

**PLANNING AND ENVIRONMENT ACT 1987**

BANYULE, BOROONDARA, MANNINGHAM, NILLUMBIK, WHITEHORSE,  
WHITTLESEA AND YARRA PLANNING SCHEMES

PERMIT NO. CONDITION 4.12 OF THE NORTH EAST LINK PROJECT  
INCORPORATED DOCUMENT, DECEMBER 2019

**MODIFIED ENDORSED PLAN**

SHEET 1 OF 34

SIGNED



FOR

**MINISTER FOR PLANNING**

DATE 18 / 11 / 2021

# Jemena Electricity Networks (Vic) Ltd

## Construction Compound Plan

Jemena NEL Zone Substation Site Compound

North East Link Project

EEE-999-PA-CN-001



**An appropriate citation for this paper is:**

Construction Compound Plan

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**Authorisation**

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1.1	10/11/2020	Checked for accuracy with likely site activities and compliance with NELP and DELWP requirements ahead of submission to IEA	
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1.3	24/11/2020	Updated in line with DELWP comments for issue to IEA	
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## Glossary

Term	Definition
Construction Environmental Management Plan (CEMP)	Overarching document which details the management of environmental aspects and impacts associated with the delivery of the works. The document has been prepared in accordance with the applicable requirements of the Incorporated Document.
Construction compound	Long term compounds, including buildings for office, crib (meals), ablutions and washing facilities located within a fixed boundary.
Construction sites	Short term construction works areas or construction fronts including temporary storage/laydown areas that are to be undertaken throughout the Project
Early Works	Early Works refers to the North East Link Early Works Package of works to which CPB Contractors has been appointed Managing Contractor (MC). Works delivered directly by the Utility Service Provider (such as the Zone Substation) are managed by NELP rather than the MC.
Environmental Clearance Certification (ECC)	<p>An Environmental Clearance Certificate is required by proponents responsible for conducting projects/activities on Defence land.</p> <ul style="list-style-type: none"> <li>An ECC is required where: <ul style="list-style-type: none"> <li>the project/activity is undertaken on the Defence Estate (e.g. construction or maintenance) by external agencies (e.g. powerlines operators);</li> <li>a project/activity has any likelihood of causing significant environmental impact in the absence of strict controls;</li> <li>project/activity is a controlled action under the EPBC Act (the ECC will be issued to ensure the conditions of approval are communicated, understood and complied with).</li> </ul> </li> </ul> <p>The ECC records that project/activity risks and mitigations have been identified and implementing the project/activity in accordance with the ECC is unlikely to cause significant environmental impacts under the EPBC Act.</p>
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 Project under the <i>Environment Effects Act 1978</i> .
Environmental Management Framework (EMF)	The EMF is to provide 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 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.
Environmental Strategy	A requirement of the Environmental Management Framework, the Environmental Strategy states how the EMF including EPRs, and the findings of the Early Works Environmental Risk Assessment and Environmental Risk Management Strategy will be implemented through the delivery of Early Works and incorporated into management plans such as the Construction Environmental Management Plan (CEMP), Worksite Environmental Management Plans (WEMP), EPR Plans and Urban Design and Landscape Plans.
Incorporated Document	North East Link Project Incorporated Document (GC98) December 2019. The delivery of the Project is facilitated by the Incorporated Document under the Banyule, Boroondara, Manningham, Whitehorse, Whittlesea and Yarra Planning Schemes.
Independent Environmental Auditor	The independent party appointed by NELP (also contract with Managing Contractor Early Works) to undertake environmental reviews and environmental audits of project activities including assessing compliance with the EMF.
Kangaroo Management Plan	NELP Document which provides requirements to manage this risk specifically within Simpson Barracks.

Principal Contractor	Jemena is the Principal Contractor engaged by North East Link Project to manage the delivery of the Zone Substation Package in accordance with the Contract with NELP.
Major Transport Infrastructure Authority	The Major Transport Infrastructure Authority (MTIA) is the proponent for the project. The MTIA is an administrative office within the Victorian Department of Transport with responsibility for overseeing major transport projects.
Minister's Assessment	Minister's Assessment of the North East Link Early Works EES as made under the Environment Effects Act 1978 dated 3 December 2019.
North East Link Project (NELP)	North East Link Project is an organisation within MTIA that is responsible for developing and delivering the project on behalf of the Victorian Government.
Open Space	Land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity.
Primary Package	Primary Package refers to the main works, Private Public Partnership (PPP) of the North East Link Project.
Risk	Risk is measured as a combination of the magnitude of potential consequences of an event happening, and the likelihood of the event and associated impact occurring.
Stakeholders	Person or group affected by or concerned with an issue. At Simpson Barracks the primary stakeholder is the Department of Defence, based at the Simpson Barracks. Near Blamey Road, both residents on Greensborough road and Department of Defence are the stakeholders.
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.
Sensitive Uses	Sensitive uses as per Incorporated Document, include residences, open space, schools, community organisations and sporting and recreation areas.
TeamBinder	TeamBinder is the document control system selected by NELP to manage all documentation (including this Plan) for the Early Works project. All Early Works documentation and emails shall be issued and transmitted formally through TeamBinder.
Unavoidable Works	Works can only be undertaken when they are outside 'normal work hours;' where they are verified as being 'Unavoidable Works' as defined within EPR NV3 or do not cause noise above background noise levels.
Worksite Environmental Management Plan	A requirement of the Environmental Management Framework, Worksite Environmental Management Plans must be prepared for Delivery Packages of construction works to manage environmental risk,
Zone Substation Connection Works	Zone Substation Connection Works refers to the North East Link Early Works Package of works to which Jemena (or its delegate) has been appointed as Principal Contractor (PC). Its purpose is to supply construction for the NEL Project.

## Abbreviations

Abbreviation	Definition
AEP	Annual Exceedance Probability
CEMP	Construction Environmental Management Plan
CCEP	Communication and Community Engagement Plan
CCP	Construction Compound Plan
CNVMP	Construction Noise and Vibration Management Plan
DBYD	Dial Before You Dig
DoD	Department of Defence
EMF	Environmental Management Framework
EMS	Environmental Management System
EPA	Environment Protection Authority
EPBC	Environment Protection and Biodiversity Conservation Act 1999 (Cwth)
EPR	Environmental Performance Requirement
FFG	Flora Fauna Guarantee Act 1998 (Vic)
FOC	Fibre Optic Cables
HV/LV	High Voltage / Low Voltage
IEA	Independent Environmental Auditor
JEN	Jemena Electricity Networks
NEL	North East Link
NEL EW	North East Link Early Works
NELP	North East Link Project
OEMP	Operational Environment Management Plan
PMF	Probable Maximum Flood
PRS	Pressure Reducing Station
PSA	Planning Scheme Amendment
RAP	Registered Aboriginal Party
SCO	Special Controls Overlay
TPZ	Tree Protection Zone
UDFP	Urban Design Framework Plan
UDS	Urban Design Strategy
WEMP	Worksite Environmental Management Plan
ZSS	Zone Substation

# 1. Introduction

## 1.1 Purpose of the Plan

The purpose of this Construction Compound Plan (**CCP**) is to comply with the requirements of clauses 4.12.1 and 4.12.2 of the North East Link Project Incorporated Document (**Incorporated Document**) and regulate the use and development of the Jemena Zone Substation (**ZSS**) Construction Compound.

This CCP describes the proposed activities, hours of operation, potential environmental and community impacts including mitigation and management controls associated with the construction and operation of the proposed Construction Compound (**Compound**) at Simpson Barracks, within project boundary.

## 1.2 North East Link Zone Substation Connection Works Overview

Jemena (**JEN**) has been contracted by North East Link Project (**NELP**) to design and construct a ZSS to supply construction power for the North East Link Project (**ZSS Connection Works**).

The following list outlines the Scope of works to be undertaken for the ZSS Connection Works:

- Construction of ZSS infrastructure including, control building, transformers, internal access road, fibre optic connections and perimeter fence.
- Construction of electricity distribution poles and lines to connect existing electricity distribution infrastructure from Greensborough Rd to the ZSS site.
- All works associated with the above scope

It is noted that the Compound is to be established on existing cleared areas including an existing elevated earthen pad built for the purpose of housing the ZSS by the Early Works Contractor, and areas cleared by Early Works to facilitate their works. Tree and vegetation clearing has already been undertaken for these works and there are no remaining trees within the pad. There shall be no new ground disturbing activities or vegetation clearance undertaken as part of the CCP.

## 2. NEL Approvals

### 2.1 Approvals framework and requirements for Zone Substation Connection Works

NELP has obtained all Primary Approvals for the North East Link Project. Primary Approvals that apply to the locality of the ZSS include: Planning Approval under the *Planning and Environment Act* (Vic, 1987), approval of a Cultural Heritage Management Plan under the *Aboriginal Heritage Act* (Vic, 2006), and approval for works on Commonwealth land under the *Environment Protection and Biodiversity Conservation Act* (Cth, 1999).

The *Environment Protection and Biodiversity Conservation Act, 1999* (EPBC Act) relates to works on Commonwealth land including within Simpson Barracks. This approval was obtained by NELP in December 2019. Note that none of the conditions of the EPBC Act approval are triggered directly by works occurring within the compound, which is situated on a raised pad that has already been constructed or on surrounding land impacted by previous work packages. Works to construct the compound complied with the EPBC approval.

Department of Defence and Base Management initially gave consent via an Environmental Clearance Certificate (ECC) for specific ZSS Works as part of additional works to the Simpson Barrack Licence and relevant works agreement. As no additional ground disturbance works or vegetation removal is required for the establishment of the Compound (vegetation removal for the pad construction has already been completed), and the land was transferred to the State on 17 December 2020, no additional Defence approvals are required to proceed with the compound establishment.

Approvals under the *Planning and Environment Act* are discussed in Section 2.2. As the compound will be set up on an existing pad, and in areas previously disturbed by project works, no further statutory approvals are required.

### 2.2 PSA and Incorporated Document requirements

Planning approval for the NEL Project is facilitated through Planning Scheme Amendment (**PSA**) (GC98), as gazetted on the 3<sup>rd</sup> of January 2020. The PSA allows for the use and development of the North-East Link, subject to specific controls set out in the North East Link Project Incorporated Document (December, 2019) (**Incorporated Document**) which will apply to all land within the designated project boundary (as defined by Specific Controls Overlay – Schedule 12).

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

As the ZSS construction compound at the south of Blamey Road is within the project boundary, it must apply the NEL planning approval framework. Therefore, this CCP has been prepared to comply with NELP's project requirements and to align with requirements for works within the project boundary.

The following conditions of the Incorporated Document are relevant to works associated with this CCP:

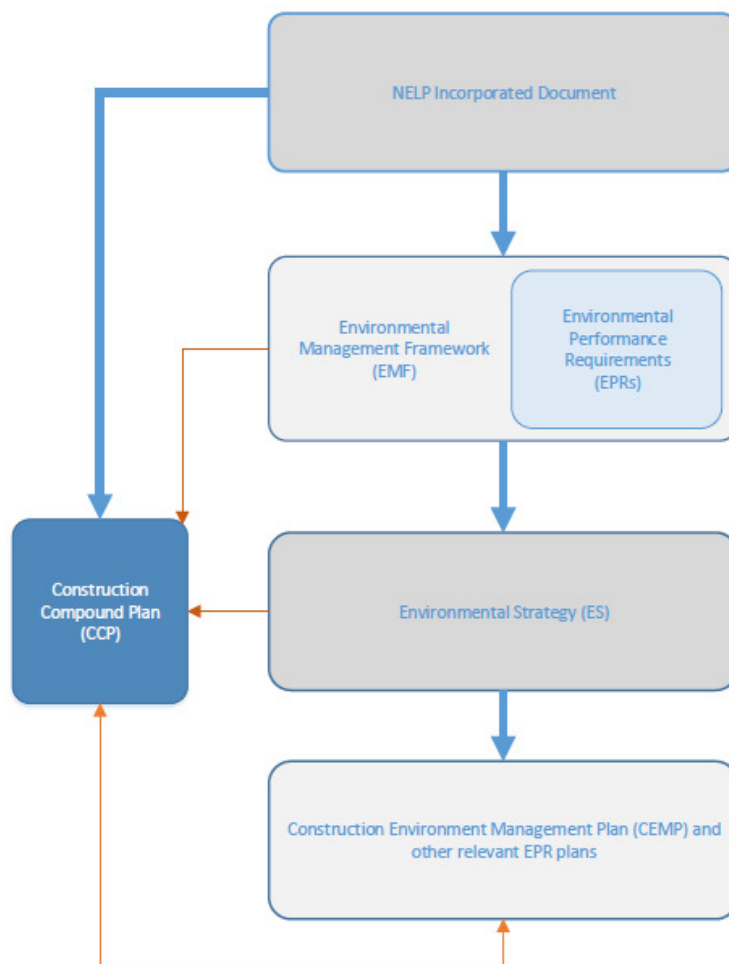
- Preparation of an environmental management framework (**EMF**) including environmental performance requirements (**EPRs**) prepared to the satisfaction of the Minister for Planning
- Finalisation and implementation of an Urban Design Strategy (**UDS**), including urban design framework plans (**UDFPs**), prepared to the satisfaction of the Minister for Planning (noting that the construction compound described within this Plan meets the definition of preparatory buildings and works in the Incorporated Document (Clause 4.13.1) and therefore the UDS does not apply. The UDS would apply only to construction of permanent infrastructure on the adjacent worksite, which is outside the scope of this CCP.
- Provisions relating to the removal, destruction or lopping of native vegetation
- Presentation of the current version of the following plans and documents on a clearly identifiable Project website: EMF, UDS, CCPs and the Communications and Community Consultation Plan
- Preparation of Construction Compound Plans (**CCPs**) to the satisfaction of the Minister for Planning

This CCP has been prepared in accordance with the requirements of clause 4.12 of the Incorporated Document.



## 2.3 EMF and EPRs

The figure below illustrates the CCP planning and environment approvals context. The CCP is prepared in accordance with the Incorporated Document and its preparation is informed by other relevant project approvals including the EMF and relevant EPRs. This process is described further in the sections below.



**Figure 1: CCP planning and approvals context**

### 2.3.1 Environmental Management Framework (EMF)

The EMF and the EPRs have been approved by the Minister for Planning as per the Incorporated Document. The EMF provides a transparent and integrated governance framework to manage the planning, environmental and heritage aspects of the works, and outlines the accountabilities for the delivery and monitoring of implementation of the EPRs.

The EMF was finalised in February 2020, and revised on 21 July 2021, with no changes relevant to this CCP, following gazettal of the PSA and the Incorporated Document coming into effect.

### 2.3.2 Environmental Strategy and Risk Assessment

The Environmental Strategy outlines how the EMF including EPRs, will be implemented through the delivery of the ZSS works including setup and operation of the construction compound. Risks will be assessed to help identify the relevant EPR plans to be incorporated into the Construction Environmental Management Plan (**CEMP**) and Worksite Environmental Management Plan (**WEMP**). This will ensure environmental risks are managed appropriately and ensure compliance with the NEL Project environmental requirements including relevant environmental laws, project approvals, approval conditions and the EPRs.

Compliance with the CEMP and WEMP (and therefore the control measures identified in Section 6.3 of this CCP) will be monitored through Jemena's environmental inspections (see Section 6.4) and environmental performance reporting shall be provided to NELP monthly. Environmental monitoring, reporting and auditing requirements can also be found in the CEMP.

### 3. Independent Environmental Auditor (IEA)

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

The EMF states that the IEA must apply a risk-based approach to conduct regular audits of contractors' compliance with the EMF, EPRs, Environmental Strategy, CEMP, WEMPs, CCPs, OEMP, any other plans required by the EPRs, conditions of Project approvals, and as required by NELP.

NELP has procured the services of a suitably qualified and experienced IEA through the appointment of Nation Partners to undertake the verification of this CCP for the North East Link ZSS Connection Works and Early Works Package, and other documents produced relevant to these works.

The IEA role includes the verification of 'Unavoidable Works'. Unavoidable works are defined in EPR NV3 as construction works that may exceed weekend/evening and night period noise guideline targets as they cannot be completed during normal construction hours.

Appendix A contains the IEA verification of this Plan.

## 4. Zone Substation Construction Compound

### 4.1 Incorporated Document requirements

Clause 4.12 of the Incorporated Document outlines requirements for CCPs, including content requirements. These requirements are summarised in the table below, together with a cross reference to where they are addressed in this Plan.

Unless an exemption has been provided by the Minister for Planning, CCPs are required for all construction compounds associated with construction of the NEL Project.

This CCP has been informed by the requirements of the EMF and EPRs as described in Section 2. The UDS specifically does not apply to the construction compound as per Incorporated Document (GC-98) Section 4.13.1.

Jemena define construction compounds (**Construction Compounds**) to be long term compounds including office buildings, ablutions and facilities located within a fixed boundary. Whereas, Construction sites, are defined as short term construction works areas or construction fronts including temporary storage/laydown areas that are to be undertaken throughout the project, and do not require the development of CCPs.

**Table 1 - Incorporated Document Requirements**

Incorporated Document Requirement	Where Addressed in the CCP
(4.12.1) Prior to the use and development of any construction compound, a Construction Compound Plan (CCP) must be prepared to the satisfaction of the Minister for Planning.	This Document
4.12.2 The CCP must include:	Sections 4.2, 4.3 and 4.4
(a) A plan showing the location and layout of each compound and the categories of works and operations proposed within each compound.	
(b) The estimated duration of activity within each compound.	Section 5.2
(c) Demonstration that any compound proposed on land which is not to be permanently acquired are reasonably required in the location in which they are proposed, including demonstration that alternatives which reduce the impact of the compounds on such land are not feasible or practical.	Section 4.5
(d) Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas).	Section 4.5
e) 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 6
(f) Measures to restore the former use of the land used for construction once these activities are complete.	Section 7
4.12.3 A CCP may be prepared and approved in stages but a CCP for any stage must be approved before the commencement of use and development for that stage.	N/A
4.12.4 A CCP may be amended from time to time, to the satisfaction of the Minister for Planning.	N/A
4.12.5 All construction compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in the approved EMF.	Sections 4.4, 4.5 and 6

## 4.2 Description of Zone Substation Site

The ZSS site is located south of Blamey Road, corner of Greensborough Road, and opposite of Fairlie Avenue (refer Figure 2). Blamey Road is the current entrance into the Simpson Barracks, formerly known as Watsonia Army Camp. The ZSS site is offset approximately 40m from the existing Greensborough Road, and the construction compound supporting the ZSS works will be located wholly within the Project boundary. The site entry is via an existing formed access point on to Blamey Road.

The Construction Compound is to initially be established on an existing earthen pad built by the Early Works Contractor with additional facilities including a worker car park to be located in an area that was cleared by CPB during demolition of existing Defence buildings previously. An additional stage of the Construction Compound will be located adjacent to the southeast of the ZSS, constructed to relevant design standards. The construction compound (as controlled by this CCP) and construction site for the ZSS will be managed by Jemena in the short term; the infrastructure being constructed will be operated by Jemena to facilitate construction power. Vegetation clearing has already been undertaken for the pad construction, and there are no remaining trees within the pad.

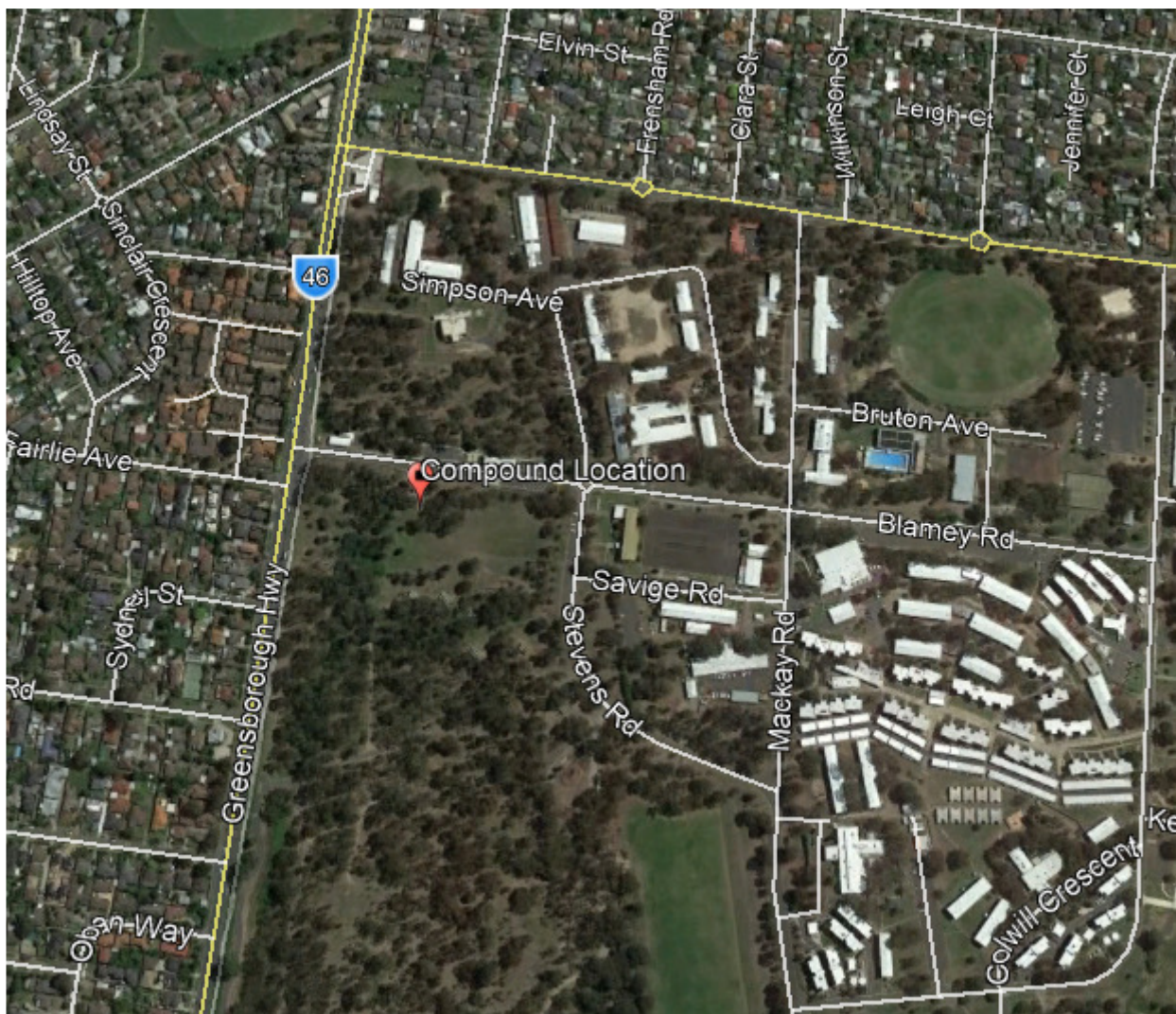


Figure 2 - Location of Simpson Barracks, Yallambie

The following works have and will occur at this site:

1. Construction of the pad for the ZSS and demolition of nearby buildings by Early Works contractor (completed by CPB under separate work packages)
2. Construction compound establishment
3. Construction compound operation
4. Construction of ZSS, and
5. Operation of ZSS.

This CCP relates to Steps 2 and 3 only and are described below in Section 4.3. Items 3 and 4 run concurrently, so that activities relating to Step 3 can support activities relating to Step 4. The remaining works were and will be managed by relevant management plans.

### **4.3 Jemena Zone Substation Construction Compound**

The construction compound site works can be split into two components; the Compound establishment, undertaken in stages, and then the ongoing Compound operations until the ZSS is in operation. Subsequently, these facilities will be demobilised in stages when they are no longer required. The work activities to be undertaken in each component are outlined in Section 5.1.

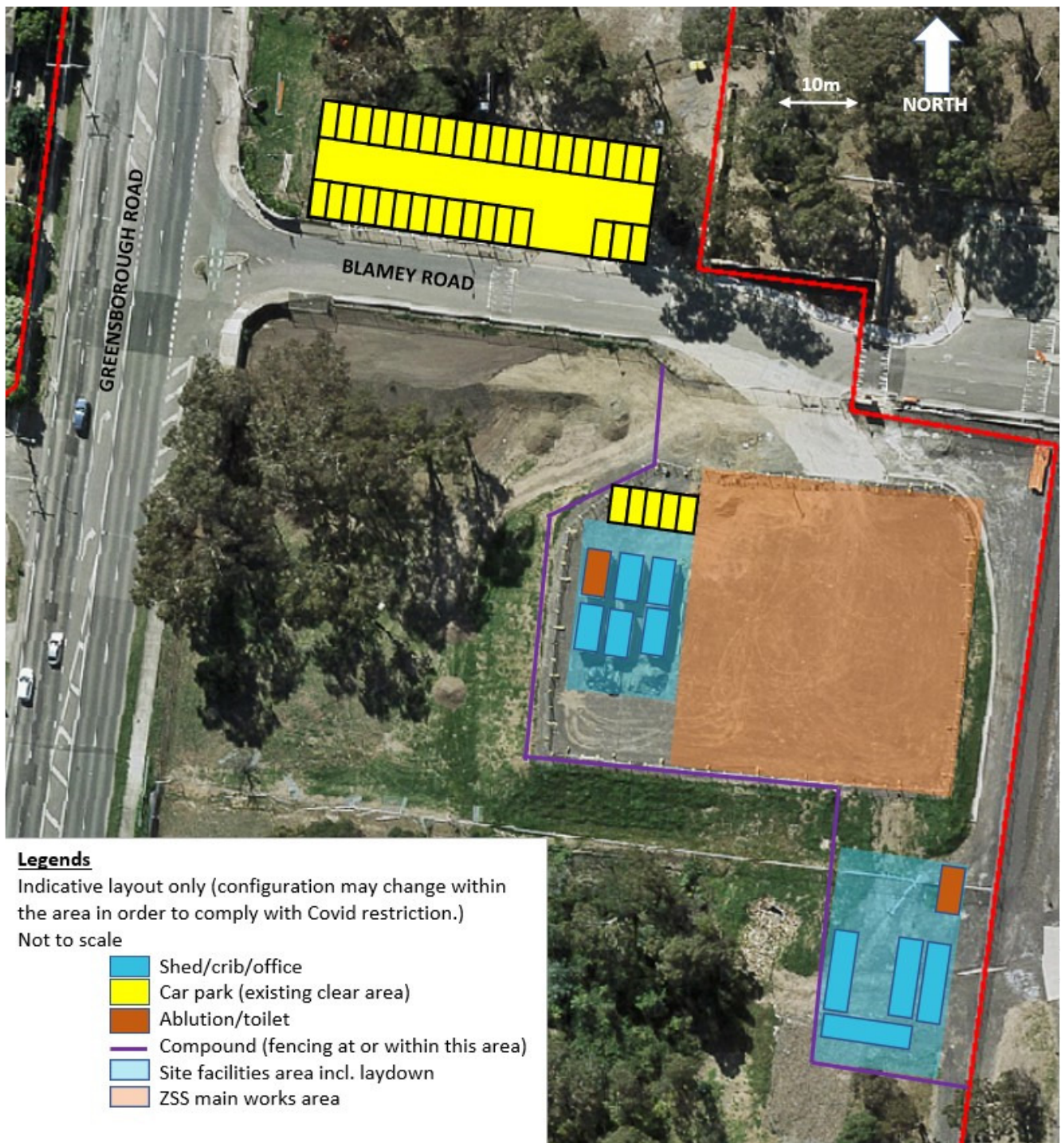
Once set up, the Construction Compound will feature the establishment of a Jemena project team office, civil contractor and electrical contractor office, car park spaces, storage and site amenities for the construction team and subcontractors. The Construction Compound shall support works to deliver the Jemena ZSS Connection Works (as described in section 1.2), with adequate floor space to meet Covid-19 requirements published by the relevant Public Health authorities.

The Compound setup will include worker parking to the north of Blamey Road (marked in yellow in Figure 3) with space for approximately 35 vehicles, and two sets of site facilities comprising:

- ZSS Pad (Stage 1)
  - 6 demountable buildings including 3 site offices, 1 ablution room, 1 mess room and 1 storage room
  - Parking for 5-10 Vehicles within the ZSS compound
  - Toilet block for male and female (Note: Toilet block will also be required at the work fronts to reduce travel to compound, and is not within the scope of this CCP)
  - Shipping container/storage for tools and spill kit storage
- Southeast of ZSS (Stage 2 in response to Covid-19 requirements)
  - 5 demountable buildings including 2 site offices, 1 ablution building and 2 crib sheds.

An indicative layout of the Compound is shown in Figure 3.





**Figure 3 – Indicative Construction compound layout**

The construction compound setup will feature the following key works:

- Establishment of environmental controls
- Placement of site buildings as per Figure 3 to support works
- Installation of ZSS, temporary perimeter security fencing until permanent fencing is completed (where applicable)

An approved Worksite Environmental Management Plan (WEMP) shall be in place prior to the relevant stages of works above commencing to manage environmental impacts of works and ensure compliance with relevant project EPRs. The WEMP shall be prepared in accordance with the Environmental Management Framework and submitted to NELP and the IEA for verification prior to approval.

#### 4.4 Operation of the Compound

Once establishment is complete, the operation of the construction compound will be in accordance with the relevant EPR Plans (further detailed in section 6) and this CCP.

The Compound areas will be established to facilitate the following activities:

- Pre-starts and toolbox talks
- Office and administration activities
- Meetings
- Meal breaks and ablutions
- First Aid
- Vehicle Parking
- Tool and equipment storage
- Storage of vehicles, plant, trucks and construction materials

The primary use of the site compound will align with the current approved construction hours, as follows:

- Day Works:
  - Monday to Friday: 7am to 6pm
  - Saturday: 7am to 1pm
- Evening/Night Works:
  - The construction compound shall also be operated during night shift to support night shifts when required.

Office facilities and ablutions within the compound may be used outside of the standard construction day works hours and would be limited to quiet activities such as meetings, pre-starts, personnel using the offices, and travelling to and from the construction compound.

Noise mitigations will be implemented as appropriate to the anticipated level of impact. When the compound operates in the evening/at night it will be required to operate within the noise limits of EPR NV4 or be verified as 'Unavoidable works' by the IEA.

'Unavoidable works' as defined in EPR NV3 include construction works that must occur at night as they cannot be completed during normal construction hours because they would cause disruption, are emergency works or are works that cannot be stopped. Currently there are no 'unavoidable works' planned by Jemena except in an emergency situation as determined by Jemena or its contractor but if they arise they will be dealt with in accordance with EPR NV3. In the case of such works, the construction compound would be operated to support those works. Noise and vibration management strategies are outlined in section 6.4.3.

Site hours and access to site during night works will be determined on a case by case basis and by specific scope requirements (Blamey Road closures or diversions etc) and be subject to approval by NELP and Simpson Barracks Base Management. Jemena Contractors will work closely with NELP and the IEA to carefully coordinate works to ensure there is minimal inconvenience to the community and Defence personnel.



## 4.5 Justification of location and use of compound

The location of the ZSS (and construction compound) was reviewed to meet the technical requirements of the NEL project. The ZSS location was chosen to optimise likely proximity to the tunnel boring machines, was on available land, and in the context of connecting to the existing Jemena power network. The location of the ZSS could only be located within this specified parcel and configured to ensure construction activities can occur around it.

A number of nearby areas were examined and found to be too steep, too narrow, or too near to native vegetation. No other areas were considered suitable for the Compound as no other location is simultaneously as close to the worksite it supports (thus minimising traffic impacts), whilst also avoiding further impacts on native vegetation, and being as far as is practicable from sensitive receptors (i.e. residences along Greensborough Road) whilst remaining within the project boundary.

Key siting factors for the Compound include:

### Proximity to Works:

- The areas chosen for the compound facilities are immediately adjacent to the ZSS worksite on land that is now held by the State following land transfer from the Department of Defence.
- The location will ensure that access to amenities, materials and equipment for staff working on site is readily available without having to regularly enter and exit the facility via a separate entrance off Blamey Road.

### Defence Operations and Community:

- The area chosen for the compound is within and adjacent to the agreed footprint of the ZSS area as approved by Defence prior to land transfer and additional change communicated to the Department of Defence following the land transfer.
- There is enough room for parking within the ZSS area including existing car park within site north of Blamey Road during operations and it will operate as a stand-alone facility.

### Wider Community Impacts:

- The Compound location is contained within the Project boundary, adjacent to Simpson Barracks. The Compound entrance is off Blamey Road; Blamey Road is the current entrance into the Simpson Barracks, and is not expected to be heavily trafficked by members of the public.
- There is a dedicated right hand turning lane off Greensborough Road onto Blamey Road
- The Compound is set back approximately 40m from Greensborough Road.
- The closest residential receptors are approximately 100m west of the Compound, beyond Greensborough Road.
- Tree and vegetation removal has already been undertaken for the purpose of the pad construction, and there are no remaining trees within the pad. There shall be no disturbance of new areas outside the pad nor or vegetation clearance undertaken as part of the CCP. Access for oversized loads will be assessed by an arborist to ensure any branches that may be impacted are appropriately pruned ahead of time.
- Approval for vegetation removal required for construction of the pad was provided by the Secretary to DELWP in mid-November 2020; no further vegetation removal is planned for the construction of the ZSS itself.
- The Compound location does not impact on any identified areas of Cultural Heritage as it will be situated on top of existing hard stand areas.

## 5. Scope of Works and Operations

### 5.1 Work Activities

The activities that will occur as part of this Construction Compound Plan will be the following:

#### Setup of the Construction Compound

1. Installation of environmental controls
  - a) Any nearby stormwater drains relevant to the compound to be modified and/or protected from sediment by suitable controls (e.g. silt socks; note that sediment controls will be more relevant to the adjacent construction site the compound supports)
  - b) Spill kits to be setup and available within the compound to cater for possible hydraulic leaks and spills during refuelling of equipment (for site setup, and also to be accessible for the adjacent work site during construction)
  - c) Rubbish and recycling bins to be placed within the compound for disposal of waste
2. Site compound and construction area will be fenced (initially with temporary fencing) to delineate the construction compound from the DoD operations. An additional security gate on to Blamey Road will prevent Pedestrians or intruders wandering into ZSS construction footprint
3. Compound structures (demountable buildings) will be elevated a minimum of 300mm above ground. Exterior lighting for the compound will be angled to avoid impacts on nearby residences and Simpson Barracks
4. Mud tracking and dust on roads caused by vehicles relating to ZSS construction and operation to be minimized through use of stabilized site exits such as crushed rock
5. Sewage, water and power utilities will eventually be connected to the ZSS site to service the fixed ZSS infrastructure, which can then be used by the compound. Until these services are connected:
  - a. Mobile ablution blocks will remain on site including sewage tanks. Sewage will be carted away in accordance with relevant EPA guidelines
  - b. Potable water will be supplied from the Yarra Valley Water Utility Connection.
  - c. It is anticipated mains power will be available from the commencement of operation of the construction compound, however generators may be used as a contingency if there are delays to connection or in the event of a power outage.

#### Operation of the Construction Compound

- As described above in Section 4.4, once established the compound will be operated for:
  - a. Pre-starts
  - b. Toolbox talks
  - c. Office use
  - d. Meetings
  - e. Meal breaks
  - f. Ablutions
  - g. First aid
  - h. Vehicle and plant parking
  - i. Materials laydown area, tool and equipment storage, and other reasonable activities as are relevant to the support of the ZSS construction site.

## 5.2 Timing

The Construction Compound establishment works within the ZSS footprint were anticipated to begin in January 2021 (Approximately six (6) weeks to establish the construction compound), with the second set of facilities to the southeast of the ZSS pad to be established from late 2021 (approximately two (2) weeks to establish).

- Land Buildings & Structures
- Install Compound Fencing & Walkways
- Install Site Services & Controls

Once the compound is established it will be used as a site office and amenities for the Jemena ZSS delivery scope.

## 6. Management of impacts

The construction compound delivery methodology is established in line with the process of risk management as described in Section 6.4. As noted above in Section 2.3.2, Jemena will implement its CEMP and WEMP for the ZSS site during the setup and operation of the construction compound (as well as the construction of the ZSS Connection Works) to ensure environmental risks are managed, and to ensure compliance with the NEL Project environmental requirements including relevant environmental laws, project approvals, approval conditions and the EPRs. This process is undertaken through identifying sensitive uses, assessing the risks of construction activities to be undertaken, applying the compliance framework (EPRs) and implementing mitigations and controls to manage the identified risks.

Section 6.4 describes the application of controls which will be included in relevant EPR Plans, CEMP and WEMPs to manage the risks and impacts relating to the setup and operation of the compound. Further information on the requirements of the Environmental Management System can be found within the CEMP.

### 6.1 Identification of Sensitive Uses

Clause 4.12.2 (d) of the Incorporated Document requires demonstration that the compound has been sited to avoid, then minimise, then mitigate impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas).

The Simpson Barracks is located on Commonwealth land currently operated by the Department of Defence (DoD), which will be transferred to NELP for the purposes of construction and operation of a Jemena ZSS. This transfer occurred 17 December 2020.

Sensitive uses at near proximity to this location are listed below:

- Blamey Road Security Entrance (Security Office) for Simpson Barracks – approximately 60m east
- Residential properties along Greensborough Road – approximately 100m west
- Other buildings at Simpson Barracks – nearest building approximately 150m away.

The establishment and operation of the construction compound will have minimal impact on these uses. The sections below describe the process of applying the EPRs to avoid, minimise and mitigate impacts on sensitive uses.

### 6.2 Community Consultation

The establishment and operation of the compound will have minimal impact on residents. The proposed compound is closest to residents on Greensborough Road, who are approximately 100m away. Residents will be notified of works in accordance with the requirements of NELP's Communications and Community Engagement Plan (CCEP).

The majority of construction works supported by the construction compound will occur during normal working hours, with the exception of delivery of oversized loads which will occur outside of normal working hours to avoid traffic impacts. This will minimise noise impacts on sensitive uses as far as is possible.

Operation of the compound will have only minor traffic impacts on Blamey Road and Greensborough Road. DoD Base Management has been consulted regarding the establishment of the ZSS site and the operation of the compound, and will be engaged with further for the establishment of any oversized loads that are likely to impact on Blamey Road access.

Banyule Council have been notified of the construction compound during regular coordination meetings; noting that there is no impact on businesses and parking nor local roads, further consultation relating to traffic management proposals associated with the establishment of the compounds is unlikely to be required.

Consultation with Department of Transport (VicRoads) will be required in relation to any relevant traffic management planning as well as emergency services and other relevant government agencies through the Traffic Liaison Group meetings.

General impacts on receptors, such as an increase in construction traffic, traffic management arrangements and possibly noise and dust will be managed by the construction team and communicated to the local community via community notifications and website updates. Complaints and enquiries will be handled through the NELP community number (1800 105 105).

### 6.3 EPR Compliance

The construction compound will be operated in accordance with this CCP and relevant EPRs, as per Clause 4.12.5 of the Incorporated Document. The applicable EPRs will be addressed through development of project specific management plans or procedures and controls as required, such as WEMPs and the CEMP, that will be implemented as part of the ZSS construction compound establishment and operation.

EPRs that directly relate to this CCP and a summary of how each relevant EPR will be complied with will be set out in the proposed compliance documentation, including WEMPs, management plans or documents, consultation, timing and compliance monitoring that will be undertaken by Jemena to address relevant EPRs.

### 6.4 Risk Assessment Identification of Impacts

The risk to sensitive receptors and the environment has been assessed as part of the preparation of this CCP. Based on the activities detailed in section 5.1, the risks below have been identified with proposed controls to manage this risk. These controls shall all be in place prior to commencement of the activity to which they relate.

**Table 2 - Risks associated with establishment and operation of Zone Substation Construction Compound**

Construction activity	Associated Impact (risk)	Controls
<b>Aboriginal Cultural Heritage (AH)</b>		
<ul style="list-style-type: none"> <li>The compound is to be established on existing pad built by the Early Works Contractor and there shall be no new ground disturbing activities of natural ground undertaken as part of the CCP. Cultural Heritage will therefore not be impacted on by the establishment or operation of the construction compound.</li> </ul>		
<b>Air Quality (AQ)</b>		
<ul style="list-style-type: none"> <li>Vehicle Movements from Workfront to Compound</li> </ul>	<ul style="list-style-type: none"> <li>Dust generation causing physical discomfort</li> <li>Deposition on buildings and vehicles causing soiling and aesthetic impacts to sensitive receptors</li> <li>Adverse impact to vegetation</li> </ul>	<ul style="list-style-type: none"> <li>Mud tracking and dust on roads to be minimized through use of stabilized site exits such as crushed rock or rumble grids before entering Barracks roadways (see Section 5.1)</li> <li>Traffic speed limit of 40km/h to be adhered to on barracks roads. 10km/h on construction roads. 25 km/h on Blamey Road</li> <li>Jemena Environmental Inspection Checklists to monitor risks and control measures in place</li> </ul>
<b>Arboriculture (AR) / Flora and Fauna (FF)</b>		
<ul style="list-style-type: none"> <li>Operation of Compound</li> <li>Traffic Movements</li> </ul>	<ul style="list-style-type: none"> <li>Impacts on trees outside of ZSS footprint</li> <li>Vehicle striking fauna onsite</li> <li>Kangaroo trapped within Construction Compound</li> </ul>	<ul style="list-style-type: none"> <li>There will be no remaining trees within the ZSS pad. Any trees outside the ZSS footprint that may be impacted by deliveries of large loads should be assessed by an arborist (see section 4.5)</li> <li>Traffic speed limits on base roads of 40km/h. 25 km/h on Blamey Road</li> <li>If a threat to an animal is evident, works are to cease. Licensed fauna handlers will be contacted for fauna relocation.</li> </ul>

Construction activity	Associated Impact (risk)	Controls
		<ul style="list-style-type: none"> <li>Kangaroo Management Plan (prepared by NELP) for kangaroos located within the Barracks. Jemena to comply with contingency conditions. It is unlikely to be relevant to the CCP as the compound will be outside the new Simpson Barracks boundary fence, however has been included as a contingency to address the risk of site vehicles impacting with kangaroos or kangaroos becoming trapped within the compound fencing.</li> </ul>
<b>Noise and Vibration (NV)</b>		
<ul style="list-style-type: none"> <li>Establishment of Compound and buildings</li> <li>Compound Operation</li> <li>Night Works</li> </ul>	<ul style="list-style-type: none"> <li>Nuisance noise</li> <li>Nuisance vibration</li> <li>Structural damage</li> <li>Disturbance to Simpson Barracks Operations</li> <li>Noise impact from nightly pre-starts and general site usage for night works</li> </ul>	<ul style="list-style-type: none"> <li>Undertake construction activities within the nominated hours of work where possible, scheduling noisy work during daytime hours</li> <li>All noise-producing night works above background must be verified as being 'unavoidable works', or else comply with noise limits as defined in EPR NV3. This is described in Section 4.4.</li> <li>Construction compound buildings will be set up in a manner that shields residences from site works where practicable and safe to do so</li> <li>Consultation must be conducted with DoD operations &amp; stakeholders on activities likely to cause noise impacts in accordance with the CNVMP and NELP CCEP</li> <li>Behavioural practices – toolbox training to encourage the minimisation of noisy behaviour, including, shouting or loud radios, no dropping materials from height and slamming of doors.</li> <li>Construction compound setup is unlikely to result in vibration impacts</li> </ul>
<b>Surface Water (SW)</b>		
<ul style="list-style-type: none"> <li>Establishment of Compound and buildings</li> </ul>	<ul style="list-style-type: none"> <li>Adverse impacts to water quality</li> <li>Increase or changed flood risk</li> <li>Uncontrolled release of poor quality water. (turbid, high/low pH, other)</li> </ul>	<ul style="list-style-type: none"> <li>Design has assessed flood risk and mitigated impact to the ZSS through construction of the earthen pad. Also, additional compound facilities will be raised on blocks or similar to above the modelled 1 in 100 year flood level, at least 300mm above ground level.</li> <li>Materials stored within compound to be located out of water flow paths</li> <li>Sediment controls to be installed as required as part of the adjacent worksite the construction compound supports (see section 5.1)</li> <li>Stormwater drainage entry pits will be identified and protected (as per sediment controls above)</li> </ul>
<b>Light pollution</b>		

Construction activity	Associated Impact (risk)	Controls
<ul style="list-style-type: none"> <li>Compound office Operation</li> <li>Compound operation (Night Works)</li> </ul>	<ul style="list-style-type: none"> <li>Early hours or extended use of compound office resulting in impact on sensitive receptors</li> <li>Use of compound outside normal working hours resulting in impact on sensitive receptors</li> </ul>	<ul style="list-style-type: none"> <li>Site induction to include detail on standard office hours unless otherwise approved by NELP.</li> <li>Directional lighting will be angled and placed to avoid impact on the nearby residents and Department of Defence (see Section 5.1)</li> </ul>
<b>Waste Management</b>		
<ul style="list-style-type: none"> <li>All works</li> </ul>	<ul style="list-style-type: none"> <li>Incorrect management of waste</li> </ul>	<ul style="list-style-type: none"> <li>All wastes to be classified, stored, tracked, transported and treated in accordance with contractual and regulatory requirements, including the use of licensed transporters and treatment facilities</li> <li>Suitable and sufficient receptacles (bins, skips, tanks, etc.) provided at work areas to facilitate correct segregation of waste. All receptacles to be labelled and used correctly to avoid contamination (see Section 5.1)</li> </ul>
<b>Hazardous Materials</b>		
<ul style="list-style-type: none"> <li>Establishment of Compound and buildings</li> </ul>	<ul style="list-style-type: none"> <li>Uncontrolled release of hazardous substances from storage containers</li> <li>Hydrocarbon spills</li> </ul>	<ul style="list-style-type: none"> <li>Storage and handling of hazardous substances in accordance with AS1940:2017 and Safety Data Sheet (SDS).</li> <li>Spill kits must be located near all hazardous substance storage units (i.e. fuel and oils including transformer oil for the adjacent construction site); see Section 5.1</li> </ul>
<b>Community / Simpson Barracks Operational impact</b>		
<ul style="list-style-type: none"> <li>All works</li> </ul>	<ul style="list-style-type: none"> <li>Nuisance noise</li> <li>Light spill impacting sensitive receptors during night shift</li> <li>Construction vehicles and traffic impacting Barracks operations</li> </ul>	<ul style="list-style-type: none"> <li>Site Compound location and extent to be approved by NELP &amp; Simpson Barracks operations</li> <li>Where possible, the Compound will only be used for Day Works. Out of hours works to be approved by NELP and/or Simpson Barracks operations or certified as unavoidable by IEA</li> </ul>

### 6.4.1 Flood Modelling appropriateness

A flood impact assessment memo has been prepared for the ZSS Minor Civil Works by CPB Contractors (NEL-EW-CDO-1220-CDR-MEM-0001), which shows the areas surrounding the ZSS. It is relevant to the construction compound as part of the compound will be situated upon the constructed ZSS pad and the portion to the southeast will be in an area impacted by the 1% AEP flood event. This area is shown to have maximum flood levels of 0.1 to 0.3m, with all site building proposed in this location to be raised above the 1%AEP flood level (a minimum of 300mm above ground level). The scope of the assessment was to assess the impact of topographical alterations and drainage on Banyule Creek in the 1% AEP flood event in comparison to existing conditions. The memo made the following commentary:

- There is no increase in flooding north of Blamey Road or outside the investigation boundary.
- There is an increase in flood level south of Blamey Road as a result of the change in topography due to the substation. The change in flood level returns to existing flood levels 160 m downstream from Blamey



Road. The increase in flood level south of Blamey Road is due to the re-direction of the overland flow around the substation. All impacts are contained within the existing flood extent and investigation boundary

- The flood risk category in both existing and design conditions is predominantly Flood Class 1. This is generally safe for people, vehicles and buildings.
- There is an increase in flood depth south of Blamey Road, however it is contained within the existing flood extent in the 1% AEP event and the investigation boundary.
- There is no significant change in flood impact on Blamey Road in both the 1% and 2% AEP events in comparison to existing conditions
- There is no change to peak flows in Banyule Creek.
- Flood depths across Blamey Road meet the Defence criteria for main access roads. The average flood depth across Blamey Road in the 1% AEP is 0.1 m. There is no resultant impact to the existing Defence buildings during the 2% AEP event.
- Melbourne Water standards for infrastructure projects in flood-prone areas (Version 2.3.1 (August, 2019)) have been complied with.
- Flood risk at the site will be managed in accordance with the *Zone Substation CEMP – Flood Emergency Management Sub-plan*.

#### 6.4.2 Traffic Impact Assessment

Specific Traffic Management Plans will be developed for works that impact on local traffic as required by regulations. The construction compound entry and exit point is on to a formed road (Blamey Road) and does not impact on pedestrian access as there is no footpath in the area.

#### 6.4.3 Construction Noise and Vibration Management

Noise and vibration mitigation measures will be implemented as appropriate to the anticipated level of impact. When the Compound operates in the evening/at night it will be required to operate within the noise limits of EPR NV4 or be verified as 'Unavoidable works' by the IEA. Currently there are no 'unavoidable works' planned by Jemena except in an emergency situation, as determined by Jemena or its contractor.

NELP's consultants have developed a Construction Noise and Vibration Management Plan for use by Jemena and their contractors. The Plan has been prepared to ensure Jemena and their contractors comply with the projects EPRs and relevant procedures and management plans

Proposed control measures to manage noise and vibration impacts include:

- All plant and machinery shall be fitted with sound insulation and/or silencers/mufflers, smart reversing alarms, noise barriers etc. if required to reduce noise.
- Conduct work between the hours as stipulated or in accordance with any permits or approvals.
- Noise levels for individual items of plant and equipment brought to a site must be checked for compliance with noise regulations through plant hazard risk assessment prior to delivery on site.
- Select equipment that is likely to result in the lowest noise impact whilst still completing the task (i.e. electric rather than diesel/air-powered)
- All plant and equipment shall be regularly maintained to ensure noise control equipment is correctly fitted and operating as per design performance requirements
- Records of compliance/maintenance checks shall be maintained.
- Where applicable, ensure vibration transmission to ground from fixed plant is minimised.
- Where noise emissions from a particular piece of equipment cannot practically achieve compliance with noise emission guidelines, restrict its use to daytime hours only and/or to locations remote from sensitive receptors where practicable.
- Monitor sources of noise and vibration in accordance with the CNVMP.



- Noise complaints must be recorded, reported and investigated in accordance with Zinfra's G-HS-PR-00153 Incident Management Procedure, and NELP's reporting procedures.
- All concerns/complaints shall be resolved in a timely manner, by considering all practicable means to mitigate noise/vibration impacts, either through changes of work schedule, use of alternative construction techniques, quieting and/or relocation of key equipment or the construction of effective temporary noise barriers.

## 7. Site Restoration and After Use

The Compound will only be required for the duration of the construction works onsite, and demountable buildings will be demobilised as they are no longer required prior to operation of the ZSS. After completion, the area occupied by the compound will be utilised as part of the ongoing operation of the ZSS as needed. The site will be a Jemena ZSS for the purposes of construction power supply for NELP. Areas designated construction sites for car parking and temporary buildings will be returned to NELP in the state in which they were received in stages.

All materials used in the establishment of the Compound will be removed when the works within the area are completed and the facilities within these areas are no longer required.

## A1. IEA Verification Statement



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**NELEW IEA Review and  
Verification Audit:  
Construction Compound  
Plan – Jemena NEL Zone  
Substation Site  
Compound**

3 November 2021

—  
North East Link Project

VERIFICATION  
STATEMENT AND  
REVIEW REPORT

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### Document title

NELEW IEA Review and Verification Audit:  
Construction Compound Plan – Jemena NEL Zone  
Substation Compound

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### Version

1.0

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### Date

November 2021

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### Approved by

 EPA Accredited Industrial Facilities

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### File name

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Review Report – CCP Jemena Zone Substation –  
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# NELEW IEA Review and Verification Audit: Construction Compound Plan (CCP) – Jemena NEL Zone Substation Site Compound



## 1. Introduction

Nation Partners Pty Ltd (Nation Partners) is the Independent Environmental Auditor (IEA) for the North East Link (NEL) Early Works (EW), pursuant to the Environmental Management Framework (EMF) approved by the Minister for Planning, working with the North East Link Project (NELP) and the Managing Contractor for construction of the Zone Substation, Jemena Electricity Networks (Vic) Ltd (Jemena).

This IEA Verification Statement and Review Report is associated with the Review and Verification Audit of Jemena's Construction Compound Plan (CCP) – Jemena NEL Zone Substation Site Compound, (hereinafter referred to as CCP Jemena Zone Substation) and provides the:

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

Refer to the *NELEW IEA Review and Verification Audit: Construction Compound Plan (CCP) - Jemena NEL Zone Substation Site Compound*, dated 2 December 2020, for the IEA's previous review and verification of Revisions 1.1 and 1.4 of the CCP Jemena Zone Substation.

## 2. Verification Statement

Nation Partners Pty Ltd, in its capacity as Independent Environmental Auditor (IEA) for the North East Link (NEL) Early Works (EW) pursuant to the Environmental Management Framework (EMF) approved by the Minister for Planning, verifies that Jemena Electricity Networks (Vic) Ltd (Jemena) Construction Compound Plan (CCP) – Jemena NEL Zone Substation Site Compound (Document #: ELE-999-PA-CN-001; Revision: 3; Dated: 29/10/2021) complies with the Project contract including the EMF and Environmental Performance Requirements (EPRs), conditions of Project approvals, and is in general accordance with the approved Urban Design Strategy (as applicable to the verified document).



### 3. Review Scope and Approach

Review of the CCP Jemena Zone Substation considered applicable Project contract requirements associated with the following:

- North East Link Project Incorporated Document (December 2019);
- Environmental Management Framework (EMF);
- Environmental Performance Requirements (EPRs); and,
- Project contract (Project Scope and Requirements (PSR), August 2019).

The approach undertaken for the Review and Verification Audit of the CCP Jemena Zone Substation comprised:

- First version of the document submitted to the IEA:
  - Review of the document considering whether those Project contract requirements addressed in the document had been addressed adequately, including taking into account technical adequacy and effectiveness of actions proposed to comply with the EMF and EPRs; and,
  - Undertake a cross-check of the document against the Project contract requirements to identify conditions that had: either not been addressed; or were not considered to have been adequately addressed within the document.
- Subsequent versions of the document submitted to the IEA:
  - Review of the document considering whether findings/comments from the previous IEA review and Project contract requirements had been addressed adequately in the latest version of the document, including taking into account technical adequacy and effectiveness of actions proposed to comply with the EMF and EPRs.
- Findings arising from review of each revision of the document were represented as comments on a Comments Review Sheet (refer to Section 4 and Appendix A).
- Findings/comments arising from review of each revision of the document were subsequently returned to NELP/Jemena to be addressed accordingly.
- Provision of this report, including the Verification Statement, once the findings/comments were considered by the IEA to have been adequately addressed by NELP/Jemena.

Details of the CCP Jemena Zone Substation revisions subject to this Review and Verification Audit are provided in Table 3.1.

**Table 3.1: CCP Jemena Zone Substation revisions subject to this IEA Review and Verification Audit**

Revision	Remarks/scope of document	Date submitted by NELP/Jemena to IEA	Date IEA review findings/ comments provided to NELP/Jemena	Date verified by IEA
2.0	Initial document submitted to IEA for review	18/10/2021	21/10/2021	Not verified
3.0	Revised following IEA findings/comments on Rev 2.0	29/10/2021	03/11/2021	03/11/2021

Details of the CCP Jemena Zone Substation revisions subject to previous Review and Verification Audit are provided in Table 3.2.

**Table 3.2: CCP Jemena Zone Substation revisions subject to previous IEA Review and Verification Audit**

Revision	Remarks/scope of document	Date submitted by NELP/Jemena to IEA	Date IEA review findings/ comments provided to NELP/Jemena	Date verified by IEA
1.1	Initial document submitted to IEA for review	10/11/2020	13/11/2020	Not verified
1.4	Revised following IEA findings/comments on Rev 1.1	30/11/2020	02/12/2020	02/12/2020

## 4. IEA Review Findings

Findings/comments on the CCP Jemena Zone Substation were made on a Comments Review Sheet (refer to Appendix A for IEA Review and Verification Audit findings/comments).

Previous findings/comments provided by the IEA on the CCP Jemena Zone Substation were resolved by NELP/Jemena to the satisfaction of the IEA in the verified version as outlined in Table 3.1.