7 - Pedestrian Access / Egress via Service Road**

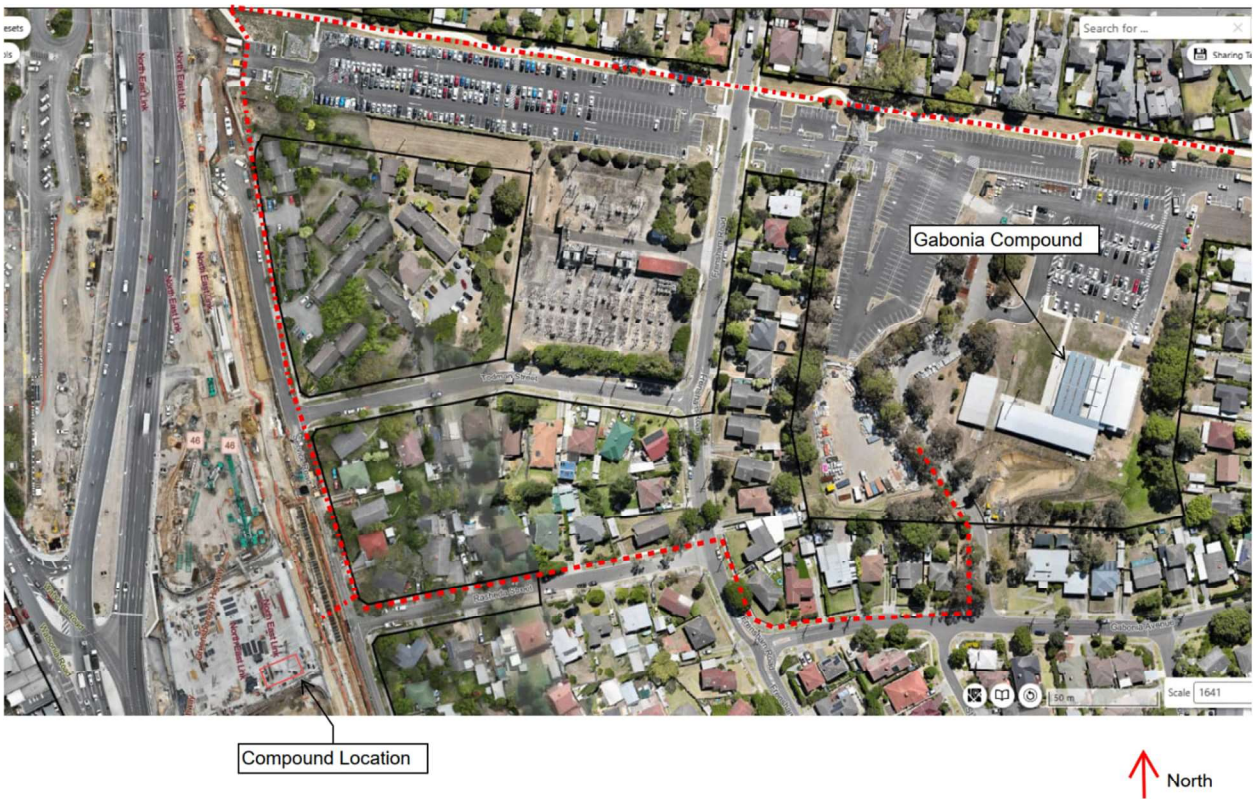


**Figure 8 - Pedestrian access to and from Gabonia Compound**

# 4. Potential Impacts to Sensitive Users and Environmental Sensitivities

## 4.1 Identification of Sensitive Receptors

The closest sensitive receptor to the proposed Watsonia Bridge Compound is 75 metres away on the Service Road near Rasheda Street. In general, the location of the Compound may have impacts on the following sensitive uses and environmental sensitivities:

**Sensitive Uses:**
Residents on:

- Service Road
- Todman Street
- Rasheda Street

**Environmental Sensitivities:**

- Receiving surface water catchments
- Groundwater
- Noise pollution
- Light pollution

Figure 9 shows the compound location in relation to the surrounding area, sensitive uses and environmental sensitivities.

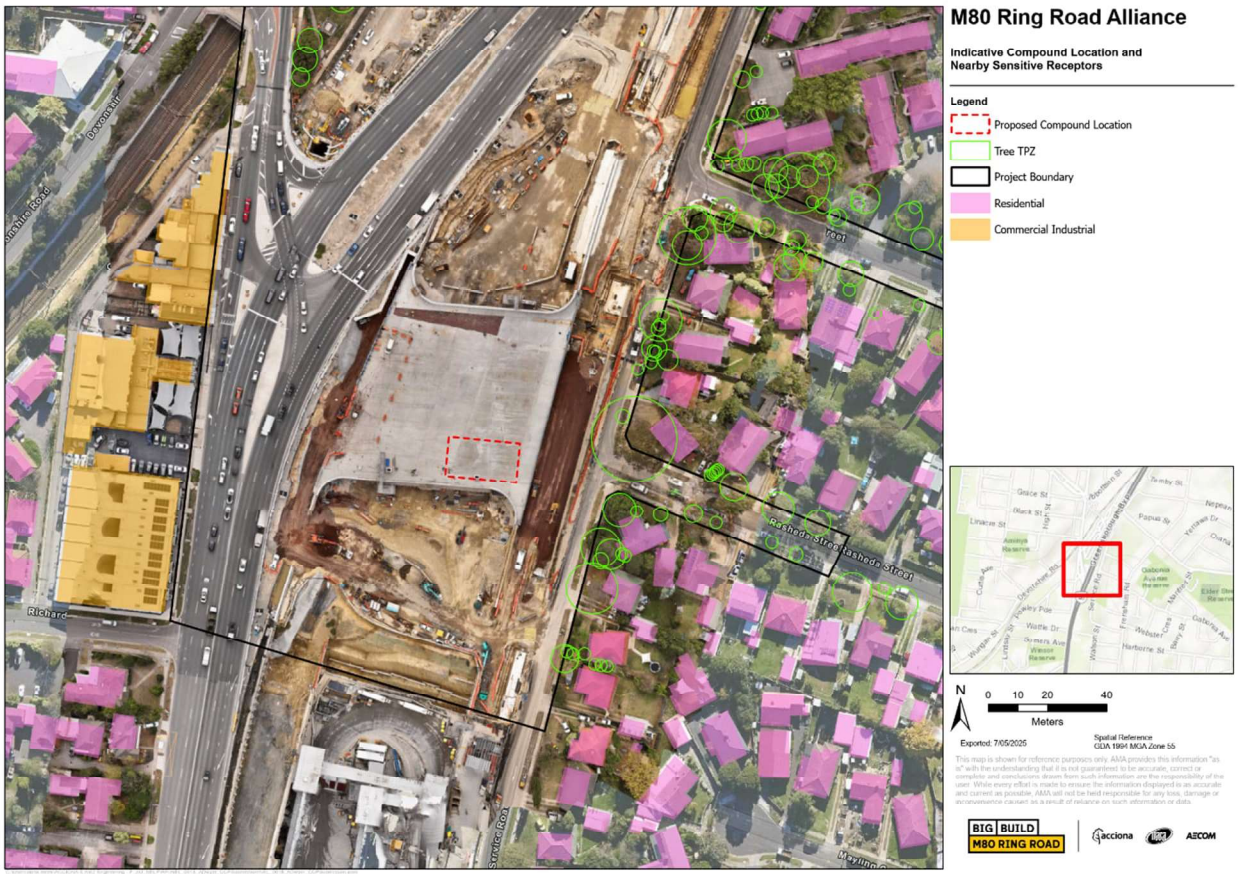


**Figure 9 - Compound location and nearby sensitive receptors**

## 4.2 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.

## 4.3 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 Watsonia Bridge 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.
- 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 Watsonia Bridge Compound. 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 zone-specific Worksite Environmental Management Plan (WEMP) covering the Compound operations that forms part of the M80RRA Environmental Management System as described in Section 8.

An assessment of potential risks associated with each of the activities that will occur on site identified some key environmental sensitivities. These include potential impacts on air quality, surface water, noise and traffic generation. Specific control measures to further mitigate these risks are discussed in Section 5.

**Table 4 - Design and siting measures to reduce Sensitive Uses and Environmental Impacts**

| 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:**<br>• **Service Road**<br>• **Todman Street**<br>• **Rasheda Street** | Establishment works: installing crib sheds and other ancillary facilities | Noise from mechanical equipment, plant including generator disturbing residents | Medium | NV 3<br>NV4 | • Noise assessments to inform noise design controls and noise mitigation measures.<br>• Standard daytime working hours for site establishment works. | Construction Noise and Vibration Management Plan | Low |
| | | Impact on quality of visual aspect for residents adjacent to Compound | Medium | LV2 | Minimise visual impacts and overshadowing to residents by:<br>• Moving mobile plant, equipment and material away from these sensitive areas where practicable.<br>• Single story facility to minimise visual impacts to neighbours<br>• The design and siting of buildings and structures to minimise overshadowing | CEMP | Low |
| | | Light spill onto sensitive receivers | Medium | LV3 | Directional lighting away from sensitive receivers<br>The site is limited to pedestrian access only | CEMP | 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 |
|---|---|---|---|---|---|---|---|
| | | | | | removing the light spill from construction vehicles | | |
| **Noise and Vibration** | Movement of onsite staff (including access/egress) | Noise from the workforce disturbing residents near the Compound | Medium | NV3<br>NV4 | The operation of the compound will be during standard working hours as per Section 3.2.3.<br>Standard pre-start location at Gabonia Construction Compound<br>No vehicle access or on site parking, pedestrian access only. | Construction Noise and Vibration Management Plan | Low |
| | Working outside of standard hours | Noise from onsite work crews disturbing residents | High | NV3<br>NV4 | Works will occur outside of standard hours in accordance with Section 3.2.3, with all unavoidable works subject to the Unavoidable works notification process approved by the IEA.<br>Noise monitoring of works. | Construction Noise and Vibration Management Plan | Medium |
| | | Artificial lighting disturbing residents adjacent to Compound | Medium | LV3 | Temporary lighting will be installed and directed away from sensitive receivers. | CEMP Light procedures | Low |
| **Surface water quality and flooding** | Storage of hazardous materials | Sediment or contaminated runoff, during rainfall events or other discharges of contaminated water entering | Medium | SW1<br>SW3<br>SW4 | • Choice of site on an existing work area minimises additional risks to surface water. | 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 |
|---|---|---|---|---|---|---|---|
| | Stormwater retention<br>Liquid spills | waterways resulting in harm to aquatic flora and fauna. | | SW5<br>SW6<br>SW7<br>CL1<br>CL5 | • Hazardous materials will be stored as per the WEMP | Flood Emergency Management Plan<br>Worksite Environmental Management Plan<br>Spoil Management Plan | |
| **Groundwater** | Liquid spills | Localised groundwater contamination causing detrimental changes in groundwater quality resulting in ecology or community impacts. | Low | CL5<br>SW1<br>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.<br>• Groundwater monitoring program. | Groundwater Management Plan. | Low |
| **Flora and Fauna** | Liquid spill | Discharge of contaminated water impacting waterways resulting in harm to aquatic flora and fauna | Low | CL5<br>FF1<br>FF4<br>SW1<br>SW3<br>SW4 | • 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 | Spoil Management Plan<br>CEMP procedures<br>Flora and Fauna 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 |
|---|---|---|---|---|---|---|---|
| | | | | SW5 | • Positioning of onsite spill control equipment in proximity to high spill risk locations (e.g. close to chemical storages and designated refuelling areas).<br>• Surface water monitoring program. | Surface Water Management Plan | |
| | Compound use at night | Artificial lighting disturbing local fauna | Low | LV3 | Light spill will be minimised by the design of lighting directivity. | CEMP Light procedures | Low |

## 4.4 Flood Risk and Impacts

The Surface Water Management Plan (NEL-NTH-NNA-3990-EEE-MPL-0012) (SWMP) has been developed to manage the potential impacts that construction activities may have on the key surface water features and flooding regime on the Project. In addition to this, the Flood Emergency Management Plan (FEMP) (NEL-NTH-NNA-3990-EEE-MPL-0011) has also been prepared to determine the management measures in the event of flood risk.

### 4.4.1 Flood management

The Project objective of managing flood-prone areas is to protect water catchment values, surface water hydrology and floodways. 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 Watsonia Station Drain with management and mitigation measures incorporated into the works as required, to:
  - Maintain existing flood conditions for each receiving drainage or waterway system.
- Maintain functional capacity of floodplains.

The proposed location for the temporary compound intersects the edge of a Special Building Overlay, however the project works have already changed the landform in this location. As the compound is being erected on a bridge, the risk of flooding is low. The compound itself will not alter flood paths or contribute to any flood risk. The compound location is not within a Land Subject to Inundation Overlay (LSIO) or Flood Overlay.

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 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 which will also include any mitigation measures that need to be put in place during construction to reduce flood risk.

Key flood planning actions will be addressed in the zone specific WEMP.

# 5. Environmental Controls

From the environmental risk assessment and EPR compliance assessment discussed in Section 4, some aspects of the compound have potential environmental impacts. Noise generated by the use of the compound during operation has been identified as the highest risk. This potential risk and its 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 zone specific WEMP covering the Compound operations that forms part of the M80RRA Environmental Management System as described in Section 8.

**Table 5 - Control Measures**

| **Potential Risk** | Relevant EPRs | Control Measures |
|---|---|---|
| **Noise** | | |
| Noise from onsite work crews, plant and equipment disturbing residents. | NV3<br>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.<br>• The CNVMP provides guidance to inform the definitive noise requirements, unavoidable works process, and the management and mitigation measures in the WEMP.<br>• The Watsonia Bridge Compound site establishment works will be completed within the scheduled normal working hours avoiding nighttime activity.<br>• Removal of onsite parking and access/egress for vehicles. Gabonia Construction Compound to be utilitsed for workforce parking and prestart.<br>• 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 if 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.<br>• 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.<br>• Unattended noise monitoring may be undertaken for works outside standard construction hours. Monitoring will check on noise in the direction of representative sensitive receiver locations and the activities occurring within the Compound. |

# 6. Demobilisation and Restoration

The Watsonia Road bridge site compound is required for approximately a 15-month period. The site will be demobilised prior to the Phase 6 Traffic Staging (August - September 2026). As the compound footprint is within permanent works area, the area will be handed back in accordance with the approved Urban Design Landscape Plan. Figure 10 shows an indicative visualisation of the site at project completion.

Where temporary materials and debris from the compound will be removed from the site, options to reuse or recycle materials will be considered.

**Figure 10 - Indicative visualisation of the Watsonia Road Landscaped Bridge**

# 7. Communication Strategy

## 7.1 Community Consultation

A period of 10 working days was set for community consultation for the compound, from Monday 17 February to Wednesday 5 March 2025.

During this time, 70 properties on Service Road, Frensham Road, Todman Street and Rasheda Street were issued letters outlining details of the proposed construction compound and inviting residents to contact the project team to arrange a meeting to discuss proposed construction compound planning. This was to ascertain whether the wider community had any concerns or questions about the proposed construction compound.

An additional 30 properties along Service Road were door knocked, again to initiate overview discussions of construction compound planning. Discussions centred around the proposed location of the compound as well as proposed compound operations and impact mitigation strategies. These identified 30 properties are closest to the site for the proposed compound and are within 50 metres of the Interface works area.

## 7.2 Community Contact points

Door knocks were conducted and 1:1 meetings were offered to residents within the engagement area, as shown in Figure 11. This area includes all properties within 50 meters of the proposed compound including proximity to access/egress routes. During the door knocks, information was provided verbally along with a letter which included an indicative site plan provided 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.

Additionally, letters were delivered to all residential properties within the broader area of the proposed compound - referred to as the notification area, shown in Figure 11. These letters included details about the proposed compound and invited residents to raise any questions or concerns, see Appendix B

The following information has been provided to the local community, including adjacent landowners and stakeholders, as part of community consultation undertaken:
To support the Ring Road Completion activities the proposed compound would be in the Project Land within the Interface work zone between Greensborough Highway and Service Road in Watsonia. The compound will be contained within an existing worksite with construction vehicles and equipment moving about regularly Mondays to Saturdays, mostly during daytime hours via Greensborough Highway. The compound, however, may be required to be operational for 24 hours during some periods of construction. The compound will contain offices, amenities, and facilities required for employees at the compound.

In addition to consultation with sensitive receptors and land users, the following key stakeholders were advised of plans for the construction compound in regular meetings: Banyule City Council, Department of Transport and Planning (DTP), Department of Families Fairness and Housing (DFFH). An overview of the community consultation undertaken on the CCP will be provided to the project's Community Liaison Group and Business Liaison Group.

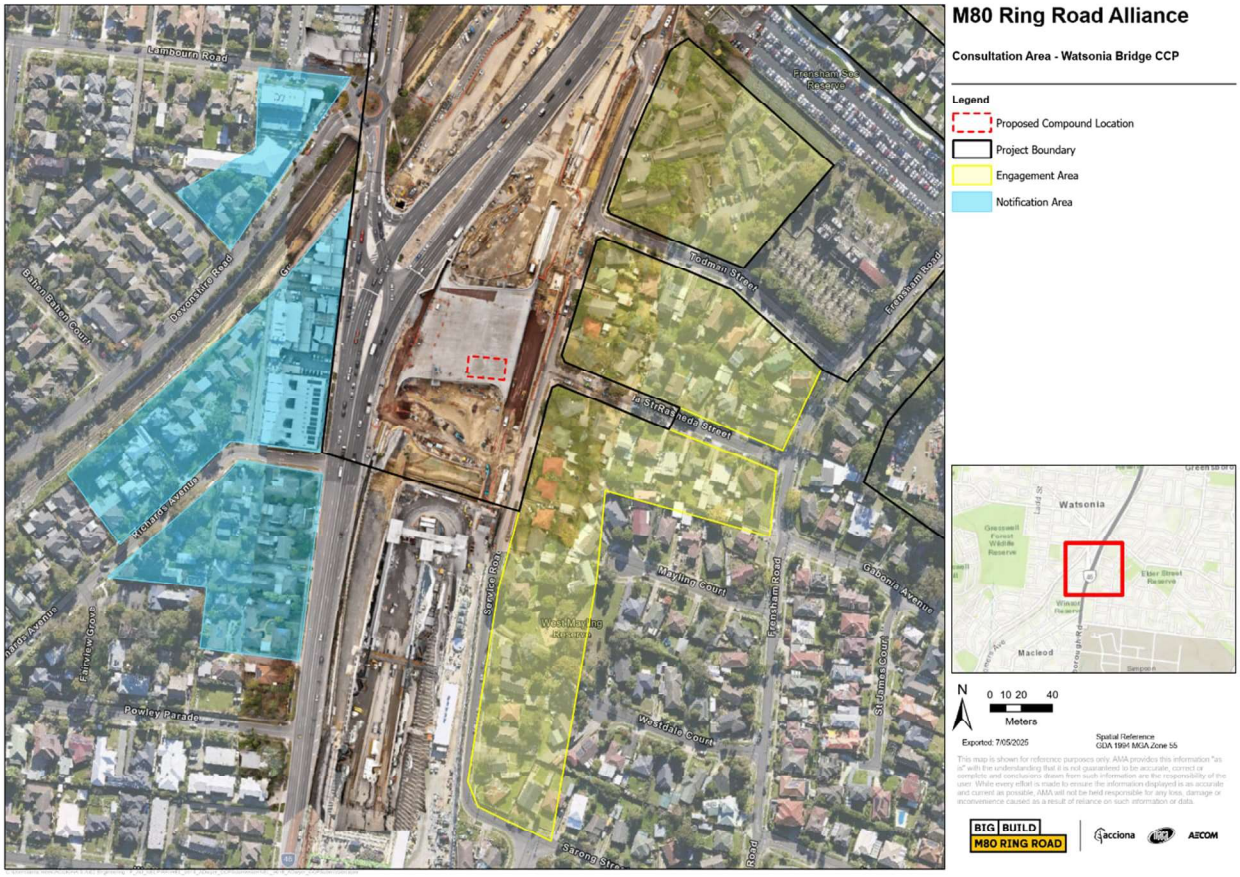


**Figure 11 - Consultation Area**

## 7.3 Enquiry and Complaints Management

Stakeholders and residents can speak with members of the project team by contacting the project's 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.

Table 6 below summarises the approach to managing community and stakeholder engagement requirements that align with EPR EMF4 Complaints Management System.

**Table 6 - Approach to managing community and stakeholder engagement**

| Expectation | How M80RRA will meet the Expectations (minimum requirements) | Responsible Person (Key Contributor) | Deliverables |
|---|---|---|---|
| Enquiries and complaints are recorded, acknowledged, and resolved in a timely manner as per 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.<br>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.<br>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<br>Communications and Stakeholder Relations Team<br>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:<br>Consultation Manager will be the on-line database used to record details of all complaints and<br>enquiries. At a minimum the following information<br>will be recorded:<br>• Interactions via the Big Build Call Centre<br>• Interactions via the project email address<br>• Interactions received via the project webpage<br>• In person interactions<br>• Interactions via all other means.<br>M80RRA will resolve all complaints and enquiries relating to project works and works planning as quickly as possible, consistent with the timeframes outlined below:<br>• Big Build Contact Centre/direct phone call: | Communications and Stakeholder Relations Lead<br>Communications and Stakeholder Relations Team<br>Functional Manager(s) | MRPV enquiry and complaints procedures adhered to.<br>Monthly report of all enquiries and complaints.<br>Up to date maintenance of all data in Consultation Manager. |

| | | | |
|---|---|---|---|
| | • Two hours (urgent matters)<br>• Five business days (non-urgent matters)<br><br>Email/website enquiry:<br>• Two hours (urgent matters)<br>• Five business days (non-urgent matters).<br><br>Letters:<br><br>Five business days<br>A summary of complaints and enquiries received, including information on any current and emerging issues will be included into 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:<br>(1) name/s (where provided);<br>(2) contact details (where provided);<br>(3) time and date of enquiry;<br>(4) nature of enquiry; and<br>(5) response provided.<br><br>M80RRA will notify MRPV within 30 minutes of receiving or becoming aware of any:<br>• enquiries or complaints from media, Members of Parliament (their officers or advisors) or council representatives<br>• enquiries that may affect the project's reputation.<br><br>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 12) 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 adjusting as required to improve environmental outcomes.


**Figure 12 - Environmental Management System (EMS)**

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 Environmental Management Plan

The M80RRA 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 WEMP.

## 8.4 Worksite Environmental Management Plan

The WEMP will cover the construction compound and the relevant construction activities that are supported by the construction compound. Implementation of the WEMP 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.

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 |
| **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**<br>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**<br>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).<br>The Environmental Strategy, CEMP, WEMPs and OEMP must be developed in consultation with relevant stakeholders as listed in the EMF and as required by MRPV or under any statutory approvals.<br>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.<br>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**<br>Appoint an Independent Environmental Auditor (IEA) to:<br>• Review the Environmental Strategy, CEMP, WEMPs, OEMP and other plans required by the EPRs for compliance with the EMF and the EPRs<br>• 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.<br>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.<br>Audits must occur during construction and for five years after opening of North East Link, or as otherwise agreed with the Minister for Planning. | MRPV will appoint the IEA for review and verification activities for Alliance documentation and performance.<br>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. |

| | | |
|---|---|---|
| | 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**<br>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.<br>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**<br>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**<br>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:<br>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<br>Identify the main sources of dust and airborne pollutants, and the location of sensitive land uses relevant to each construction area<br>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<br>Describe the air quality triggers for investigation, the mitigation measures, and the processes for implementing appropriate controls. | 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 construction compound will adhere to the management plan.<br>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 |
| B1 | **Business disruption mitigation plan** | The M80RRA Business Disruption Mitigation Plan will be prepared applying to businesses |

| | | |
|---|---|---|
| | 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. | within the scope of the North Freeway Package.<br><br>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**<br><br>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.<br><br>As well as minimising impacts above, temporary occupation of sites for construction must:<br><br>• Minimise impacts on the viability of nearby businesses<br><br>Minimise adverse amenity impacts on views and amenity experience from nearby businesses<br><br>• Minimise significant increases in travel time from residential areas to businesses and shopping precincts including Watsonia Village<br><br>• Not reduce car parking available to shoppers and traders in shopping areas including Watsonia Village.<br><br>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. | The Transport Management Plan (as per EPR T2) outlines approach to construction vehicle movements and parking.<br><br>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.<br><br>Further details on the justification of Compound selection are provided in section 2. |
| CL1 | **Implement a Spoil Management Plan**<br><br>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: | 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. |

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| | Complying with applicable regulatory requirements<br>• 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<br>Identifying the nature and extent of spoil (clean fill and contaminated spoil)<br>Identifying, in consultation with the waste industry, the capacity for contaminated spoil material to be treated and/or disposed<br>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<br>• Design and management of temporary stockpile areas<br>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)<br>Transport of spoil along appropriate roads with reference to the transport management plan(s) required by EPR T2<br>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<br>• statements detailing monitoring and reporting requirements<br>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:<br>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<br>○ Maintenance of the cover<br>○ Identification of the nature and depth of the contaminants | The Spoil Management Plan will provide the site specific soil management guidance and requirements in the WEMP for the Compound.<br>The Transport Management Plan will outline on-road traffic management requirements for spoil haulage (in accordance with EPR T2). |

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| | Mitigating impacts during sub-surface works in those areas, eg drilling and excavation<br>• Monitoring and reporting<br>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<br>• Application of the *Environment Protection Act 1917* waste management hierarchy, including:<br>Ongoing identification and, where practicable, adoption of options for the re-use of spoil<br>○ Identification of options for management of spoil<br>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<br>• 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. | |
| CL2 | **Minimise impacts from disturbance of acid sulfate soil**<br>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:<br>Characterising acid sulfate soil and rock prior to excavation<br>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<br>Identifying suitable sites for re-use management or disposal of acid sulfate soil and rock<br>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.<br>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.<br>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**<br>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: | Potential for odour impacts is not expected from onsite activities and spoil management within the Compound. |

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| | Identifying the areas of contamination that may pose an odour risk<br>Monitoring of the excavated material for possible odour risk<br>• Management measures to minimise odour. | |
| CL4 | **Minimise risks from vapour and ground gas intrusion**<br>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.<br>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:<br>• Securing of the excavation and stockpile area from the public and signage warning of open excavations<br>Monitoring of vapours and odours while excavations are open and stockpiles remain onsite<br>• Mitigation measures to prevent fugitive releases of vapours and gasses during construction. | Potential for vapour risk from ground gas intrusion is not expected from onsite activities and spoil management within the Compound. |
| CL5 | **Manage chemicals, fuels and hazardous materials**<br>The CEMP and OEMP must include requirements for management of chemicals, fuels and hazardous materials including:<br>Minimise chemical and fuel storage on site and store hazardous materials and dangerous goods in accordance with the relevant guidelines and requirements<br>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<br>• Develop and implement management measures for hazardous materials and dangerous substances, including:<br>Creating and maintaining a dangerous goods register<br>Disposing of any hazardous materials, including asbestos, in accordance with regulations and relevant guidelines<br>○ Implementing requirements for the installation of bunds and precautions to reduce the risk of spills<br>• 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.<br>Procedures include contingency and emergency response measures for fuel and chemical spills.<br>Site specific management of chemicals, fuels and hazardous materials will be outlined in the WEMP.<br>The siting of storage areas and isolation of these materials will further mitigate potentials risks and impacts.<br>The CEMP provides links to procedures for contingency and emergency response. |
| FF1 | **Avoid and minimise impacts on fauna and flora** | The M80RRA Flora and Fauna Management Plan (FFMP) forms part of the CEMP that |

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| | The CEMP must include requirements and methods for avoiding, or where avoidance is not feasible minimising to the greatest extent reasonably possible, for:<br>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<br>Complying with the *Fisheries Act 1995*<br>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<br>• Prepare a Kangaroo Management Plan for the project interface with Simpson Barracks and for the M80 interchange in consultation with DELWP<br>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.<br>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.<br>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.<br>The CEMP must be prepared in consultation with relevant land managers.<br>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. | outlines the flora and fauna management requirements for the Project, including and obtaining permits where applicable.<br>Site specific flora and fauna management guidance informed by site specific arboricultural and ecological reports, will be outlined in the WEMP for the Compound.<br>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 |
| FF3 | **Avoid introduction or spread of weeds and pathogens**<br>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**<br>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.* | No vegetation present on site, no FFG permit required. |
| GW2 | **Monitor groundwater**<br>Develop and implement a pre-construction, and construction groundwater monitoring program to:<br>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 | 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 |

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| | • Calibrate the predictive model prior to commencement of construction, manage construction activities, and verify the model predictions<br><br>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.<br><br>A post-construction groundwater monitoring program must be developed and implemented to:<br><br>• 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<br><br>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.<br><br>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). | expected for the establishment of the compound.<br><br>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**<br><br>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.<br><br>The Groundwater Management Plan must include requirements and construction methods to protect groundwater quality including where appropriate, but not limited to:<br><br>Selection and use of sealing products, caulking products, lubricating products and chemical grouts during construction that will not diminish the groundwater quality<br><br>Selection and use of fluids for artificial recharge activities that will not diminish the groundwater quality<br><br>• 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.<br><br>If applicable, requirements of the M80RRA Groundwater Management Plan will inform the WEMP definitive management controls for groundwater protection. |

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| | • Design and development of drainage infrastructure that minimises clogging and maintenance risks from dissolved constituents in groundwater precipitating out of solution<br>Measures to assess, remove and dispose of contaminated groundwater and impacted soils associated with excavation and construction<br>Reinjection borefields for hydraulic control of drawdowns (or contaminated groundwater plumes)<br>• Remedial grouting.<br>The Groundwater Management Plan must include requirements and methods for management of groundwater interception during construction including where appropriate, but not limited to:<br>Identification, treatment, disposal and handling of contaminated seepage water and/or slurries including vapours in accordance with relevant legislation and guidelines<br>• Assessment of barrier/damming effects<br>• Subsidence management<br>Dewatering and potential impacts on acid sulfate soils, including both unconsolidated sediments and lithified sedimentary rock<br>• Protection of waterways and potential groundwater dependent ecosystems<br>Management of unexpected contaminated groundwater eg using treatments, hydraulic controls, grouting and exclusion methods<br>Management of possible impact to groundwater monitoring and management by third parties of existing contamination plumes<br>Contingency actions when interventions are required.<br>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**<br>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).<br>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:<br>Physical protection measures for potentially affected heritage places, structures or features as appropriate | M80RRA has incorporated the management requirements to comply with the approved Archaeological Management Plan as part of M80RRA CEMP for protection of historical heritage.<br>The Compound does not feature any direct impacts with historic heritage places. No known VHR, VHI, VO places, structures or features |

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| | 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. | have been identified in the vicinity of the compound. |
| HH2 | **Implement an Archaeological Management Plan to avoid and minimise impacts on historic archaeological sites and values**<br>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.<br>The Archaeological Management Plan must include:<br>Requirements for background historical research, excavation methodology, research design, reporting and artefact management, artefact conservation, and analysis<br>• 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**<br>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.<br>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:<br>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)<br>• A process for the acquisition of replacement land, including within the Public Acquisition Overlay or land in key strategic locations<br>• Assessment of the suitability of potential replacement land by reference to:<br>○ the location and characteristics of the land<br>○ relevant approved strategic land use plans and policies, including those within planning schemes<br>○ existing and proposed public purpose reservations<br>○ the Yarra Strategic Plan (when released), reference to the Yarra River Bulleen Land Use Framework Plan (when released) | MRPV has developed and implemented a Public Open Space Relocation and Replacement Plan.<br>M80RRA will support the State by providing relevant information as required for implementation of the plan by MRPV. |

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| | 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)<br><br>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.<br><br>• 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.<br><br>Note:<br><br>* 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**<br><br>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.*<br><br>Design of acoustic sheds used during construction, to contribute to the image and identity of the area.<br><br>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.<br><br>Implement landscaping enhancement including early tree planting (with reference to EPR AR3 as part of permanent works) prior to construction works commencing, where practicable.<br><br>* 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 Watsonia Bridge 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. |
| LV3 | **Minimise construction lighting impacts**<br><br>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. | 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 |
| NV3 | **Minimise construction noise impacts to sensitive receptors** | The M80RRA Construction Noise and Vibration Management Plan (CNVMP) outlines the |

Construction noise and vibration must be managed in accordance with the. Construction Noise and Vibration Management Plan (CNVMP) required by EPR NV4.

Non-residential sensitive receptors

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.

| **Land use** | **Construction noise management level, LAeq (15 min) applies when properties are in use** |
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| 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<br>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** |

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 zone specific WEMP covering the Compound.

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| Industrial premises | **External noise level 75 dB(A)** |
| Offices, retail outlets | **External noise level 70 dB(A)** |
| **Other noise sensitive land uses as identified in AS/NZS 2107:2016** | **Refer to the noise levels in AS/NZS 2107:2016** |

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.

| **Time of day** | **Construction noise guideline targets** |
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| Normal working hours:<br>7 am – 6 pm Monday to Friday<br>7 am – 1 pm Saturday | **Noise affected: Background LA90+10 dB**<br>**Highly noise affected: 75 dB(A)**<br>**Source: NSW Interim Construction Noise Guideline (ICNG) Chapter 4.1.1 Table 2**<br>**The noise affected level represents the point above which there may be some community reaction to noise**<br>**The highly noise affected level represents the point above which there may be strong community reaction to noise.** |
| Weekend/evening work hours:<br>6 pm – 10 pm Monday to Friday<br>1 pm – 10 pm Saturday<br>7 am – 10 pm Sunday and public holidays | **Noise level at any residential premises not to exceed background noise (LA90) by:**<br>**10 dB(A) or more for up to 18 months**<br>**5 dB(A) or more after 18 months Source: EPA Publication 1254 Section 2** |
| **Night period:** | **Noise inaudible within a habitable room of any residential premises** |

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| | **10 pm – 7 am Monday to Sunday** **Source: EPA Publication 1254 Section 2 and EPA Publication 480 Section 5**<br>Note:<br>* Where any reference is made to the rating background level (RBL) or background LA90; the 'average background':<br>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<br>○ over the assessment period as per Victorian noise policy practices is to be used. This applies to all receptors and all time periods.<br>** In relation to sensitive receptors, the construction noise guideline targets apply to construction works and construction compounds.<br>*** Consultation with affected schools should be undertaken to designate the most sensitive areas where teaching occurs within school grounds.<br>Unavoidable Works<br>Unavoidable Works must be verified by the Independent Environmental Auditor for each instance they are undertaken, as per EPR NV4 and include the following:<br>The delivery of oversized plant or structures that police or other authorities determine require special arrangements to transport along public roads<br>• Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm<br>• Maintenance and repair of public infrastructure where disruption to essential services and/or considerations of worker safety do not allow work within standard hours<br>Tunnelling works including mined excavation elements and the activities that are required to support tunnelling works (ie spoil treatment facilities)<br>• Road and rail occupations or works that would cause a major traffic hazard<br>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**<br>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): | The M80RRA CNVMP outlines the modelling and monitoring processes, and controls to mitigate noise and vibration impacts on sensitive receptors. |

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| | • Identification and assessment of noise and vibration sensitive receptors along the project alignment, including but not limited to:<br>habitat for listed threatened fauna likely to be impacted by the project (refer to EPR FF8)<br>○ buildings used for shop, gallery, commercial, office or industrial purposes including Bulleen Art and Garden and the Heide Museum of Modern Art<br>○ school buildings and school grounds<br>○ Residential buildings<br>• Construction noise and vibration targets as per EPRs NV3, NV5, NV8, NV9, NV10, NV11 and NV12, including any details of conversions between alternative metrics<br>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<br>• How construction noise (including truck haulage) and vibration would be minimised (see EPR T2)<br>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<br>• 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)<br>• 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)<br>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)<br>• Measures to ensure effective monitoring of noise and vibration associated with construction with consideration to the construction noise and vibration targets<br>Measures to minimise noise and vibration impacts from temporary traffic diversions and altered access to parking facilities<br>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 | Vibration is not expected to be generated from Compound activities to impact adjacent sensitive land uses.<br>The CNVMP provides the guidance to inform the definitive noise requirements, unavoidable works process, and the management and mitigation measures in the WEMP. |

<table>
<tr><td></td><td>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<br><br>• 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.<br><br>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.<br><br>Note:<br><br>*The CNVMP applies to construction works and construction compounds.</td><td></td></tr>
<tr><td>NV8</td><td>Minimise construction vibration impacts on amenity<br><br>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.).<br><br><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>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><br>Notes</td><td>The M80RRA CNVMP outlines the processes, and controls to mitigate vibration impacts on sensitive receptors if applicable.<br><br>Vibration is not expected to be generated from Compound activities to impact adjacent sensitive land uses.<br><br>The CNVMP provides the guidance to inform the definitive vibration requirements and the management and mitigation measures in the WEMP, if applicable.</td></tr>
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| | 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.<br>2. The Vibration Dose Values may be converted to Peak Particle Velocities within a noise and vibration construction management plan.<br>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. | |
| SC1 | **Reduce community disruption and adverse amenity impacts**<br>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. | The activities within the Compound will be undertaken as per WEMP informed by the CEMP and EPR-related management plans to reduce community disruption and adverse amenity impacts. |
| SC2 | **Minimise and manage impacts of land acquisition and occupation**<br>Where private land is to be permanently acquired or temporarily occupied, the project must:<br>• Minimise the extent of the acquisition or the extent or duration of the occupation<br>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<br>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<br>Consider the relative vulnerability and special needs of land owners and occupants<br>Communicate likely timing and steps to be taken including updates as relevant<br>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.<br>Where public land is to be permanently acquired or temporarily occupied, the project will:<br>• Minimise the extent of the acquisition or the extent or duration of the occupation<br>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<br>• Endeavour to reach agreement with the land manager on the terms for possession of the land | No land acquisition required for compound, within permanent works design footprint. |

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| | 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<br><br>In the case of public land used for formal active recreation, ensure that impacts are minimised in accordance with SC5. | |
| SC3 | **Implement a Communications and Community Engagement Plan**<br><br>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:<br><br>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<br><br>• Approach to stakeholder identification<br><br>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<br><br>• Approach to communicating and engaging with the community and potentially affected stakeholders in relation to:<br><br>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)<br><br>Changes to transport conditions and relevant mitigation (eg road closures, detours)<br><br>Timelines and an outline of works that will affect particular local areas, to be updated to reflect current and anticipated conditions<br><br>Identifying how stakeholders can access information on environmental performance that is to be made publicly available<br><br>Incident and emergency communications, including notification methods and timeframes in the event of a major incident or overrun<br><br>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.<br><br>• 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<br><br>Approach to engaging with local schools to ascertain safety requirements (including evacuation procedures) and to provide education opportunities on project activities | The M80RRA Communication and Community Engagement Plan (CCEP) will apply to engage the community and potentially affected stakeholders and communicate progress of construction activities, and manage potential for complaints. Further details on community consultation are described in Section 7. |

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| | • 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<br>• How it will evaluate the effectiveness of the communication and engagement under the Communications and Community Engagement Plan.<br>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):<br>• Municipal councils<br>• Recreation, sporting clubs and community groups<br>• Schools and other educational institutions<br>• Potentially affected residents and property owners<br>• Potentially affected business<br>• Other public facilities in proximity<br>• Religious and worship groups<br>• Vulnerable groups<br>• Traditional owners<br>• Public transport users. | |
| SC5 | **Minimise impacts of displacement of formal active recreation facilities**<br>The project must be designed and delivered to minimise displacement of formal active recreation facilities including facilities on private land such as schools.<br>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).<br>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:<br>seek to relocate all formal active recreation facilities to reasonable relocation sites to the extent possible before existing facilities are discontinued | No displacement of recreation activities from compound |

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| | • document measures to be provided by the Proponent to provide reasonable replacement facilities at all relocation sites<br>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<br>• 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**<br>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. | No displacement of recreation activities from compound |
| SW1 | **Discharges and runoff to meet State Environment Protection Policy (Waters)**<br>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**<br>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.<br>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**<br>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.<br>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. | Management surface water discharges, monitoring and runoff associated with Compound activities will comply with requirements as documented in the M80RRA SWMP.<br>M80RRA will develop and implement a surface water monitoring program to assess surface water quality in multiple locations at suitable |

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| | 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). | 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**<br>Develop and implement a Surface Water Management Plan, in consultation with EPA Victoria, for construction that sets out requirements and methods for:<br>• 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<br>• Maintaining the key hydrologic and hydraulic functionality and reliability of existing flow paths, drainage lines and floodplain storage<br>Retain existing flow characteristics to maintain waterway stability downstream of construction<br>• 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<br>• Works scheduling to reduce flood related risks<br>Bunding of significant excavations including tunnel portals and interchanges to an appropriate level during the construction phase<br>Protecting against the risk of contaminated discharge to waterways when working in close proximity to potential pollutant sources (eg landfill or sewer infrastructure)<br>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. | 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. |
| SW6 | **Minimise risk from changes to flood levels, flows and velocities**<br>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). | The M80RRA Flood Emergency Management Plan will be implemented for construction as a Sub-Plan to the CEMP.<br>Flood modelling to inform design for permanent infrastructure located within |

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| | 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).<br><br>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. | floodplains. Further information on flooding regime is discussed in Section 5. |
| SW7 | **Develop flood emergency management plans**<br><br>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**<br><br>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. | NA |
| SCC1 | **Implement a Sustainability Management Plan**<br><br>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**<br><br>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: | 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. |

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| | 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)<br>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)<br>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<br>• 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. | |
| SCC4 | **Minimise and appropriately manage waste**<br>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:<br>• Litter management<br>Construction and demolition wastes including, but not limited to, washing residues, slurries and contaminated water<br>• Organic wastes<br>• Inert solid wastes. | The M80RRA Sustainability Management Plan will outline the requirements and management measures for implementation of waste management in accordance with the waste minimisation hierarchy for waste avoidance, and then the highest possible percentage of waste being reused or recycled. |
| SCC5 | **Minimise potable water consumption**<br>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)**<br>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.<br>The TMP must be informed and supported by an appropriate level of transport modelling and must include:<br>Requirements for maintaining transport capacity for all travel modes in the peak demand periods<br>• Requirements for limiting the amount of construction haulage during the peak demand periods<br>• A monitoring program to assess the effectiveness of the TMPs on all modes of transport | 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.<br>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 |

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| | Where monitoring identifies adverse impacts, implement practicable and appropriate mitigation measures<br>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<br>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<br>Suitable measures, developed in consultation with emergency services, to ensure emergency service access is not inhibited as a result of project construction activities<br>Provision of alternative parking where practicable to replace public, private and commuter parking lost as a result of project construction activities<br>Requirements to minimise impacts on local streets, community and commercial facilities by providing parking for construction workers at construction compounds where practicable<br>• Measures to ensure connectivity and safety for all transport network users during construction<br>• Measures to limit the extent of road closures<br>• Consultation with the Department of Transport, relevant transportation authorities and relevant local Councils.<br>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.<br>TMPs must be submitted to the relevant authority for approval. | environment safe and limit impact to nearby sensitive receptors. |

# Appendix B – Letter to Residents

19/02/2025

Dear Resident,

## We'd like to hear your feedback on our proposed site compound in Watsonia

We're completing the M80 Ring Road in Greensborough including a seamless connection to North East Link tunnels.

Major construction is underway along Greensborough Highway between Grimshaw Street and Watsonia Road. We've made considerable progress establishing worksites, relocating utility services, and are now building bridges and retaining walls to aid construction of the M80 Ring Road into the North East Link tunnels.

To continue works on the new Watsonia Road landscaped bridge and retaining walls, a temporary site compound setup is proposed to be located within the existing works area between Service Road and Greensborough Highway in Watsonia.

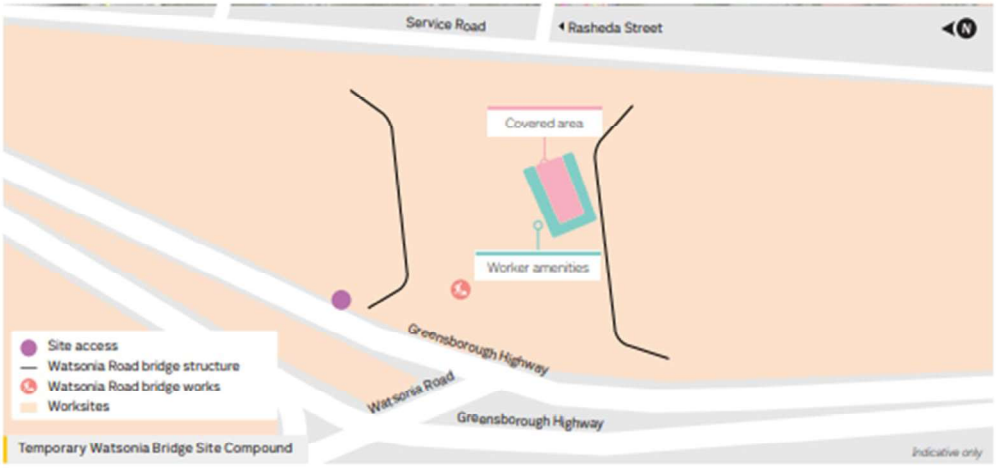
The site compound is designed to minimise noise, dust, and visual impacts. This facility will include worker amenities and will be used for meetings and storing materials and equipment for delivery to and from worksites.

To reduce traffic to the local area, shuttle buses will transport workers to and from the proposed site compound via a gated entrance on Greensborough Highway.

The proposed hours of operation are 7am to 6pm, Monday to Friday, and 7am to 1pm on Saturdays. Should the site compound occasionally need to operate at night or during weekends, we'll provide advance notice with more details. The facility is planned to begin operation in May 2025 and will be in use for approximately two years.

**Share your questions about the proposed site compound**

We invite you to share your feedback on the proposed site compound from **Tuesday, 18 February, to Tuesday, 4 March**. Got questions or want to discuss the proposal in detail? Call us on **1800 105 105** to schedule a meeting.




**bigbuild.vic.gov.au/roads**

1800 105 105 (call anytime)
contact@bigbuild.vic.gov.au

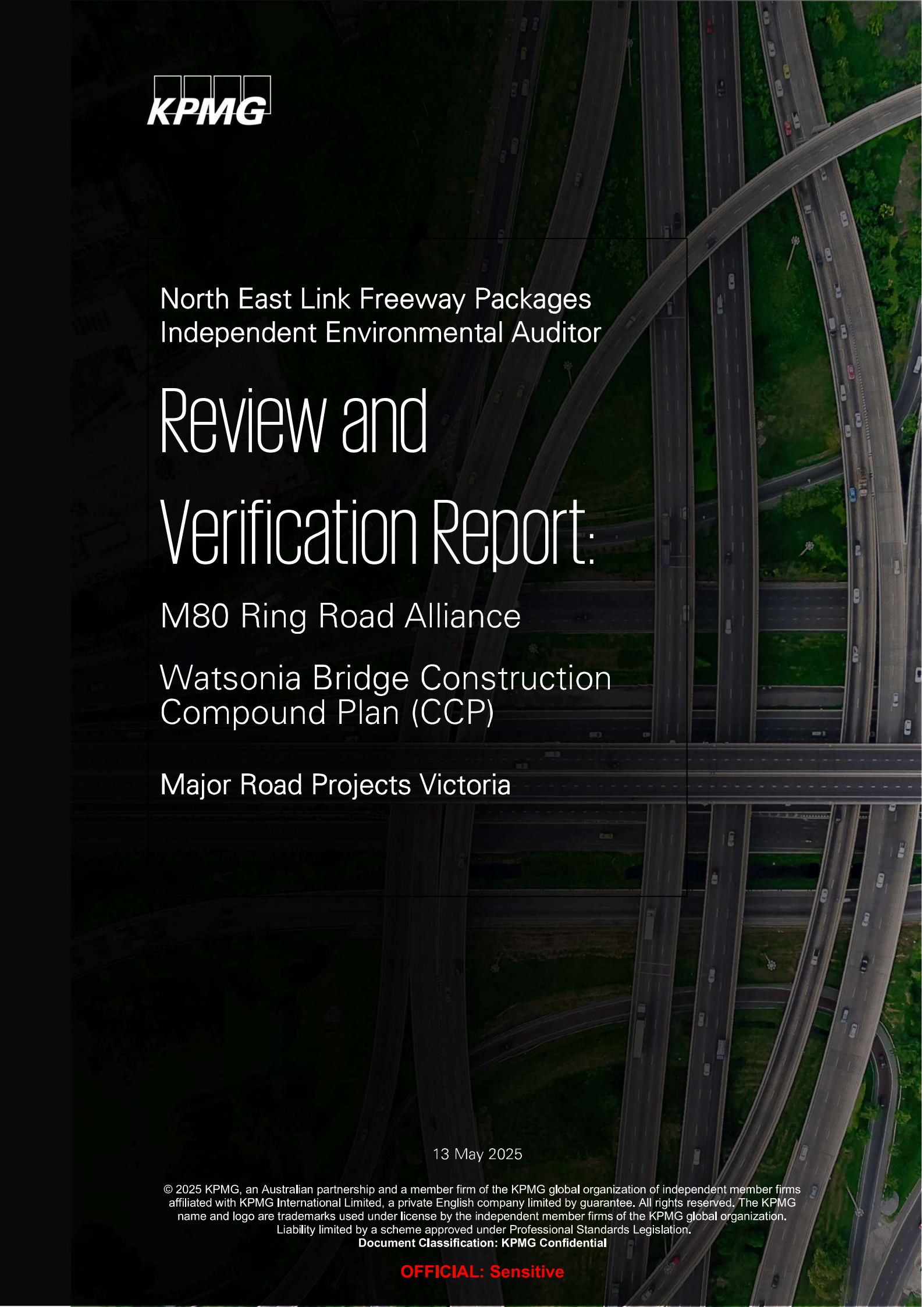
For languages other than English please call 9209 0147

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

Australian Government
BUILDING AUSTRALIA

VICTORIA
State Government

# Appendix C - IEA Review and Verification of CCP



North East Link Freeway Packages
Independent Environmental Auditor

# Review and Verification Report:

## M80 Ring Road Alliance

## Watsonia Bridge Construction Compound Plan (CCP)

Major Road Projects Victoria

13 May 2025

# Document review and approval

| Revision | Revision Detail | Author | Date | Reviewed and Approved by |
|---|---|---|---|---|
| 0 | Final Report | [redacted] | 13/05/25 | [redacted] |
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# 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***

| | |
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| **Document** | Watsonia Bridge Construction Compound Plan (CCP) (Document Number: NEL-NTH-NNA-3990-EPA-PLN-0005; Revision D; Dated: 07/05/25) (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 |

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| | MACA Civil Pty Ltd, which is delivering the North Freeway Package scope of works described above. |
| **Date of IEA assessment** | 03 March 2025 – 13 May 2025 |
| **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 – Watsonia Bridge 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 |
|---|---|---|---|---|
| A | Initial revision submitted to the IEA for review | 03/03/25 | 18/03/25 | N/A |
| B | Subsequent revision submitted to the IEA for review following IEA comments on Rev A | 31/03/25 | 07/04/25 | N/A |
| D | Subsequent revision submitted to the IEA for review following IEA comments on Rev B | 08/05/25 | 13/05/25 | 13/05/25 |

# 3. IEA Review Findings

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

The IEA has assessed M80 RRA's Watsonia Bridge Construction Compound Plan (CCP) (Document Number: NEL-NTH-NNA-3990-EPA-PLN-0005; Revision D; Dated: 07/05/25) 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 | No revision details provided, as received by the IEA on 03/03/25 | M80 Ring Road Completion Watsonia Interface CCP Consultation Summary (M80 Ring Road Alliance) | 03/03/25 |
| 02 | No revision details provided, as received by the IEA on 31/03/25 | M80 Ring Road Completion Watsonia Interface CCP Consultation Summary (M80 Ring Road Alliance) | 31/03/25 |
| 03 | No revision details provided, as received by the IEA on 08/05/25 | M80 Ring Road Completion Watsonia Interface CCP Consultation Summary (M80 Ring Road Alliance) | 08/05/25 |

# 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-0005

| 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-0005 | B | N/A | 01 | NEL-NTH-NNA-3990-EPA-PLN-0005 | N | Freeways IEA | Condition 4.12.2 e) of the incorporated document requires the CCP to contain demonstration that the categories of works proposed within the compounds are appropriate having regard to whether the land is flood prone, including any flood modelling where appropriate, or has any particular environmental sensitivity, and that the works will be suitably managed to address any flood risk. Section 2 of the CCP states that the compound is located within a flood prone area, although the compound is elevated above ground level on a future bridge, mitigating additional risk. Section 4.4 of the CCP states that flood modelling for the temporary works including Compound establishment will be undertaken in consultation and relevant authorities, and progressively prior to the commencement of works in relation to the Watsonia Station drain. Please confirm that flood modelling has been completed for this location and provide details within Section 4 and/or Table 5 of the CCP of any flood actions or flood controls that are relevant to the CCP as a result of flood modelling. | Inc. Doc S4.12 | 18-03-25 | M | N/A | LPE | O | Yes |
| N/A | NEL-NTH-FIEA-3990-EPA-CRS-0005 | B | N/A | 01.01 | NEL-NTH-NNA-3990-EPA-PLN-0005 | N | M80 Ring Road Alliance | Due to the compound being established on an elevated bridge, additional flood mitigations are not required as the risk of flooding is very low as such additional flood modelling has not been deemed appropraite to be undertaken. The WEMP for Zone 3500 3600 discusses the flood risk and mitigations in this zone. | Inc. Doc S4.12 | 31-03-25 | M | N/A | LPE | O | |
| N/A | NEL-NTH-FIEA-3990-EPA-CRS-0005 | B | N/A | 01.01.01 | NEL-NTH-NNA-3990-EPA-PLN-0005 | N | Freeways IEA | FIEA comment closed | Inc. Doc S4.12 | 07-04-25 | M | N/A | LPE | C | |
| N/A | NEL-NTH-FIEA-3990-EPA-CRS-0005 | B | N/A | 02 | NEL-NTH-NNA-3990-EPA-PLN-0005 | N | Freeways IEA | Condition 4.12.2 b) of the incorporated document requires the CCP to provide an estimated duration of activity within each compound. The FIEA notes that Table 3 of the CCP contains a summary of construction activities being supported by the compound (i.e., general freeway construction activities), rather than a summary of activities occurring within the compound. | Inc. Doc S4.12 | 18-03-25 | D | N/A | LPE | O | Yes |
| N/A | NEL-NTH-FIEA-3990-EPA-CRS-0005 | B | N/A | 02.01 | NEL-NTH-NNA-3990-EPA-PLN-0005 | N | M80 Ring Road Alliance | A summary of the construction activities occuring within the compound are included in Section 3.2.2.2 of the plan. Reference has now been made to Table 3 to ensure the timeframe of activities is consistent with the timeline of consturction works supported by the compound | Inc. Doc S4.12 | 31-03-25 | D | N/A | LPE | O | |
| N/A | NEL-NTH-FIEA-3990-EPA-CRS-0005 | B | N/A | 02.01.01 | NEL-NTH-NNA-3990-EPA-PLN-0005 | N | Freeways IEA | FIEA comment closed | Inc. Doc S4.12 | 07-04-25 | D | N/A | LPE | C | |





Total Items: 14

## Appendix B. Review and Verification Assessment Comment Register

**Project:** North East Link Program

**Document No** NEL-NTH-FIEA-3990-EPA-CRS-0005

| 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-0005 | B | N/A | 04 | NEL-NTH-NNA-3990-EPA-PLN-0005 | N | Freeways IEA | Condition 4.12.2 d) of the incorporated document requires the CCP to avoid, then minimise, then mitigate impacts on sensitive receivers. Section 4.1 of the CCP states that "In general, the location of the Compound may have impacts on the following sensitive uses and environmental sensitivities". Light pollution is identified as an 'environmental sensitivity', however light pollution is not listed as a risk, nor are any light pollution control measures identified in Table 4 or Table 5 of the CCP. Provide proposed controls for this risk to mitigate light impact to sensitive receivers. | Inc. Doc S4.12 | 18-03-25 | D | N/A | LPE | O | Yes |
| N/A | NEL-NTH-FIEA-3990-EPA-CRS-0005 | B | N/A | 04.01 | NEL-NTH-NNA-3990-EPA-PLN-0005 | N | M80 Ring Road Alliance | Light spill onto sensitive receivers has been included in Table 4 as a potential hazard including design and siting measures, LV3 applicable EPR. | Inc. Doc S4.12 | 31-03-25 | D | N/A | LPE | O | |
| N/A | NEL-NTH-FIEA-3990-EPA-CRS-0005 | B | N/A | 04.01.01 | NEL-NTH-NNA-3990-EPA-PLN-0005 | N | Freeways IEA | FIEA comment closed | Inc. Doc S4.12 | 07-04-25 | D | N/A | LPE | C | |





Total Items: 14

## Appendix B. Review and Verification Assessment Comment Register

**Project:** North East Link Program

**Document No** NEL-NTH-FIEA-3990-EPA-CRS-0005

| 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-0005 | C | N/A | 03 | NEL-NTH-NNA-3990-EPA-PLN-0005; M80 Ring Road Completion Watsonia Interface CCP Consultation Summary | N | Freeways IEA | Condition 4.12.2 d) of the incorporated document requires the CCP to avoid, then minimise, then mitigate impacts on sensitive receivers. Section 7 of the CCP outlines details of a communication strategy and the FIEA has been provided with a separate consultation memo. Table 2 of the community consultation memo states that a response to stakeholder concerns raised over 'working hours and CCP footprint' was that "up to 24 personnel on site during each shift at peak periods of construction". Section 3.2.2.2 of the CCP states that "Maximum number of people utilising the facility at any one point is 48 people." Please confirm the maximum number of personnel who may utilise the CCP at any given time and whether the community consultation responses are accurate. | Inc, Doc S4.12 | 18-03-25 | D | N/A | LPE | O | Yes |
| N/A | NEL-NTH-FIEA-3990-EPA-CRS-0005 | C | N/A | 03.01 | NEL-NTH-NNA-3990-EPA-PLN-0005; M80 Ring Road Completion Watsonia Interface CCP Consultation Summary | N | M80 Ring Road Alliance | The consultation memo has been updated - 48 people at peak at any one time. This is consistent with the consultation with stakeholders, the community and the CCP | Inc, Doc S4.12 | 31-03-25 | D | N/A | LPE | O | |
| N/A | NEL-NTH-FIEA-3990-EPA-CRS-0005 | C | N/A | 03.01.01 | NEL-NTH-NNA-3990-EPA-PLN-0005; M80 Ring Road Completion Watsonia Interface CCP Consultation Summary | N | Freeways IEA | Table 2 of the consultation memo provided with Rev B of the CCP still refers to 24 personnel during each shift at peak periods of construction. Please confirm if this is correct or whether a revised consultation memo has been prepared. | Inc, Doc S4.12 | 07-04-25 | D | N/A | LPE | O | |
| N/A | NEL-NTH-FIEA-3990-EPA-CRS-0005 | C | N/A | 03.01.01.01 | NEL-NTH-NNA-3990-EPA-PLN-0005; M80 Ring Road Completion Watsonia Interface CCP Consultation Summary | N | M80 Ring Road Alliance | Consultation memo has been updated to be consistent with the CCP, stating maximum of 48 workers at any one time. | Inc, Doc S4.12 | 11-04-25 | D | N/A | LPE | O | |





Total Items: 14

## Appendix B. Review and Verification Assessment Comment Register

**Project:** North East Link Program

**Document No** NEL-NTH-FIEA-3990-EPA-CRS-0005

| 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-0005 | C | N/A | 03,01,01,01,01 | NEL-NTH-NNA-3990-EPA-PLN-0005; M80 Ring Road Completion (Watsonia Interface CCP) Consultation Summary | N | Freeways IEA | FIEA comment addressed. | Inc. Doc S4,12 | 13-05-25 | D | N/A | LPE | C | |





Total Items: 14

# Appendix D – Ministerial Approval

Department of Transport and Planning

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

Ref: SPF-2442

Mr Jim Waller
Executive Program Director
North East Link Project
PO Box 2392
MELBOURNE VIC 3001

Dear Mr Waller

**BANYULE PLANNING SCHEME - NORTH EAST LINK PROJECT INCORPORATED DOCUMENT DECEMBER 2019 (AMENDED SEPTEMBER 2023)**
**NORTH EAST LINK PROJECT – WATSONIA BRIDGE CONSTRUCTION COMPOUND PLAN**

The North East Link - M80 Ring Road Alliance, on behalf of Major Road Projects Victoria, has requested approval of a construction compound plan (CCP) for the Watsonia Bridge construction compound.

Condition 4.12 of the incorporated document requires the preparation of a CCP prior to the use and development of any construction compound for NELP, 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 *Watsonia Bridge Construction Compound Plan, Rev F*, dated 23 June 2025, complies with this requirement and has therefore been approved.

A copy of the endorsed document is enclosed for your information. For further information, please email me at [redacted]

Yours sincerely

[redacted]
Manager Transport Projects
Infrastructure Assessment
Date: 10/07/2025

VICTORIA State Government