North East Link Project

Construction Compound Plan

FOR

Rail Interface Works Packages

(M4077)

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PLANNING AND ENVIRONMENT ACT 1987

CONDITION 4.12 OF THE *NORTH EAST LINK PROJECT INCORPORATED DOCUMENT, DECEMBER 2019*

ENDORSED DOCUMENT

SHEET 1 OF 74

SIGNED..... for

MINISTER FOR PLANNING

DATE: 14/04/2022

. The work and information herein is confidential and
d in a manner permitted by Metro Trains Melbourne.

(MTM)

3OURNE, VIC. 3001

Document Control

Approval

	Name	Position	Signature
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Approving Manager			

Amendment Record

Approval Date	Revision	Description
15 September 2021	A	Draft issue for client review
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4 April 2022	H	Incorporated DELWP comments (second review)

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The current reviewed and approved version of the CCP will be available on SharePoint and TeamBinder for all project personnel to access.

All major revisions/amendments must be approved by the NELP Senior Project Manager before being implemented.

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Definitions and Abbreviations

Term	Definition
ALBF	After Last Before First occupation - a rail occupation taken after the passage of the last train at night and concludes prior to the passage of the first train the following day
BCA	Building Code of Australia
CCP	Construction Compound Plan
CEMP	Construction Environmental Management Plan - overarching document which details the management of environmental aspects and impacts associated with the delivery of the works. The document has been prepared in accordance with the EMF
CHMP	Cultural Heritage Management Plan
CNVMP	Construction Noise and Vibration Management Plan
COES	Certificate of Electrical Safety to be provided by a Licensed Electrician upon completion of electrical works in accordance with ESV requirements
Construction Compound	Long term compounds, including buildings for office, crib (meals), ablutions and washing facilities located within a fixed boundary
Construction Site	Short term construction works areas/construction fronts including temporary storage/laydown areas to be undertaken throughout the Early Works
CSR	Combined Service Route refers to the pits and conduits to be installed for underground service reticulation, including underground and above ground services, i.e. GLT and GST
CRR	Construction Risk Register
Danger Zone	All space within three metres horizontally from the nearest rail and any distance above/below this zone including being on the line, unless a POS exists/can be created
DBYD	Dial Before You Dig
DCM	Detailed Construction Methodology
DCRA	Detailed Construction Risk Assessment
DELWP	Department of Environment, Land, Water and Planning

Term	Definition
DNSP	Distribution Network Service Provider
DOT	Department Of Transport
Down Side	Down side refers to a railway direction. The down side runs on the right side of a train line and is heading away from the city.
EALBF	Extended After Last Before First occupation - a rail occupation taken prior to the passage of the last train at night and concludes prior to the passage of the first train the following day
EC	Engineering Change is used as the formal approval process from MTM engineering to undertake construction augmentation works in accordance with approved IFC design
EMF	Environmental Management Framework 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 EPR
EPA	Environmental Protection Authority
EPR	Environmental Performance Requirements - 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
ESV	Electrical Services Victoria
FIM	Free Issued Material refers to material procured by the MTM Project team and issued to the subcontractor for installation
GLT	Ground Level Trunking
GPP	Ground Penetration Permit
GST	Galvanised Steel Trunking
HCMT	High Capacity Metro Trains
HV	Heavy Vehicle
IFC	Issued For Construction
Incorporated Document	The North East Link Project Incorporated Document GC98 under the Banyule, Boroondara, Manningham, Nillumbik, Whitehorse, Whittlesea

Term	Definition
	and Yarra Planning Schemes (Planning Schemes), approved in December 2019 and made pursuant to section 6(2)(j) of the Planning and Environment Act 1987
IEA	Independent Environmental Auditor - the independent party appointed under the Contract to undertake environmental reviews and environmental audits of project activities including assessing compliance with the EMF
IFC	Issued For Construction
ITP	Inspection and Test Plan
ITR	Inspection and Test Report
LV	Light Vehicle
MTM	Metro Trains Melbourne
MTIA	Major Transport Infrastructure Authority
NEL	North East Link
NELP	North East Link Project
NDD	Non-Destructive Digging
NHVR	National Heavy Vehicle Regulator
Open Space	Land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity
OHLE	Overhead Line Electrification
OSO	Overhead Safety Observer
PC	Principal Contractor
POS	Position Of Safety - a place where people/equipment cannot be struck by rail traffic
POZ	Plant Operating Zone - the safety exclusion area around plant outside within which persons must remain
PPE	Personnel Protective Equipment

Term	Definition
PS&TR	Project Scope and Technical Requirements - the SOW as set out by NELP
PTDT	Permission To Disturb Track - MTM procedure to excavate in the vicinity of the rail formation
PTWN	Permit To Work Near - MTM permit required to work within 2m of electrical infrastructure
Rail Infrastructure	Facilities necessary for/in connection with Rail Operations and includes, railway track, associated track structures and works (e.g. cuttings, tunnels, bridges, stations, platforms, sidings, excavations, landfill, track support earthworks and drainage works), pedestrian crossings, over-track structures, under-track structures, service roads, signalling systems, train control system, notices and signs, overhead electrical power supply systems and associated buildings, workshops, depots and yards.
RIW	Rail Interface Works
RSW	Rail Safety Work
RSWHA	Rail Safety Worksite Hazard Assessment
RIW Card	Rail Industry Worker Card
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
RRV	Road Rail Vehicle
Sensitive Receptor	As per relevant statutory guidelines, including homes, schools, universities and hospitals/places where a person's regular daily life might be affected by amenity impacts as a consequence of the Project. Sensitive receptors do not include public open space/places of work
SCN	Survey Control Network
SCADA	Supervisory Control and Data Acquisition
SEIP	Site Environmental Implementation Plan
SERQ	Safety, Environment, Risk and Quality
SFAIRP	So Far As Is Reasonably Practicable

Term	Definition
SiD	Safety in Design
SOW	Scope Of Works
SWMS	Safe Work Method Statement
Stakeholders	As specifically identified under Clause 4.5.5 (b-c) of the Incorporated Document. This includes relevant Councils, affected utility service providers, Roads Corporation and Melbourne Water
TFP	Track Force Protections are the safety precautions put in place to perform Rail Safety Work under the supervision of a TFPC
TFPC	Track Force Protection Coordinator
TMP	Traffic Management Plan
TPP	Tree Protection Plan
TRP	Tree Removal Plan
TPZ	Tree Protection Zone
TTSA	Train Track Safety Awareness
TWD	Temporary Works Design
Unavoidable works	Are defined in EPR NV3 and must be verified by the IEA as such for each instance in which they are undertaken. Unavoidable works may result in noise from construction works during weekend/evening work hours and the night period which does not meet the guideline targets in EPR NV3
USP	Utility Service Provider
VEDN	Victorian Electrical Distribution Network
VESI	Victorian Electrical Supply Industry
VMP	Vehicle Management Plan
WEMP	Worksite Environmental Management Plan

1. Purpose and Structure

1.1. Purpose of the Plan

This Construction Compound Plan (CCP) complies with the relevant Clauses 4.12.1 and 4.12.2 of the North East Link Project Incorporated Document GC98, December 2019 (Incorporated Document) shown in **Table 3** and regulates the use and development of the Grimshaw Street construction compound (old Hume Bricks and Pavers business).

This CCP details the resources, processes, and methodologies Metro Trains Melbourne (MTM) will put in place to undertake the Rail Interface Works (RIW) of the North East Link Project (NELP). This will describe the hours of operations, activities, possible environmental and community impacts, including mitigation and management controls associated with construction and daily operation of the Grimshaw Street construction compound, that will primarily be used as a base to support the RIW.

This CCP is prepared to cover the works regarding the area in which the works are located from 221-231 Grimshaw Street & 224 Grimshaw Street, Greensborough. Refer to **Figure 7 and Figure 8** for the site compound.

1.2. Project Overview and Delivery

The NELP is a Victorian state project that will upgrade and connect the Eastern Freeway at Bulleen to the M80 Ring Road at Greensborough in Melbourne's north-east. The new route will include 26km of upgraded and new freeway including 5km of road tunnels.

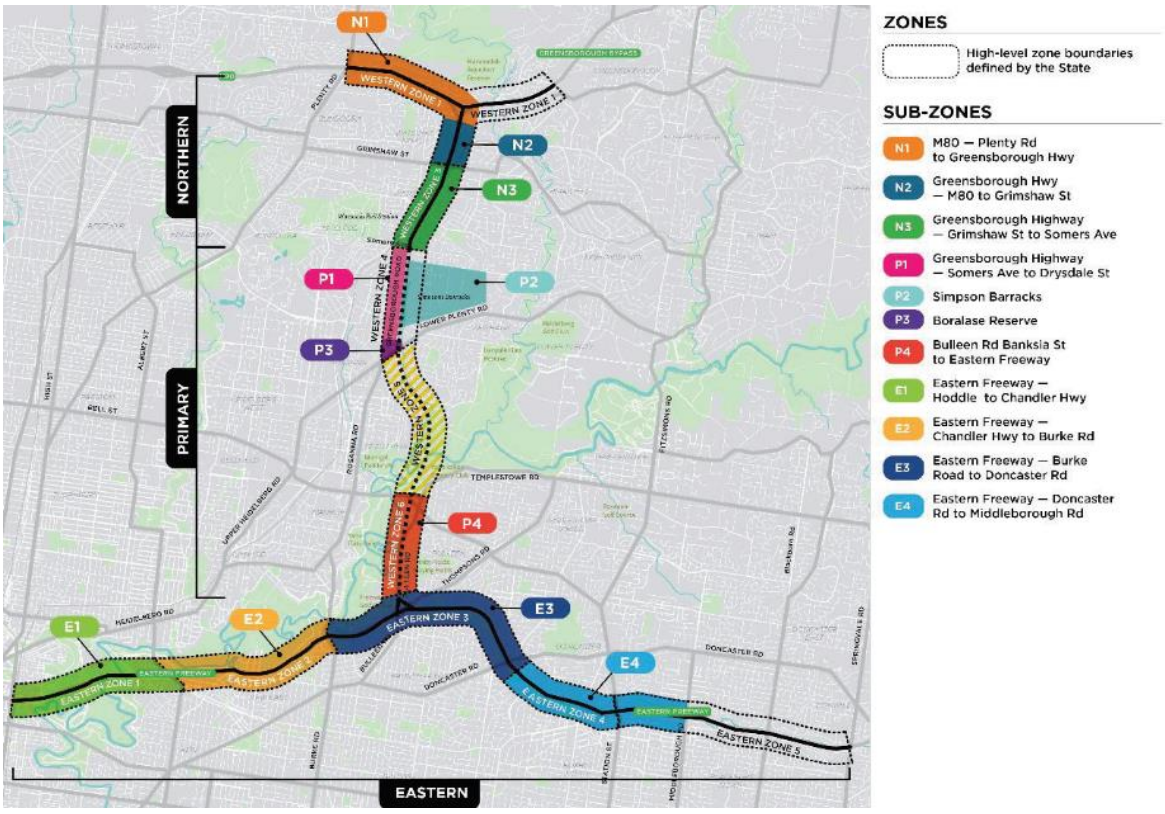


Figure 1: NELP Proposed Road Alignment

NELP will interface with the Hurstbridge (HBE) Line of the Metropolitan Rail Network (MRN) between Macleod (MCD) and Greensborough (GRN) Stations. The primary rail interface is at the Greensborough road-over-rail tunnel located 300m on the down side (country end) of Watsonia (WAT) Station which will be extended from 145 to approximately 463 metres, based on the current NELP Reference Design; refer to **Figure 2.**

Note: *The final tunnel length is dependent on the final design by the NELP Northern Package contractor.*

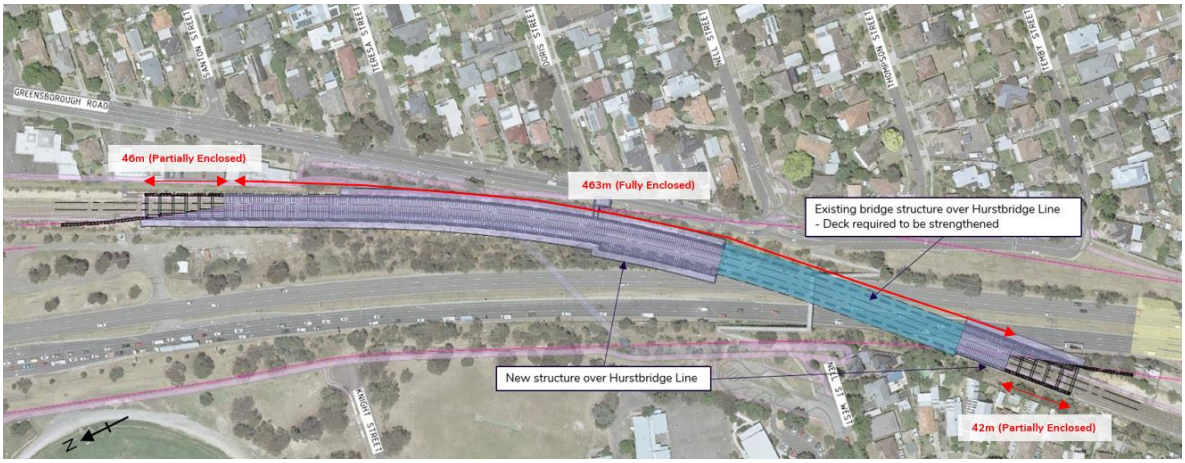


Figure 2: Greensborough Bypass Rail Tunnel Arrangement

1.3. Construction Compound Works Package Overview

The NELP RIWs are split into six delivery packages and one overarching project governance and support package as shown in **Figure 3.**

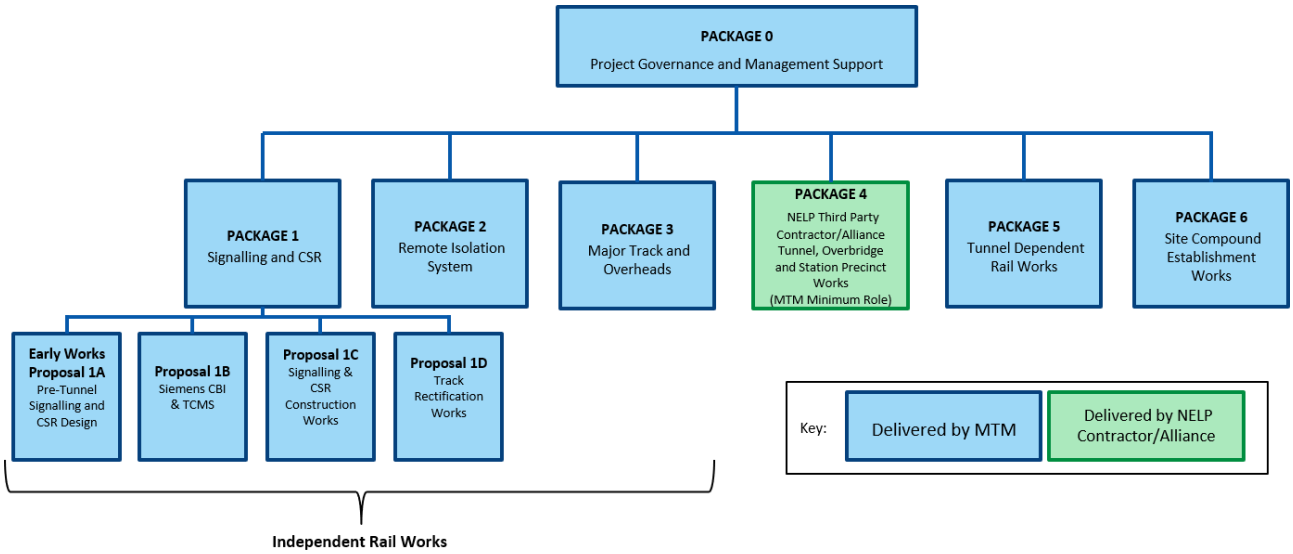


Figure 3: NELP RIWs Packages

The scope for each package is summarised in **Table 1.**

Package 0 includes the overarching MTM governance and management support resources required to coordinate the delivery of each delivery **Package 1 - 6.**

Packages 1, 2 and 3 are noted as Independent Rail Work (IRW)s, which will be delivered independently from, and prior to **Packages 4 and 5.** Packages **1, 2 and 3** include critical rail systems scope delivered by MTM to enable **Package 4** construction. The intent of delivering the IRWs prior to **Package 4** is to de-risk the NELP Contractor/Alliance works by decoupling the rail systems from the extended rail tunnel and rebuilt overbridge structures during and after construction.

Package 5 includes the critical tunnel safety and security systems required to be installed after the tunnel extension works have reached a certain stage. The exact interface and staging is to be determined by MTM and articulated to the NELP Contractor/Alliance through the procurement, design, and delivery phase for **Package 4**.

Package 6 includes the construction of the Grimshaw Street Construction Compound. This CCP will deliver Packages 1-3 & 6.

Package	Description	Scope summary
0	Project Governance and Management Support	• Integrated Management and Governance Team (Program level, consistent to all packages) • Management Plan and Project Proposal development • Commercial Framework development • Support NELP Contractor/Alliance Procurement and Tender Evaluation Phase
1	Signalling and Combined Service Route (CSR)	• Install eleven new controlled home signals, trackside equipment and axle counters to replace existing automatic signals and track circuits between MCD and GRN • Install new WESTRACE MkII Computer Based Interlocking (CBI) at MCD and update Core and HBE panel Train Control Management System (TCMS) • Construct new CSR from MCD to GRN • Remedial track works to enable the new signalling system
2	Remote Isolation System (RIS)	• Design and deliver an RIS for the 1500vDC overheads through the extended tunnel

Package	Description	Scope summary
3	Major Track and Overheads	• Rebuild and realign the track and track drainage from Down end of WAT Station to the Down end of Grimshaw Street overbridge • Derailment Containment • CSR Cutover Works to new alignment between the tunnel and overbridge • Rebuild and realign the Overhead Line Equipment (OHLE) from the Down end WAT Station to the Down end of Grimshaw Street overbridge
4	Tunnel extension, overbridge rebuild, WAT Station precinct and multi deck car park	• MTM minimum role support to: • Coordinate the NELP Contractor/Alliance **Package 4** design development and integration into the MTM Network (as required) • Coordinate Third Party Occupation Access/Resources • Completions • NELP Contractor/Alliance works: • Construct the Greensborough Highway rail tunnel extension • Rebuild and widen the Grimshaw Street overbridge • Construct the new WAT Station multi deck car park and precinct upgrades
5	Rail tunnel systems (post **Package 4**)	• Tunnel systems, install and fit out works including Fire and Life Safety and security systems • CSR Cutover Works to final alignment between the extended tunnel and overbridge
6	Construction compound establishment works	• Establish and maintain the construction compound located in the NELP acquired land adjacent to the Down HBE Line track and Grimshaw Street

Table 1: NELP RIW Packages Summary

1.4. Project Objectives

The high level MTM project objectives are to:

a) Develop, design, procure, construct and commission the RIWs as a cost-effective integrated solution which can be de-coupled So Far As Is Reasonably Practicable (SFAIRP) from the NELP Northern Package works to commercially de-risk the NELP North Package contract.

b) Deliver the RIWs in advance of the Northern Package Works construction and support the NELP Northern Package Procurement, Design & Construction phases.

2. NEL Approvals

2.1. Approval framework and requirements for early works

NELP have obtained all primary approvals of the North East Link (NEL). Primary approvals apply to the RIWs. These 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)*, approval for works on *Commonwealth land under the Environment Protection*, *Major Transport Project Facilitation Act (MPTF Act)* and *Biodiversity Conservation Act (Cth, 1999).*

Planning approval for NELP is facilitated through a Planning Scheme Amendment (PSA) (GC98), as gazetted on the 03 of January 2020. The PSA GC98 introduced a project specific Incorporated Document and Specific Controls Overlay (SCO) to land within the project boundary.

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

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

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

Note: *MTM to exclude any obtaining of land use.*

2.2. Secondary Approvals in relation to the Grimshaw Street construction compound

Table 2 details the requirements of all relevant Secondary Approvals that may be required for the Grimshaw St construction compound.

Legislation	Responsible Authority	Approval	Purpose/Location
Wildlife Act 1975	Department of Environment, Land, Water and Planning (DELWP)	Management Authorisation for the salvage and handling of fauna	In the event that works will require the salvage, handling, removal/destruction of wildlife
Road Management Act 2004	Banyule City Council	Working within a road reserve permit and waterway	Local streets associated with the works

Road Management Act 2004	VicRoads	Working within a road reserve permit	Greensborough Bypass
Flora and Fauna Guarantee Act 1988	DELWP	Removal of native vegetation (to be confirmed based on findings from arborist/ecologist assessment). Required to obtain an FFG Permit before commencing works.	Grimshaw Street Construction Compound
Heritage Victoria Act 2017	Heritage Victoria	Design and construct to minimise impacts on heritage	Grimshaw Street Construction Compound

Table 2: Secondary Approvals

2.3. Planning Scheme Amendments (PSA) and Incorporated Document requirements

Clause 4.12 of the Incorporated Document outlines requirements for CCPs, including content requirements. These requirements are summarised in **Table 3**, together with a cross reference to where they are addressed in this document.

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

MTM define Construction compounds as long term compounds, including buildings for offices, crib meal huts, drinking water, toilets and washing facilities located within fixed a boundary.

Whereas, a Construction site is defined as short term construction works areas/construction fronts including temporary storage/laydown areas that are to be undertaken throughout the project, and do not require the development of CCPs.

Incorporated Document Reference	Content requirements	Where addressed
4.12.1	Prior to the use and development of any construction compound, a CCP must beprepared to the satisfaction of the Minister for Planning	This CCP
4.12.2 a)	A plan showing the location and layout of each compound and the categories of works and operations proposed within each compound	Section 3.2
4.12.2 b)	The estimated duration of activity within each compound	Section 4
4.12.2 c)	Demonstration that any compounds proposed on land which are not to be permanentlyacquired 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/practical	Section 3.3

4.12.2 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 users (including residences, open space, schools, community organisations and sporting and recreation areas)	Section 5
4.12.2 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 where appropriate,/has any particular environmental sensitivity, and that the works will be suitably managed to address any flood risk	Section 5.5
4.12.2 f)	Measures to restore the former use of the land used for construction once theseactivities 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 CCP
4.12.4	A CCP may be amended from time to time, to the satisfaction of the Minister for Planning	This CCP
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 2.4 & 5.2

Table 3: Incorporated Document – relevant clauses for this CCP

2.4. Environmental Management Framework (EMF) and Environmental Performance Requirement (EPR)s

Figure 4 illustrates the planning and environment approvals context for this CCP which 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 following sections.

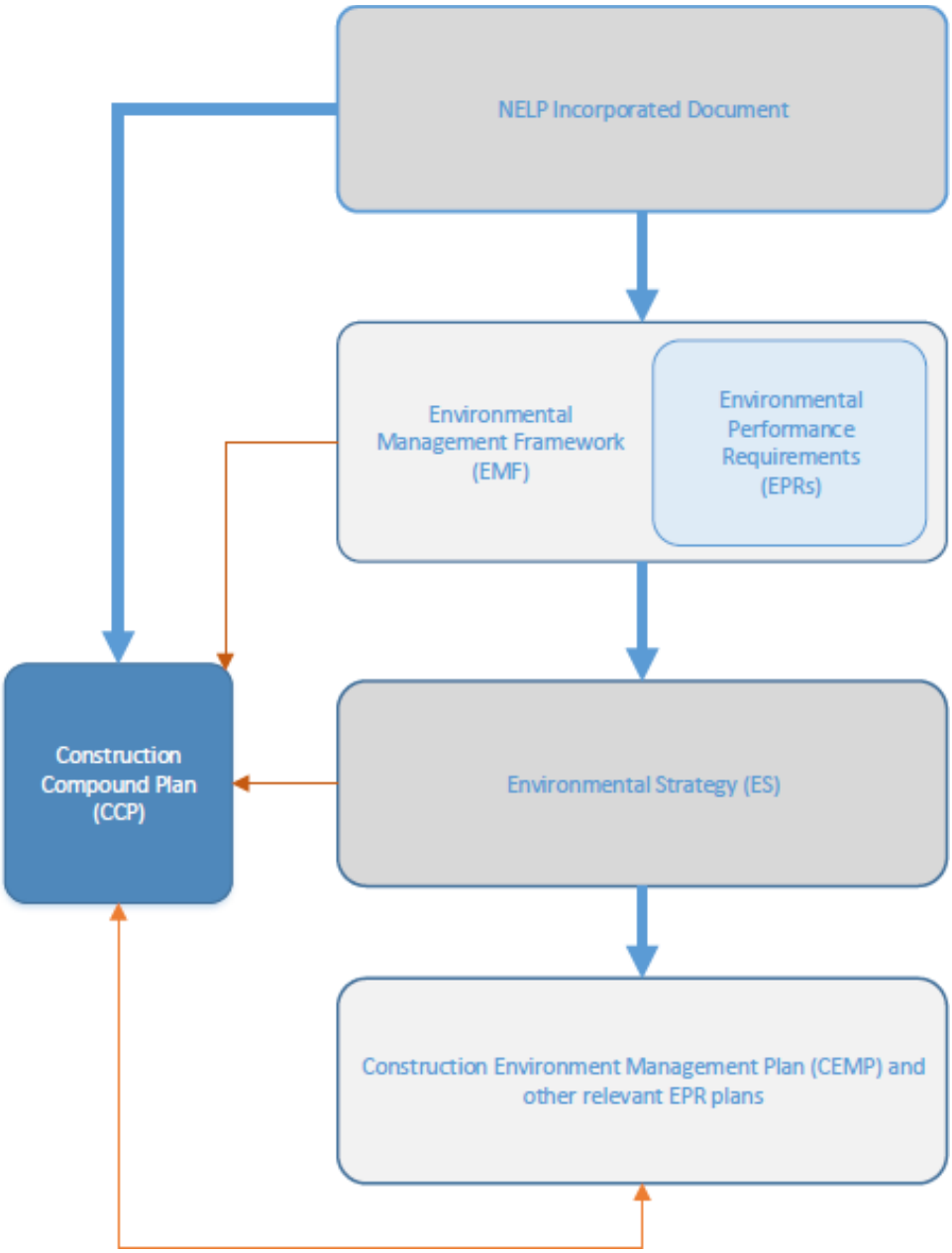


Figure 4: CCP - Planning and approvals context

EMF

NELP was declared 'Public Works' under the Environment Effects Act 1978 (Vic), requiring NELP to prepare an Environment Effects Statement (EES) for assessment by the Minister for Planning. The EES includes an EMF with EPRs, which apply to all works within the project boundary. 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.

Environmental Strategy and Risk Assessment

The Environmental Strategy states how the EMF, including EPRs, and the findings of the Environmental Risk Assessment and Environmental Risk Management Strategy will be implemented through the delivery of RIWs and incorporated into the Construction Environmental Management Plan (CEMP) and the accompanying sub-plan Worksite Environmental Management Plan (WEMP) and other management documents.

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

- A summary of each EPR and how these will be complied with including proposed actions, timing, consultation, proposed management plans and evidence of compliance
- An overview of the management documents that will be prepared to support the implementation of this CCP and other environmental documentation

Note: *The environmental strategy and risk assessment will be approved prior to any works commencing.*

2.5. IEA

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

The EMF states that the IEA shall review and verify compliance with the EMF, Environmental Strategy, EPR Management Plans, associated sub-plans and the Incorporated Document.

NELP have appointed a suitably qualified and experienced IEA for this RIW package.

The IEA role includes the verification of '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 include activities in which the noise from construction during weekend, evening work hours and/the night period does not meet the noise guideline targets in EPR NV3 – Minimise construction noise impacts to sensitive receptors.

Appendix A contains the IEA verification for this CCP.

2.6. Urban Design Strategy (UDS)

The Incorporated Document requires NELP to implement an approved Urban Design Strategy (UDS), including urban design framework plans (UDFPs). The construction compound described within this CCP does not include permanent above ground buildings or structures and meets the definition of preparatory buildings and works in the Incorporated Document (Clause 4.13.1) and therefore a UDLP is not required for the compound.

The design of the construction compound will be carried out in accordance with the relevant sections of the UDS which provide information on managing temporary construction impacts.

3. Location

This CCP describes the construction compound that will be established to support the RIW scope. The construction compound described is located at the Grimshaw Street and Greensborough Bypass intersection (221-231 Grimshaw Street & 224 Grimshaw St).

In general, the construction compound will feature the establishment of site staff offices, site amenities for the construction team and contractors, storage of plant, equipment and laydown for construction materials. The overarching location of the construction compound in relation to the works alignment, environmental features and businesses is shown from **Figures 5 to 8**.

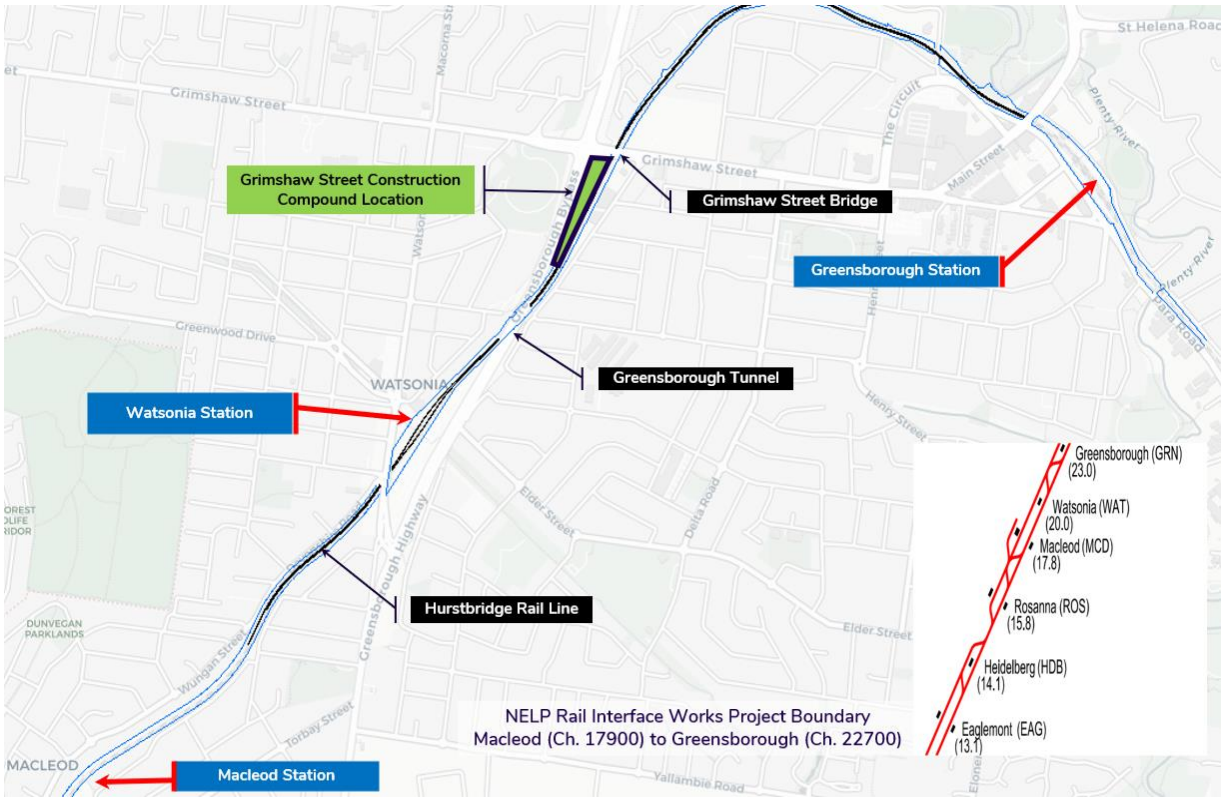


Figure 5: Rail Interface Works Overview Map

3.1. Description of site

The Grimshaw Street construction compound is located in an open space area that runs parallel to the Greensborough Bypass, Greensborough. The area MTM and associated contractors will occupy is highlighted in **Figure 6**, along with identified nearby sensitive receptors**.** The site is bordered by the Greensborough Bypass, Grimshaw Street and the existing railway line.

The northern end of the compound is relatively level This area of the compound was previously utilised by the old Hume Bricks and Pavers business, in which frequent traffic occurred. The southern end of the compound features an abandoned SCATS cabin which is managed by DoT. The area is level to a certain point, and then ramps down towards track

level. Both areas contain vegetation which will be required to be removed prior to the commencement of site works, further explained in Section 5.5.5.

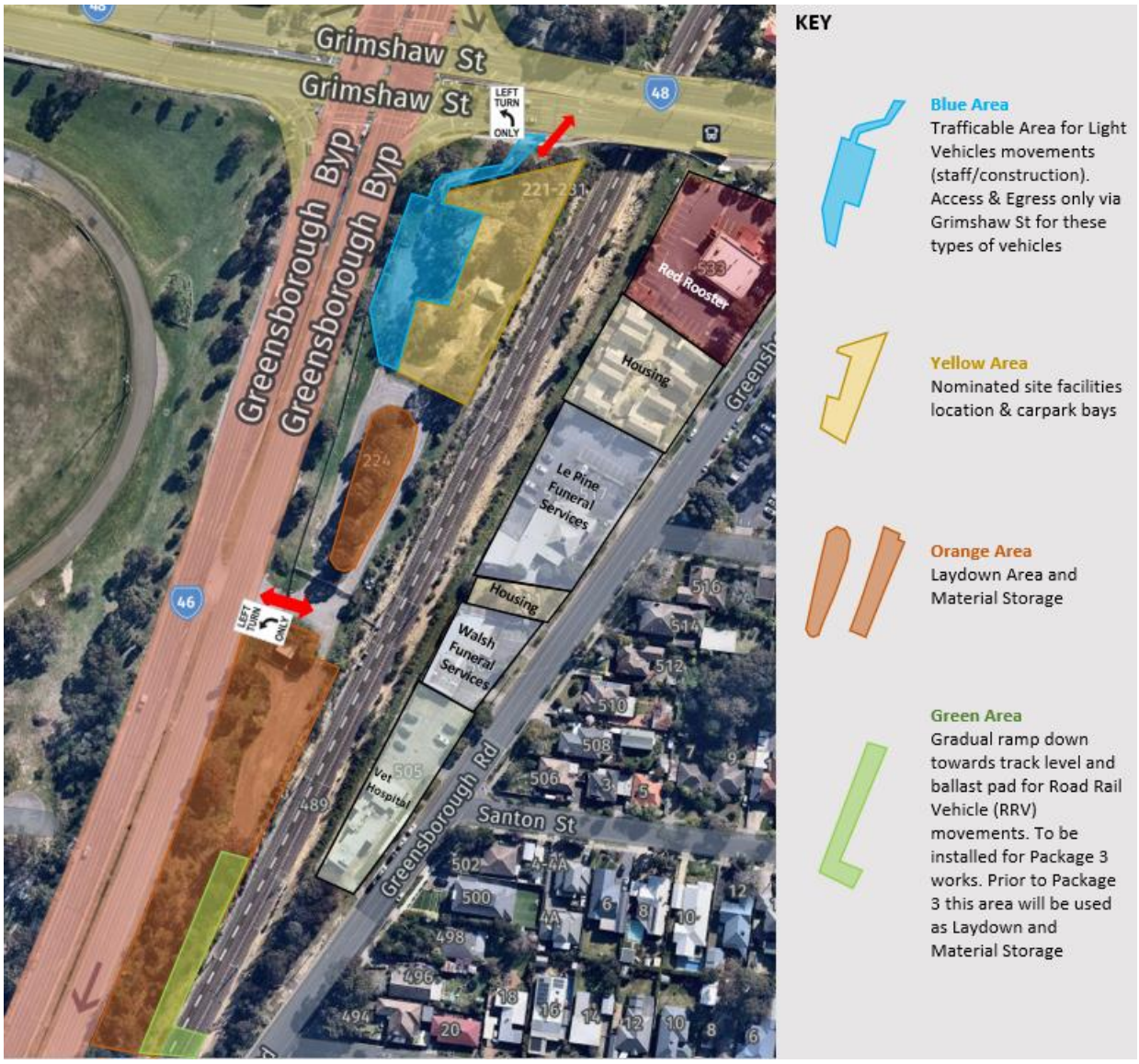


Figure 6: Work Areas & Nearby Sensitive Receptor Areas– Grimshaw Street construction compound

3.2. Detailed plan – location and layout

The site plan can be observed in **Figures 7 and 8**. The site plan will feature office spaces and car parks for MTM and contractor staff. The construction compound will also require storage for permanent and temporary materials, and plant and equipment required to complete the work.

The Grimshaw Street construction compound will be restricted to the area as per **Figure 6**. MTM will utilise the fencing previously established by previous contractors where applicable, to create a delineation from live track, workers and plant between 3 separate areas. For clarity where additional fencing is required, as detailed in **Figure 8,** MTM will facilitate. As noted in **Figure 7,** the construction compound establishment will include access and egress

for Light Vehicles (LV)s to site via Grimshaw Street. Trucks/Heavy Vehicle (HV) movements to occur only via the Greensborough Bypass.

Note: *Exact location of car park, site construction compound and laydown area are subject to minor layout changes within the area, i.e. does not result in any increase to environmental risk.*

These changes will be based on subcontractor preferences in optimising of the layout. All minor changes will be in accordance with Section 5: 'Delivery methodology' and highlighted in the CEMP. The construction compound perimeter and existing above/below ground services in the construction compound footprint have been identified and shown in **Appendix C: Construction Compound Service Map** and considerations were made in the development of the proposed site plans.

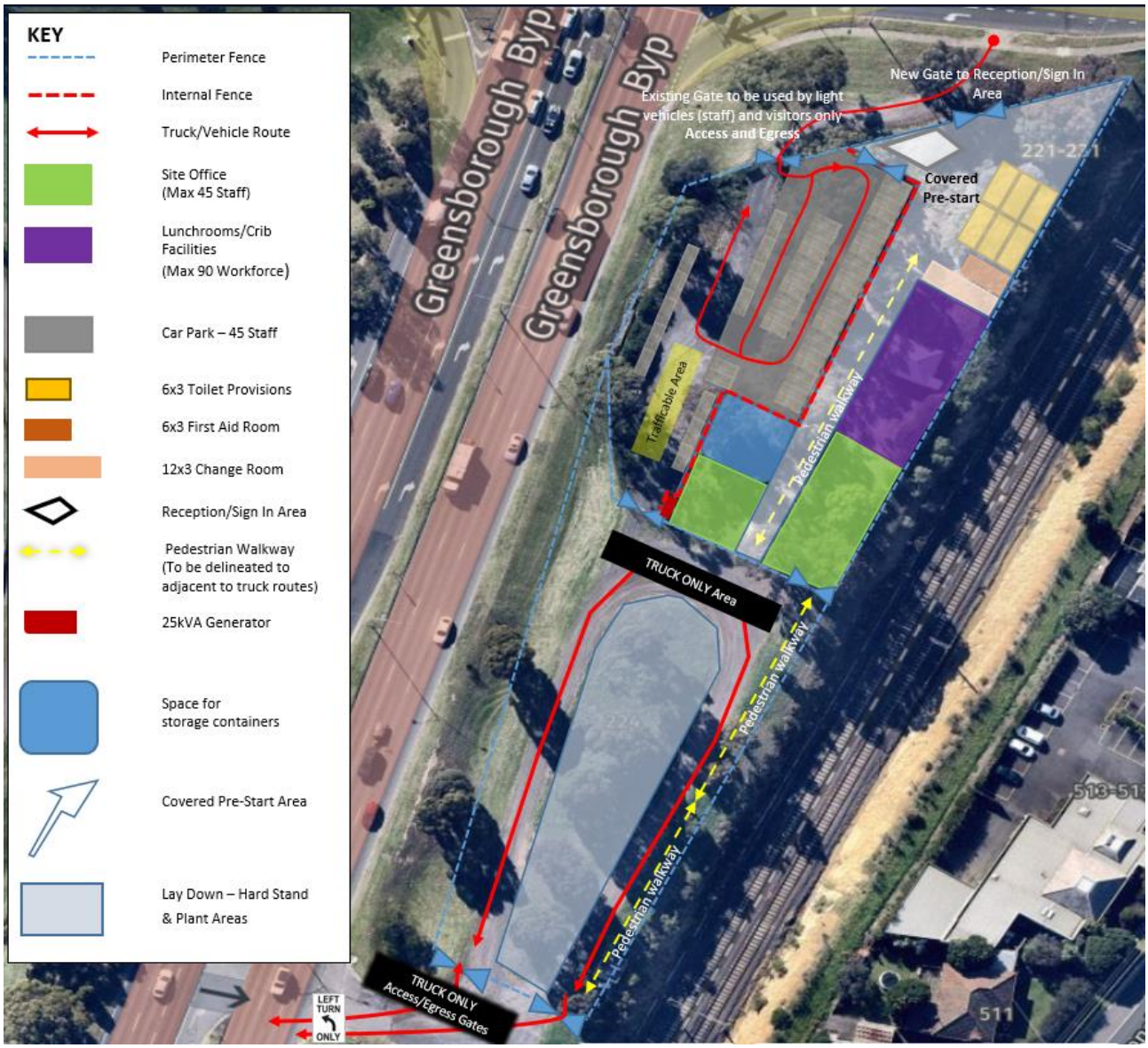


Figure 7: Grimshaw Street compound proposed Site Plan 1 of 2 (Northern end)

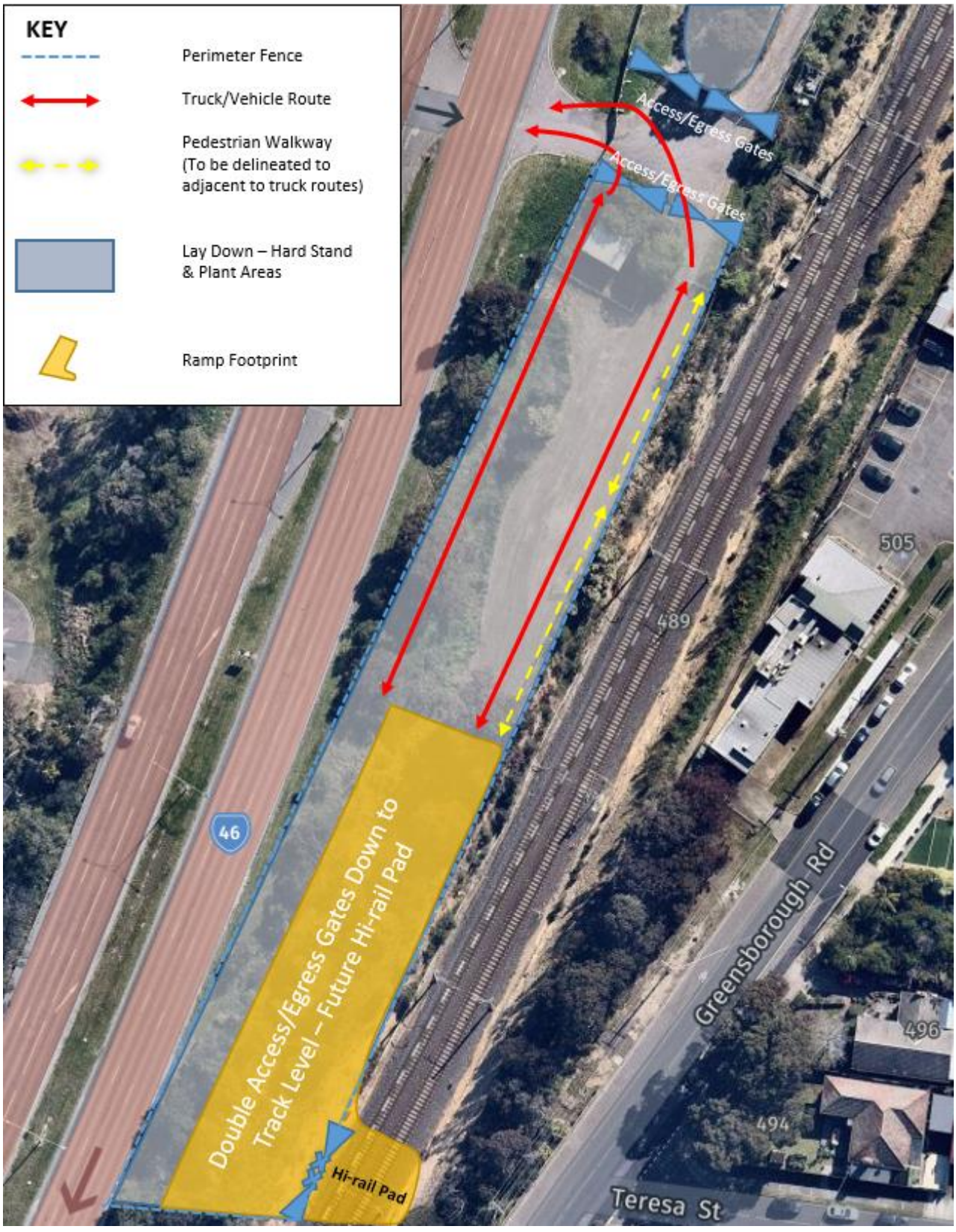


Figure 8: Grimshaw Street compound proposed Site Plan 2 of 2 (Southern end)

The land is situated in the Banyule City Council municipality. The site was previously VicRoads land, used for commercial use. This area is currently undergoing transfer to NELP and will be temporarily occupied by the RIW team, and ultimately handed back to the governing authority. The Grimshaw Street compound does not lie within a floodplain, based upon review of VicPlan flood overlay maps.+

3.3. Justification of location and use of compound

The Grimshaw Street compound is proposed on land within the NELP boundary, i.e. the compound location has been sited to comply with Clause 4.12.2(c) of the Incorporated Document.

In addition to considering the future land use, the location of the compound has been selected based on an assessment of avoiding, minimising and mitigating impacts on sensitive receptors and environmental receptors. The Grimshaw Street compound was deemed to have a minimal impact in terms of the following aspects:

- Future Land Use: MTM to handback site to NELP, on completion of RIW
- Proximity to Works: The compound is bordered by the Greensborough bypass, Grimshaw Street and existing railway line, thereby ensuring the compound has been located as far from residential areas as practicable to reduce noise, vibration and lighting impacts to residential sensitive receptors. As the compound is located in close proximity to the rail corridor, this reduces travel and access of work crews from the compound to the work area and therefore minimises disruption.
- Sensitive Receptors and Business Impacts: Due to the proposed location of the compound, the residents and local traders whose properties are within 505-533 Greensborough Road, are deemed to be most impacted. Other sensitive receptors include Watsonia Primary School and St Mary's Parish. ***Note:*** *the closest residence is 45m away from the compound.*
- Cultural Heritage: The area was selected as it did not feature any direct impacts with identified Aboriginal Cultural Heritage.
- Air Quality: The compounds haul roads and hardstand areas will be treated with dust suppressants in high risk areas or on high risk days. Stockpiles will be monitored and general mud tracking on roads to be minimised through stabilised access and egress points. Traffic speeds limits of 10kkm/hr to be adhered to on site.

Alternative locations were assessed for the Grimshaw Street compound. These locations include AK Lines Reserve and Gabonia Avenue Reserve both of which are existing sporting facilities. Occupation of these facilities would cause disruption and early relocation to the clubs. Neither of these locations are within close proximity to the rail corridor, and would increase impacts to sensitive receptors due to the following:

- Closer proximity to residents – local streets required for construction traffic, noise and vibration impacts increased
- Additional traffic movements between compound and site during construction
- Reduction in community space – football and cricket oval and facilities occupied

The location of the Grimshaw St compound also provides sufficient distance between the works and the community including the local Watsonia Primary School and residents along Greensborough Road. There were a number of design factors that had to be considered in the selection of this site including potential spoil sites, proximity to Grimshaw Street Interchange Bridge construction, and traffic management requirements to maintain a number of existing carriageway lanes during construction and minimising disruption to the community.

Figure 12 provides and overview of the alternate compound locations reviewed by NELP, and **Table 4** provides a summary of the rationale for proposed compound locations.

Option A (proposed compound) **221-231 & 224 Grimshaw St**	**Option B (alternate option)** **AK Lines Reserve**	**Option C (alternate option)** **Gabonia Avenue Reserve**
• Minimal to nil impact on community spaces and sporting facilities. • Adjacent to the main work area • Closest access point off the Greensborough Bypass • Greater than 45m away from residential areas • Located within the design footprint of NELP future works on land that will be acquired as part of the project • Located within the nominated project boundary	• Major impacts to community spaces and sporting facilities • Close to the Greensborough Bypass • Greater than 100m away from residential areas • Greater traffic impact travelling between compound and work site • Located within the design footprint of NELP future works on land that will be acquired as part of the project • Located away from work zone	• Major impacts to community spaces and sporting facilities • Within close proximity to residential areas • Utilises local roads for construction traffic • Impact is outside of works footprint • Greater traffic impact travelling between compound and work site • Located in congested area away from work zone

Table 4: Alternate compound locations assessment

Therefore, Option A was selected and the alternative Options B & C were not pursued.

Figure 9: Compound locations assessment diagram

4. Compound operations & scope activities

The operation of the compound will be in accordance with this CCP and relevant EPRs included in the approved EMF.

The compound shall support works to deliver all RIW construction activities in the scope area. The SOW the compound will support is the RIW **Packages 1 – 3,** where **(Package 1 - Signals & CSR, Package 2 - Power, Package 3 Track & Overheads).**

In general, the compound will be used for:

- Amenities for personnel, including buildings for bathrooms, first aid and a meals/crib room of personal items storage
- On-site parking for workers and visitors
- Management and supervision of works
- Pre-start meetings
- COVID-19 compliance and monitoring
- Storage of tools, equipment and non-hazardous substances within shipping containers
- Hazardous chemicals will be stored within bunded shipping container compliant with AS 1940:2017
- Storage of vehicles, plant, trucks, and construction materials
- Refuelling of generator and plant

Please refer to **Table 5** which nominates an inspection frequency for the environmental and safety inspection items in the compound.

Item	Inspect	Frequency
Hazardous Material Storage area	All areas on site – monitor contents	Weekly
First Aid Kit(s)	All areas on site – ensure kit is compliant with relevant standards	3 months
Spill Kit(s)	All areas on site – monitor contents	6 months
Fire extinguisher(s)	All areas on site – check expiration date and gas levels	6 months
Electrical tests and tags	All areas on site	3 months
RCD's	All areas on site	Monthly
Site access	Stabilised entry access integrity	Weekly
Temporary Fencing / Water Barriers	Integrity	Monthly and after a high wind event

Item	Inspect	Frequency
Existing stormwater drainage pits	Integrity	3 months
Sediment fencing & Environmental flagging	Integrity	Weekly and after >10mm rain event
TPZs	Integrity	Monthly
Plant Maintenance / Inspection Records	General Inspection of quality or updates	3 months
Temporary structures (covered walkways, handrails, steps etc.)	Integrity	Monthly

Table 5: Environmental and safety inspection items

Soil stockpiling and materials laydown will be required in the compound within the adjacent work area, and will include clean fill soil, backfill sand, crushed rock and broader laydown of conduits and other supplies. No contaminated spoil is expected to be stockpiled within the compound, however if required, will be stored in accordance with Environment Protection Authority (EPA) guidelines and the site WEMP.

Refuelling to be conducted with mini tanker trucks/approved refuelling vehicles. Refuelling must not occur within 30m of a waterway therefore refuelling to occur in the construction car park and storage area, unless a specific risk assessment has deemed the risk can be managed. Ignition sources are to be eliminated from the vicinity of refuelling operations and the engines of plant and vehicles are to be switched off before any refuelling commences. Additionally, spill kits are to be located in the car park of the compound to ensure it is in close proximity to the refuelling operation.

All haul roads to ensure that dust suppression is maintained, particularly during warmer months. This is to be undertaken by the construction team throughout compound operation. Site access and egress to the compound to have stabilised entry points.

4.1. Work activities

The permissible activities that will occur as part of the Grimshaw Street Compound are detailed below. The site has already been secured with permanent fencing. Additional fencing may be required for Tree Protection Zone (TPZ)s and general site upkeep/boundary control. The permissible activities include:

1. Installation of environmental controls
    - Silt fencing to be installed around the low sides of crushed rock hardstand area.
    - Stormwater drains to be protected from sediment by suitable controls, e.g. silt socks, silt fencing
    - Sufficient Spill kits to be available to respond to construction activities including hydraulic hose rupture, chemical storage with potential bunding/segregation considered and refuelling

- Site exits shall be stabilised to prevent mud tracking and dust control
- TPZs to be established and delineated from site operations.

2. Compound, car park and haul road establishment:
    - MTM will develop tree removal management procedures which will follow the Tree Removal EPR Plan and Tree Protection EPR Plan. The definitive tree removal guidance will be outlined in the EMP. This will feature a site-specific arborist assessment for all trees to be removed/protected within the Grimshaw Street compound
    - MTM is proposing a removal of all trees noted within the laydown areas and proposed office areas. These areas will be further identified in the relevant TRP's, TPP's and TPZ's. Tree lopping to occur as part of the acquisition of the land/compound.
    - Hard stand areas to be established through compaction of crushed rock which will be placed and compacted in layers with suitable compaction equipment. A preferred water-based polymer (or other approved means) to be applied to the top layer to ensure binding of finer particles and thus, dust reduction
    - Compound building to be placed on footings/timbers as required
    - Dust will be managed through the application of water to internal roads and car parks to minimise affects to nearby traffic
    - Stabilised exits to be installed on the haul road to ensure trucks do not cart unwanted soil/rocks onto public roads. These exits to be in the form of larger diameter crushed rock
    - Site security overnight if required and Closed Circuit Television (CCTV) surrounding the compound attached to fence posts. Gated areas to be locked as part of the compound establishment initiatives.
3. Services to be connected to the compound:
    - Site facilities to be hooked up to the mains located on Grimshaw St upon relevant approval from the asset holder. All other areas which require power will run off low noise generators
    - Sewage disposal to be managed through installation of ablution tanks, these will be pumped into a truck and taken to a licensed waste facility on a regular basis. Ablution tanks to be above ground and impermeable to ensure no leakage into the surrounding environment
    - Water supply from a nearby hydrant, by truck delivery to potable water tanks,/connection to the water mains being relocated if approved by relevant authorities
    - Lighting and emergency exit signage to be setup and switched on towards the end of the day/when practical. Power to be obtained from the mains source located on Grimshaw Street upon approval from relevant authorities.

4. COVID compliance:
    - Size of the compound will be dictated by COVID-19 compliance requirements, e.g., to meet social distancing requirements
    - Input of hand-wash stations and hygiene stations
    - Mandatory compliance with current government and WorkSafe COVID-19 advice/restrictions. Additional information provided to all personnel through updated pre-work brief form and relevant Safe Work Method Statements (SWMS)
    - Adhere to the MTM's COVID-19 Safe Management Plan for NELP that will be developed in addition to the points mentioned above.

4.2. Justification

The Grimshaw St construction compound has been designed to support construction activities whilst taking into account existing access points from the northern and western ends, which were part of the previous tenancies site access configurations. By retaining the existing entrance points MTM has reduced the possible impact on existing vegetation. The locations of assets/facilities referenced in **Figure 7**, have been proposed following reviews of the arborist report, topographical surveys, and existing utility service investigations.

The location and orientation of compound facilities and miscellaneous items have been evaluated to reduce their impacts on sensitive receptors. The lighting of the compound area has been assessed to avoid light spillage and glare to residents. A low noise generator will be used on site to reduce noise impacts to sensitive receptors. The generator is to be used for site power until an anticipated connection to mains power supply can be established. This generator is to be located away from residents as far as possible to a feasible extent. Following the establishment of mains power, the generator is only to be used as a temporary backup power supply, for instance in the event of a power outage. The location of the generator considers the current compound arrangement of site facilities and therefore is placed within close proximity to these structures for energy efficiency and cabling safety purposes. Operational use of the generator is to occur during the normal working hours (i.e. during the day) as highlighted in Section 4.4, with the exception of occupations which may include night works.

4.3. Timing

The Grimshaw Street construction compound works are anticipated to commence August 2022 following the approval of the CCP. Once the compound is established it will be used as a site office and laydown area for the remainder of the NELP RIWs until completion and demobilisation/handover to NELP's road and civil team, currently estimated to be around December 2024.

The site compound mobilisation activities will occur concurrently over an indicative timing of four to six weeks.

Work activity	Duration
Environmental controls and temporary fencing: a) Temporary Fencing installation b) Silt fencing installation c) Tree removal to be undertaken and TPZ setup d) Spill kit placement	 3 days 4 days 15 days 1 day
Compound establishment: a) Additional soil testing to assess landfill extent and depth. If no landfill material encountered, strip and stockpile topsoil. If landfill material detected, place geofabric on grass b) Soil Contamination testing c) Demolition works d) Haul road installation e) Hardstand area establishment f) Lifting and placement of compound buildings g) Covered areas and roofing h) Connection of services to compound	 15 days 5 days 10 days 15 days 10 days 10 days 10 days 5 days

Table 6: Work activity duration timeline

4.4. Working Hours

Normal working hours:

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

No works shall be permitted outside these hours unless approval is granted in accordance with NELP requirements for obtaining a Working Out of hours Permit and in line with the requirements of EPA publication 1834, Table 4.1.

Unavoidable Works:

When the compound operate it will be required to operate within the noise limits of the Construction Noise and Vibration Management Plan (CNVMP). If works that are to occur outside of normal working hours cannot meet the noise limits of EPR NV3, then the activity must meet the definition of ‘Unavoidable Works’ and be verified as such by the IEA. Noise modelling will be undertaken to establish predicted noise levels and noise mitigations will be implemented as per the CNVMP.

The unavoidable works procedure is most relevant to this Plan during operation of the site compound during night hours. ‘Unavoidable works’ are defined in EPR NV3 as construction works which cannot occur during normal construction hours due to the nature and constraints of the works. EPR NV3 gives the following examples of unavoidable works; they require road or rail occupations, are emergency or safety works, involved tunnelling or demonstrates and justifies a need to operate outside normal working hours and exceed the noise guideline

targets. For works to be justified to be unavoidable, they must be verified by the IEA before they proceed and for each instance that they are undertaken.

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

5. Delivery methodology

The compound construction delivery methodology is established in line with the process of risk management as described in Section 5.3. This process is undertaken through identifying sensitive receptors, 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 5.3 describes the application of controls through the development of EPR Plans and the CEMP to manage the risks and impacts of the construction activities.

5.1. Identification of sensitive receptors

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

The Grimshaw St compound consists of three primary sensitive receptors; residences, local traders and schools. More specifically, the compound may have impacts on the following sensitive receptors:

- Watsonia Primary School
- St Mary's Parish Primary School
- Residents and local traders on the following street:
  - Residents from 505-533 Greensborough Rd, Greensborough – refer to **Figures 6 & 10.**
    - Red Rooster
    - Le Pine Funeral Services
    - Walsh Funeral Services
    - Vet Hospital
  - Residents from 15-21 Hamlet St, Greensborough

These sensitive receptors in relation to the compound placement and the overall construction work boundary can be seen in **Figure 10.**

Impacts to these sensitives receptors are required to be managed during the construction and operation of the compound, as identified through the Communication Strategy specified in Section 7, and risk assessments shown in **Table 8.**

Figure 10: Identified sensitive receptors in relation to the compound location

5.2. EPR Compliance

EPR plans and management plans will be documented and approved by the IEA prior to the commencement of works to ensure that appropriate controls are implemented. MTM will adhere to the approved plans for the duration of the works.

The applicable EPRs will be addressed through the development of project specific management plans/procedures and controls that will be implemented across the RIWs and where applicable for this CCP. EPRs that directly relate to this CCP and a summary of how each relevant EPR will be complied with, are detailed in the WEMP.

The **WEMP** outlines the proposed compliance documentation, including management plans/documents, consultation, timing and compliance monitoring that will be undertaken by MTM to address relevant EPRs.

The following plans are to be approved by the IEA, DELWP & relevant NELP personnel prior to the commencement of works, to ensure the appropriate controls are implemented. The relevant EPR Plans will be in place to guide the works.

EPR Sub-plan Name	Relevance to this Plan
Dust and Air Quality Management and Monitoring Plan(s) – **AQ1**	The Dust and Air Quality Management and Monitoring Plan details the overarching management methods and controls in relation to dust and air quality. The operations and activities within the compound will adhere to the management plan.
Tree Removal Plan – **AR1**	The Tree Removal Plan will outline the broad management procedures followed by the compound works. Definitive tree removal guidance is outlined in the Grimshaw St compound WEMP. This will feature site specific arborist reports for all trees that are to be removed as part of the Grimshaw St compound and work zone.
Tree Protection Plan – **AR2**	The Tree Protection Plan is to be followed for compound works. This plan outlines management procedures in relation to TPZ's. Definitive tree protection guidance is outlined in the Grimshaw St compound WEMP. This will feature site specific arborist reports for all trees that are to be protected as part of the Grimshaw St compound and work zone.
Spoil Management Plan – **CL1**	The Spoil Management Plan will be implemented o manage stockpiling, soil categorisation and disposal option for the works within the Grimshaw St compound. The WEMP will feature categorisation for the compound areas and site specific spoil management procedures.
CNVMP (Construction Noise and Vibration Management Plan) – **NV4**	The Construction Noise and Vibration Management Plan outlines the monitoring and guidelines to minimise noise impacts in sensitive receptors outlined in Section 3.
TMP (Transport Management Plan(s)) – **T2**	This CCP has minor interfaces with community based pedestrians and cyclists. The compound has various impacts to vehicle traffic, as well as generating additional traffic on Grimshaw St and the Greensborough Bypass due to the introduction of construction workers in the area. The Transport Management Plan will address all transport related concerns that may arise throughout the duration of the compound lifecycle and presents clear solutions in order to keep the compound environment safe.
Archaeological Management Plan – **HH2**	Not in relation to this CCP works as there are no Victorian Aboriginal Heritage Register sites within the Grimshaw St compound.
Sustainability Management Plan – **SCC1**	This CCP has an opportunity to undertake sustainable initiatives to contribute to the Sustainable Management Plan project objectives.
Surface Water Management Plan – **SW5**	The Surface Water Management Plan will relate to the CCP in terms of installing controls to ensure nearby waterways are not impacted by surface runoff from the CCP works.
Flood Emergency Management Plan – **SW7**	Not in relation to this CCP works as the Grimshaw Street Compound is located in an area that is not subject to the VicPlan 'Land Subject to Inundation Overlay' as highlighted in

EPR Sub-plan Name	Relevance to this Plan
	Figure 11. Should the site become subject to flooding, standard flood emergency response measures will be implemented.
Groundwater Management Plan – **SW1**	To be assessed post groundwater assessment for trenching/excavation depth against groundwater levels. If the assessment demonstrates that MTM will not be interfacing with any groundwater this will not be included. The WEMP will reference all matters regarding Groundwater and adhere to relevant guidelines.
Flora and Fauna Management Plan – **FF1**	All matters regarding Flora and Fauna are identified within the CEMP and the accompanying WEMP.

Table 7: RIW Package – EPR Plans

Table 8 shows EPR compliance aspects that are relevant to the Grimshaw St CCP.

EPR Category	EPR	Compliance	Timing, Consultation & Approval
Environmental Management Framework (EMF)	EMF1	This CCP will be delivered in accordance with the Environmental Strategy and Management Plans for this Plan	Environmental systems will be maintained throughout CCP, as per MTM's EMS.
	EMF2	MTM to prepare Environmental Strategy and Management Plans	Management Plans will be maintained as per EMF throughout the CCP
	EMF3	NELP has appointed an Independent Environmental Auditor (IEA)	IEA will be retained throughout CCP
	EMF4	MTM and relevant subcontractors are to operate under a complains management system consistent with AS/NZS 100002:2014 and this system shall be implemented for the CCP and the Early Works Package	Systems will be maintained throughout CCP M4077-PKG0-GEN-MPL-0004 - Metro Community and Stakeholder Relations Management Plan which has been documented in accordance with the overarching NELP communications strategy.
Aboriginal Heritage (AH)	AH1	All works shall be managed in accordance with the approved Cultural Heritage Management Plan (CHMP 15576). MTM shall comply with the CHMP requirements and in consultation with the Registered Aboriginal Party and Aboriginal Victoria	Compliance throughout CCP AH aspects will be covered within the CEMP and WEMPs Registered Aboriginal Party conduct audits and inspections where relevant Site inductions cover this aspect

EPR Category	EPR	Compliance	Timing, Consultation & Approval
Dust and Air quality (AQ)	AQ1	All works shall be managed in accordance with the Dust and Air Quality Management and Monitoring Plan	Compliance throughout CCP AQ aspects will be covered within EPR Plans, CEMP and WEMPs EPA consultation for relevant aspects Site inductions cover this aspect Site environmental inspections for CCP
	AQ6	Incentives to be provided for contractors and subcontractors through the Invitation to Tender (ITT) process to preferentially select on-road heavy vehicles for haulage that comply at a minimum with the Euro V European emission standards for MTM Packages	Compliance throughout CCP AQ aspects will be covered within EPR Plans, CEMP and WEMPs Initial engagement to cover this aspect
	AQ2-5	Not applicable to the Grimshaw St CCP scope of works	-
Arboriculture (AR)	AR1	The EPR Plan “Tree Removal Plan” will be developed prior to tree removal. Tree removal plan to feature methodology and management procedures that the project will undertake in relation to tree removal. A tree impact plan will be prepared for the compound and associated works. Some trees will be required to be removed for the establishment of the haul roads and perimeter fencing as per the diagrams shown in **Figures 13 and 14**.	Compliance throughout CCP AR aspects will be covered within EPR Plans, CEMP and WEMP Site inductions and training cover this aspect Site environmental inspections for CCP Tree removal approved by DELWP prior to works commencing

EPR Category	EPR	Compliance	Timing, Consultation & Approval
	AR2	Trees or vegetation shall be managed in accordance with the Tree Protection Plan. This plan will be approved prior to works commencing, and its controls implemented with advice from the project arborist as part of the CCP works. The tree impact plan will be approved prior to any works commencing. This plan will specifically outline trees that are to be removed or that require protection through installation of TPZs.	As above TPZ will be installed in accordance with AS 4970-2009 Protection of trees under advice of site arborist.
	AR3	Not applicable to this Plan	-
Business (B)	B1-4	Not applicable to the Grimshaw St CCP scope of works	-
	B5	No impact to third party infrastructure unless given approval from asset owner to connect to existing services for construction compound purposes	Compliance throughout CCP
	B6	Majority of works confined to the rail corridor and the VicTrack Lease Boundary. Other areas are for package 6 works or relevant material storage. MTM to manage compliance via the MTM Community and Stakeholder Relations Management Plan	Compliance throughout CCP
	B7	Adherence to MTM Standards and Procedures regarding third party assets	Compliance throughout CCP

EPR Category	EPR	Compliance	Timing, Consultation & Approval
	B8	MTM to monitor any complaints or customer/community feedback in accordance with the MTM Community and Stakeholder Relations Management Plan.	Compliance throughout CCP Community engagement as per CCEP CNVMP shall be applicable to the CCP Noise modelling to inform CCEP and relocations strategy Mitigations as per CNVMP during CCP (including monitoring)
Contamination and Soil (SL)	CL1-4	Soil and spoil is anticipated to be generated through establishment of the compound and associated works Throughout the construction phase all stockpiled soil and spoil shall be managed in accordance with the Spoil Management Plan (CL1)	The Worksite Environmental Management Plan is to be approved prior to any works commencing to detail location of stockpiles, overview of soil categorisation and management of different soil types Stockpiling that occurs as part of the construction phase is to occur in compliance with the Spoil Management Plan
	CL5	MTM will manage chemicals, fuels and hazardous materials	Compliance throughout CCP Hazardous materials aspects covered in EPR Plans, CEMP, WEMP Preventative measures to site operations detailed in the OEMP once developed Site inductions and training cover this aspect Site environmental inspections for CCP
	CL6	Not applicable to the Grimshaw St CCP scope of works	-

EPR Category	EPR	Compliance	Timing, Consultation & Approval
Flora and Fauna (FF)	FF1 & FF3	The development and Implementation of the Flora and Fauna Sub-plan of the CEMP and the controls listed within the plan	Compliance throughout CCP FF aspects will be covered within CEMP and WEMPs Site inductions and training cover this aspect Site environmental inspections for CCP Ecology assessment prior to works commencement
	FF2	Where possible the removal of native vegetation and fauna habitat shall be minimised through siting, design and construction methodology	As above and through design
	FF5	Where species protected under the EPBC Act 1999 or Flora and Fauna Guarantee Act 1988 are potentially impacted the relevant approvals or translocation plans must be in place	Ecology assessment prior to works commencement, FFG obtained by MTM where required
	FF4 & FF8-FF9	Not applicable to this Plan and construction works of MTM's RIW scope	-
	FF6	Groundwater will not be impacted through the CCP works as there are no deep excavations	-
	FF7, FF10	No Matted Flax-lily or Studley Park Gums located within the CCP area	-
Ground movement (GM)	GM1	Not applicable to the CCP scope	-
	GM2-4	CCP works to occur above ground, minor excavation (clearing/grubbing) of the soil will occur. All plant and machinery that will be operating to setup the site compound will be low risk to any potential ground movement. Other than this,	-

EPR Category	EPR	Compliance	Timing, Consultation & Approval
		no notable soil disturbance to occur	
Groundwater (GW)	GW1, GW3, GW5	Not applicable to the CCP scope	-
	GW2, GW4	CCP works will not impact or disturb groundwater levels as there are no deep excavations	-
Historical Heritage (HH)	HH1 & HH3-5	Not applicable to the CCP scope	-
	HH2	The requirement to develop and implement an Archaeological Management Plan (AMP) will ensure HH2 is managed in accordance with the AMP.	Compliance throughout CCP HH2 aspects will be covered within AMP
Land Use Planning (LP)	LP1	The location of the compound has been selected by NELP to minimise the impact to residents and to allow works to be undertaken in the adjacent locations. Refer to Section 3.3 of this Plan for more information	The impact has been minimised where possible through screening works and providing alternatives such as parking and access to residents.
	LP2-LP5	Not applicable to CCP works as these relate to permanent (Primary Package) works	-
Landscape and Visual (LV)	LV1	Not applicable to the CCP works, relates to permanent above ground buildings or structures	-
	LV2, LV3	The temporary and construction works shall be located, designed and carried out in accordance with this CCP. The UDS guidance will inform and manage construction impacts	The location and orientation of the compound lighting towers shall be selected to avoid light spillage and glare to nearby residents and fauna.
	LV4	Not applicable to the CCP works, operational EPR	-

EPR Category	EPR	Compliance	Timing, Consultation & Approval
Noise and Vibration (NV)	NV3	All works will be carried out to minimise construction noise impacts to sensitive uses (residences & businesses)	All works shall meet noise limits within NV3 Unavoidable Works process to be followed for out of hours works
	NV4, NV8-9, NV14	All noise aspects shall be managed in accordance with the CNVMP once developed. Implementing management actions if target guideline levels are not achieved	Compliance throughout CCP Community engagement as per CCEP NV aspects covered in EPR Plans, CEMP and WEMPs EPA consultation for relevant aspects CNVMP shall be applicable to the CCP Noise modelling to inform CCEP and relocations strategy Mitigations as per CNVMP during CCP (including monitoring) Site inductions and training cover this aspect Site environmental inspections for CCP
	NV1, NV2, NV5-7, NV10-13, NV15-16	Not applicable to the CCP scope	-
Social and Community (SC)	SC1, SC3, SC4	The requirement to develop and implement a Communications and Community Engagement Plan (CCEP), will ensure SC1 and SC4 can be managed in accordance with the CCEP	Compliance throughout CCP SC aspects will be covered within CEMP and WEMPs Site environmental inspections for CCP
	SC2, SC5-8	Not applicable to this CCP	-

EPR Category	EPR	Compliance	Timing, Consultation & Approval
Surface Water (SW)	SW1, SW3, SW5	Discharge is not anticipated during the CCP works, however, where surface water discharge does need to occur to facilitate construction activity (for example, dewatering from an excavation) it shall be discharged to meet the State Environment Protection Policy (Waters) as per the CEMP controls	Compliance throughout Early Works and to a lesser extent CCP SW aspects will be covered within CEMP and WEMPs Site environmental inspections for CCP
	SW6, SW7	These EPRs relate to potential flood risks, the compound is not in a flood prone area, however flood zone EPRs may apply and will be complied with	Compliance throughout CCP Flood modelling has been completed for existing flood risk, this flood outline has been used to inform site layout A flood emergency management plan shall be prepared prior to works. This plan will be used to inform users of the Grimshaw St Construction Compound of the flood risks and relevant emergency procedures
	SW2, SW4, SW8-12, SW13-15	Not applicable to this CCP	-
Sustainability and Climate Change (SCC)	SCC1, SCC4, SCC5	A Sustainability Management Plan will be prepared in accordance with SCC1 and will provide management procedure to comply with SCC4 and SCC5	Compliance throughout CCP SCC aspects will be covered within CEMP and WEMPs Site environmental inspections for CCP
	SCC2	Greenhouse Gas emissions will be minimised through connecting the Construction Compound Plan to use greens mains power rather than generators where possible	The background consultation with power utility stakeholders is being conducted to ensure the connection to mains power occurs as soon as possible.

EPR Category	EPR	Compliance	Timing, Consultation & Approval
Traffic and Transport (T)	T2-T4	Traffic shall be managed in accordance with the Transport Management Plan. Pre and post road safety audits to occur regarding safe access and egress from the compound	Compliance throughout CCP Consultation with Department of Transport and Council. Conduct and Implement Road Safety Audits These aspects will be covered within TMP and WEMPs Site environmental inspections for CCP
	T1, T5	Not applicable to this CCP	-

Table 8: EPR Compliance – Grimshaw St Construction Compound works

5.3. Risk assessment identification of impacts

The risk to sensitive receptors and the environment has been assessed as part of the preparation of the Plan. Based on the activities detailed in Section 4, the risks in **Table 9** have been identified with proposed controls to manage this risk. These controls shall all be in place prior to commencement of the constructions activity to which they relate.

Throughout the development phase, project inspection, monitoring and auditing shall be conducted as directed in the CEMP and EPR Plans. Environmental Performance Reporting shall be conducted monthly and issued to NELP within the Contract Monthly Report. MTM will ensure monthly environmental inspection checklists are completed at the Grimshaw St Compound to ensure that environmental controls are installed on sites as per the EPRs.

Construction activity	Associated Impact (risk)	Controls
Aboriginal Cultural Heritage (AH)		
All works	• Unexpected artefacts being found and potentially destroyed	• CHMP site induction for any personnel performing works to break ground • Unexpected finds to be managed in accordance with the approved Cultural Heritage Management Plan (CHMP)
Air Quality (AQ)		
Haul Road & Hardstand Construction	• Dust generation causing physical discomfort • Deposition on buildings and vehicles causing soiling and aesthetic	• Disturbed areas and haul roads to be treated with dust suppressants

Construction activity	Associated Impact (risk)	Controls
	impacts to sensitive receptors • Adverse impact to vegetation	especially in high risk areas or on high risk days • Stockpiles to be monitored, sediment fence at toe of stockpile to minimise sediment runoff • Mud tracking and dust on roads to be minimised through use of stabilised site exits such as crushed rock or rumble grids and road sweepers • Traffic speed limit of 10km/h to be adhered to on site • Environmental Inspection checklists to be completed as per beginning of Section 5.3.
Arboriculture (AR) / Flora and Fauna (FF)		
All works	• Impacts on trees • Adverse impact to native vegetation • Adverse impact on fauna and flora • Commitment to minimise impacts on trees may have adverse impacts on the community	• All arboriculture and flora and fauna related works to be undertaken as per controls and management procedure outlined in Tree Protection EPR Plan and Tree Removal EPR Plan and CEMP Flora and Fauna sub-plan. • Construction Compound location has been selected to avoid and minimise tree removal as much as possible and outside of the reference design. • All plant to remain on haul roads as much as possible to minimise damage to vegetation. • For site operations within the drip zone of trees, TPZ to be established through site arborist. TPZ to be delineated with barricading as a 'no-go-zone'. • Chapter 25 of the Environment Effects Statement: Ecology has been reviewed to site the compound in a location with

Construction activity	Associated Impact (risk)	Controls
		minimal impacts to nearby existing ecology • Ecological assessment to be completed prior to works as per Section 5.5.2 to determine any sensitive ecological areas in the works proximity. • If a threat to an animal is evident, works are to cease. Licensed fauna handlers will be contacted for fauna relocation
Landscape and visual (LV)		
Compound office operation Compound operation (Night Work)	• Light spill during the use of compound office outside of the standard working hours as per Section 4.3 resulting in impact on sensitive receptors • Impact on nearby fauna habitat by disrupting natural light cycle	• Site induction to include detail on adhering to office hours and unavoidable works process to meet the requirements of the EMF. • Lighting towers will be angled and placed to avoid impact on nearby receptors • Compound lighting to be installed with advice from ecologist to ensure impacts to usual animal behavioural patterns is not impacted due to the compound lighting
Noise and Vibration (NV)		
Haul road and hardstand construction Establishment of Compound and buildings Grubbing and Clearing Tree Removal	• Nuisance noise • Nuisance vibration • Structural damage • Community concern / complaint • Noise impact from nightly pre-starts and general site usage for night works	• Undertake construction activities within the nominated hours of work, where possible. • Construct and maintain noise barriers to shield significant noise generating activities or plant as required in order to comply with EMF guidelines. • Noise monitoring conducted in accordance with the noise and vibration monitoring procedure on the CNVMP and at a frequency and at locations to confirm compliance with the regulatory limits will be conducted.

Construction activity	Associated Impact (risk)	Controls
Compound usage for Night Work		
Surface Water (SW)		
Haul road and hardstand construction Operation of compound and buildings	• Adverse impacts to water quality • Adverse impacts to aquatic flora and fauna • Damage to property, interference to amenity due to flooding risk • Disturbance of watercourse stability, waterway modification • Uncontrolled release of poor quality water (turbid, high/low pH, other)	• Flood Emergency Management Plan to be present and briefed at each construction compound where applicable • Silt fences around stockpiles to control sediment runoff
Waste Management		
All works	• Environmental impacts such as spreading of pollution or loss of biodiversity due to incorrect management of waste	• All wastes including spoil to be classified, stored, tracked, transported and treated in accordance with contractual and regulatory requirements, including the use of licensed transporters and treatment facilities • 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
Hazardous Materials		
All works	• Uncontrolled release of hazardous substances from storage containers • Hydrocarbon spills	• Storage and handling of hazardous substances in accordance with AS1940:2017 and Safety Data Sheet (SDS). Hazardous substances stored in a bunded area with minimum holding capacity of 110% of the largest container within the bund or 25% of the total capacity of all

Construction activity	Associated Impact (risk)	Controls
		containers within it, whichever is the greatest. • Spill kits must be located near all hazardous substance storage units • Refuelling to be conducted with mini tanker trucks. Refuelling must not occur within 30m of a waterway as a result refuelling to occur in the construction carpark and storage area. This is where generators are located. Eliminate ignition sources in vicinity of refuelling operations. Switch off engines of plant and vehicles before commencing refuelling. Spill kit to be in close proximity to refuelling operation

Table 9: Risk Assessment – Grimshaw St Construction Compound

5.4. Inductions

All staff performing works on site will be required to attend site safety and environment inductions in accordance with MTM's nominated Principal Contractor (PC). Induction must emphasise vegetation, protected flora/fauna and heritage protection requirements. Workers will be made aware of the health and human hygiene risks associated with handling contaminated soil.

5.5. Environmental & community sensitivities

From the environmental risk and EPR compliance assessment above, some aspects of the compound have specific environmental and / or community sensitivities. These sensitivities and their risks and controls are discussed further below. In particular, ecology, noise, traffic, flood risks and tree removal impacts are highlighted because they are most relevant to the Grimshaw St Construction Compound.

5.5.1. Flooding

The Grimshaw Street construction compound is located in an area that is not subject to the VicPlan Land Subject to Inundation Overlay (LSIO) as highlighted in **Figure 11**. The flood risk on the site is therefore considered to be minimal, and the flood modelling requirement of condition 4.12(e) of the Incorporated Document is not considered to be applicable. Should the site become subject to flooding, standard flood emergency response measures will be implemented.

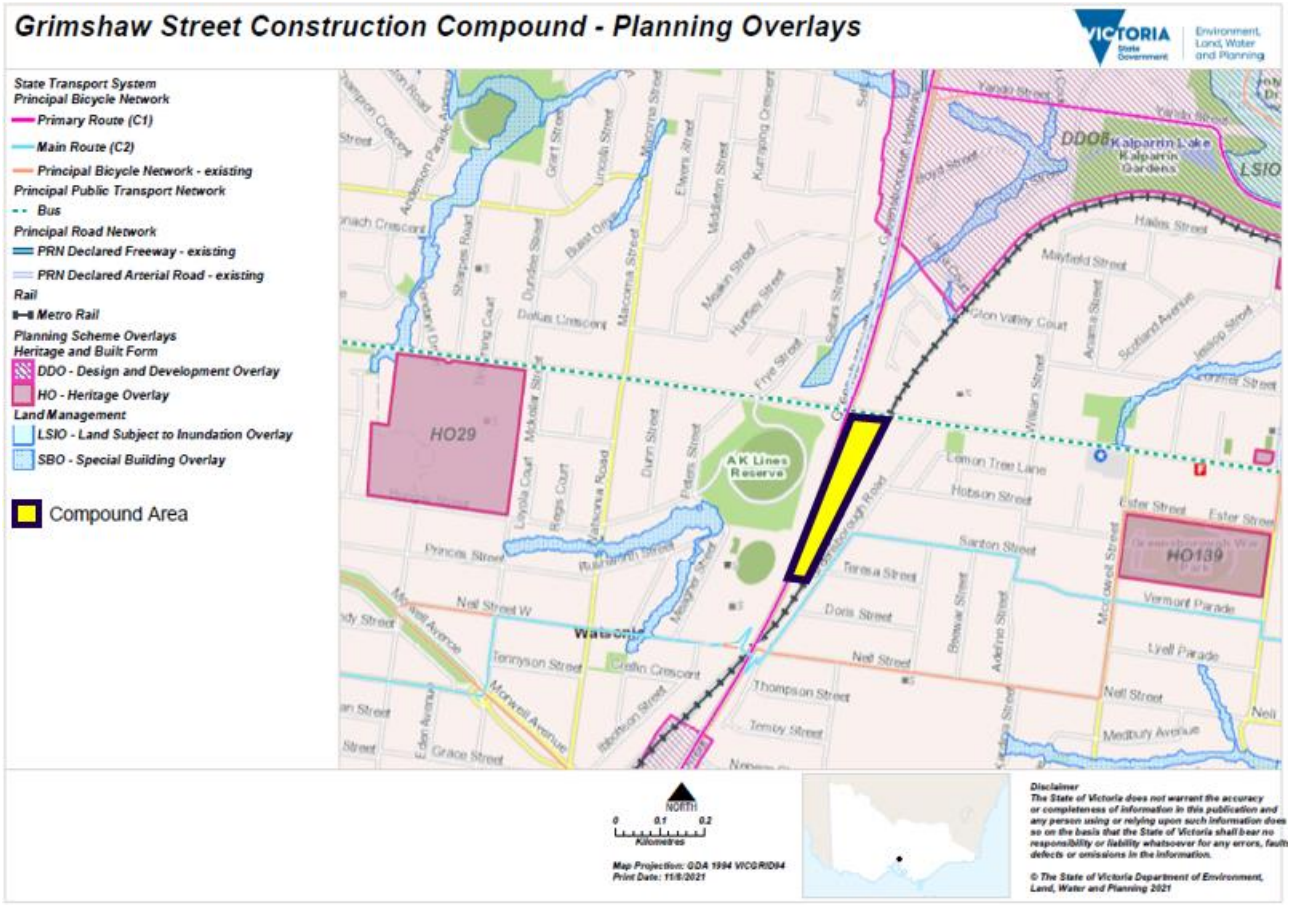


Figure 11: Grimshaw Street Construction Compound VicPlan Flood Map Overlay

The construction compound is not located within this flood extent. The control of flood waters in the work zone will be managed as part of the Grimshaw St WEMP.

5.5.2. Ecology

An ecological assessment will be undertaken prior to work commencing to:

- Determine the requirement for a permit under the Flora and Fauna Guarantee Act 1988 (FFG Act), these will be obtained as required.
- Assess native vegetation impacts to inform the 'avoid and minimise' statement which will articulate the steps taken to avoid and minimise impacts to native vegetation as part of the design and construction of the construction compound.
- Map the location of the native fauna habitat that will require supervision during commencement works on site to ensure compliance with the Wildlife Act 1975 and Fisheries Act 1995.

The ecological assessment will be completed prior to works commencing in the compound. A report will be prepared detailing the results of the assessment, requirements for a FFG permit, avoid and minimise statement, offset calculations in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation (DELWP 2017)*, and a map

showing the location of fauna habitat requiring supervision during site clearing. The ecological assessment will be included in the Grimshaw St WEMP.

Prior to any disturbance, clearing or grubbing activities in any locations, the following must be in place;

- An MTM approved 'Permit to Clear'. Followed by a post-clearing checklist.
- No-go Zones for significant flora and fauna must be established and TPZs, fenced/flagged and sign posted prior to the commencement of clearing. (FF1, AR2).
- A wildlife catcher/spotter with Management Authorisation under the Wildlife Act 1975 needs to conduct a search for any wildlife that may need to be removed and relocated, immediately prior to habitat removal.

5.5.3. Noise

Noise Modelling

Noise modelling will be conducted for the Construction Compound as per the CNVMP considering the following factors:

- Whether the use of multiple plant items simultaneously is proposed
- The existing level of ambient noise in the receiving environment
- Whether or not night-works will occur at the location
- Duration of works; e.g. is it likely that a receiver will experience multiple days / nights of exposure to noise from a site?
- Is the separation distance between the works and the nearest receivers less than 200 metres?
- Whether or not there is natural shielding between the works and nearest receivers

The aim of the construction noise modelling is to determine whether predicted noise levels will exceed Noise Management Levels for site scenarios and the expected level of exceedance. The noise model outputs shall be used to inform of any additional mitigations that should be implemented. Noise mitigations and controls are outlined in the CNVMP based on the findings of noise models.

Noise Monitoring

Based on the results from noise modelling, noise monitoring will be undertaken during works at select locations. These locations include the closest sensitive receptors that will be impacted by the works. Noise monitoring results shall be used to validate the model, inform actions, mitigations and controls as required and results will be provided to NELP for review as requested or required on a regular basis.

Throughout the duration of the project, noise monitoring will be undertaken during the following instances:

- In response to community enquiries: Noise monitoring may be undertaken in response to noise related complaints / enquiries to determine compliance with the

construction noise limits as specified in Environment Protection Authority Victoria (EPA) Publication 1254, Noise Control Guidelines

- Out of hours works and checking against noise modelling set for the project: Where scheduled works are outside of normal construction hours and unavoidable works, noise monitoring will be performed to check against the background noise levels or against desktop noise modelling predictions.
- Construction spot checks: Construction spot checks will be undertaken sporadically, during both day and night works, using a hand-held noise meter or tripod setup with a noise meter. The measurement must be a 10 minutes LAeq with extraneous noise such as road traffic excluded as best as possible for the measurement. The LA90 and LA10 should also be recorded.

Noise Mitigation Measures

As per CNVMP, noise is to be minimised as much as reasonably possible throughout all construction works. As a result, the following noise controls will be implemented where reasonable throughout all construction compound setup and operations.

- Site inductions – environmental inductions shall include introduction to noise limits and control, hours of work, locations of sensitive receptors
- Set site entry and aggress points as far from sensitive receptors as practically possible
- Behavioural practices – toolbox training to encourage the minimisation of noisy behaviours including: shouting or loud radios, no dropping materials from height and slamming of doors
- Selection of plant considers noise impacts and quieter plant is selected (where possible). There are not too many options available to do so for the construction compound setup and operations as there is not a significant amount of plant to be used. An example of this would be selections of power generators that are silenced.
- Avoid using plant and equipment simultaneously adjacent to sensitive receptors where reasonably practical. The combined noise/vibration levels could be significantly less when sources operate separately.
- Letter drops and/or door knocks, where appropriate to notify receivers of potentially noisy upcoming works, where impacts are expected to be audible, and to discuss proposed mitigation.

Additional noise management controls are available as per the CNVMP.

5.5.4. **Traffic**

Specific Traffic Management Plans (TMP) will be developed in accordance with the Transport Management Plan (EPR T2) to address movement of all modes of transport including pedestrians and cycles, around and within the construction compound footprint.

All LV construction and staff traffic will enter and exit via Grimshaw St. All other vehicles (trucks and HVs) will enter and exit via the Greensborough Bypass. Gates will be in place to manage the separation of Light Vehicle (LV)s and HVs. This will ensure pedestrians will not be struck by HVs using the footpath on Grimshaw St.

Traffic controllers will be used to assist access to and from site as required, and as per the approved TMPs. Measures to redirect pedestrian and cyclist movements are needed on Grimshaw St to allow for safe access around the work site. The pedestrian and cyclist traffic will be managed via signage and localised detours, in collaboration with the respective Councils and cycle groups where required.

This CCP, and any other relevant traffic documentation, will be provided to the Department Of Transport (DOT), City of Banyule, VicRoads for prior approvals. The Transport Management Plan must also be submitted to the IEA for verification as per EPR T2.

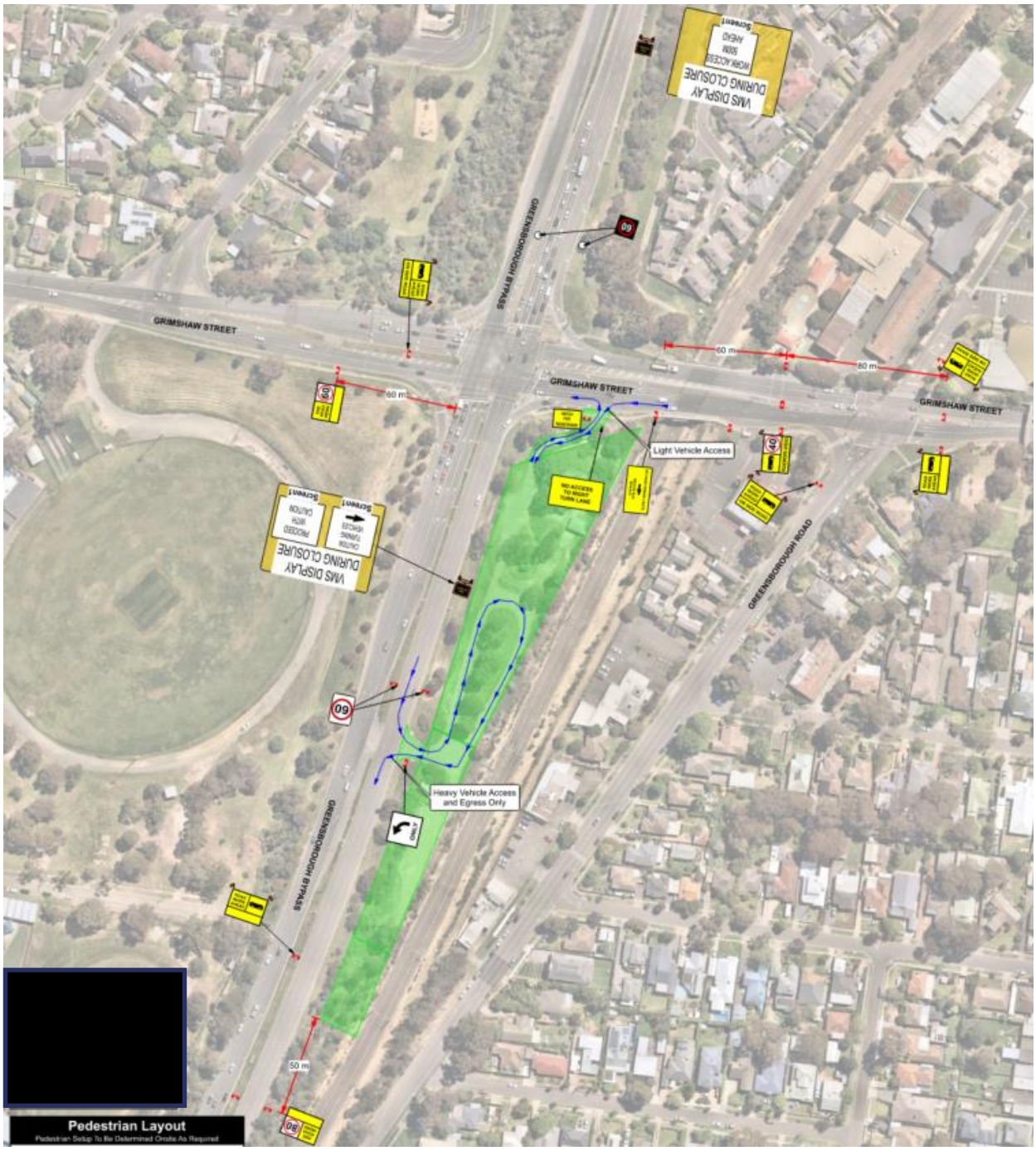


Figure 12: Proposed Traffic Management Plan to be implemented at the Grimshaw St Construction Compound

5.5.5. Tree Management

Several trees will be required to be removed within the footprint of the construction compound to facilitate works. A tree removal plan will be approved prior to any works commencing. **Figure 7** has been designed to maximise the retention of existing trees within the construction compound footprint in accordance with FF1 & FF2. The specific detail of the location and value of trees will be included in the TRP and TPP.

Prior to any tree removal works, an ecological and arborist assessment of Grimshaw St Construction Compound is to be undertaken and records to be taken of proposed removals. All tree removals are to be approved by NELP (native and amenity vegetation removal) and DELWP (native vegetation only). Coordination of tree removals will be undertaken between the site works team Project Environmental Representative, and a qualified arborist to ensure that tree removal is minimised during the site construction compound setup works. Ecological and arborist assessments will be completed to ensure tree removal is minimised. All trees that will remain in the Grimshaw St construction compound will be protected by temporary fencing in accordance with EPR AR2, the CEMP and WEMP. Signage will be posted to ensure that no incursions into the Tree Protection Zones (TPZ) occurs. TPZ will be installed in accordance with AS 4970-2009 Protection of trees on development sites. Records will be maintained for any removals in order to meet EPR AR1.

Note: *Jersey Cudweed is a FFG species and can not be removed without a permit. If located within the construction area, MTM will follow the correct procedures regarding this matter.*

Figure 13: Vegetation assessment area in the Northern section of the Grimshaw St construction compound

Figure 14: Vegetation assessment area in the Southern section of the Grimshaw St construction compound

Figures 13 and 14 highlight the areas within the construction compound that require a vegetation assessment including which trees in the area require to be removed and/or retained. Final details of the tree removal will be included in the TRPP once developed.

Fauna and Flora outside the specified boundary will not be removed with the exception of vegetation removal for safety purposes.

6. Site Demobilisation and Restoration

As part of the site demobilisation, MTM will hand back the site to NELP at the completion of RIW scope, currently scheduled for June 2024 and remove all assets from the construction compound used for the delivery of RIW Packages 1 to 3. There are no further restoration measures required as the compound area will be utilised as part of the wider NEL project.

7. Community Strategy

Please refer to the M4077-PKG0-GEN-MPL-0004 - Metro Community and Stakeholder Relations Management Plan which has been documented in accordance with the overarching NELP communications strategy.

7.1. Communication goals and objectives

Prior to conducting a community consultation, MTM will aim to minimise disruption to sensitive receptors in the area surrounding the Grimshaw St construction compound through multiple avenues.

The primary purpose of the Communication Strategy is to identify the likely site construction compound construction impacts on nearby residents and businesses, and the surrounding community and outline the communication tools and methods to be used to alert these stakeholders of impacts.

Commitment statement:

With strategic oversight from NELP, MTM is committed to implementing communications and engagement activities that create a high level of understanding and support for the project among rail passengers, the community and key stakeholders. MTM will ensure all key stakeholders views and concerns are addressed adequately, as their feedback is essential and valued.

MTM supports NELP engagement principles:

- Effective engagement - open, consistent, inclusive, accessible and transparent throughout planning and delivery of the project
- Timely engagement - spans all stages of the project, ensuring information is provided to stakeholders as the project develops and feedback is responded to and incorporated in the project's development
- Meaningful engagement - clear on the elements of the project that can be influenced by the community and stakeholders, how the feedback is used and is explicit on which elements of the project are fixed and the reason for this
- No surprises - Engage early to gain understanding of interests, concerns, requirements and preferred outcomes. Close the loop to demonstrate how feedback has been considered.

7.2. Objectives

A targeted and strategic approach to communications and stakeholder relations will be developed to achieve the following objectives throughout the life of the NELP Packages:

- Ensure key stakeholders and community members understand the need for the project and its benefits.
- Maintaining a proactive, collaborative and effective working relationship with the community, stakeholders, the client (NELP).

- Ensure key stakeholders in all roles across the project are considered and given adequate time to organise and attend any meetings, workshops, information sessions, and other events, as required.
- Following through on all approved plans and strategies to ensure conflicting stakeholder requirements, commuter and community issues will be managed effectively.
- Generate awareness and understanding of the project's construction impacts.
- Address any negative feedback/reaction to the site works by providing a direct avenue for stakeholders to raise concerns with the project team.
- Address enquiries and concerns in a timely and professional way.
- Minimise construction impacts to local residents and businesses, rail passengers and other communities wherever possible.
- Contribute to, where appropriate, NELP community updates on the overall project.

7.3. Management of complaints & requests for project information

It is anticipated most enquiries and complaints will be received via the NELP 1800 or NELP Project's web email.

All complaints/enquiries received via the NELP call centre will be referred to MTM. MTM will accurately log and close out the complaints and enquiries in a timely matter.

If the complaint requires a more thorough response, MTM Project Comms through Metro Passenger Relations will assist with that response.

Drafted responses will be prepared by MTM in consultation with the contractor via the Project Manager and approved by the MTM Projects representative. NELP will be notified when complaints/enquiries are received and will provide input where required. NELP will approve any high level messaging that is not already part of the approved Q&As. The response is issued by Metro Passenger Feedback for recording purposes.

Q&As will be prepared in advance of any high impact works and provided to NELP call centre.

If enquiries or complaints are received via other channels, NELP will be notified of the enquiry or complaints.

MTM will ensure that compliance with AS1002:2014 Guidelines for Complaint Management in Organisations and NELP's Complaints Management Approach are implemented in all aspects of complaints management.

8. Review of the CCP

MTM will conduct an internal review this Plan every 6 months or when specifically directed by the State or when there is a change in compound activities or operations. This is to ensure consistency of the works with the details and management procedures outlined in this Plan.

9. Appendices

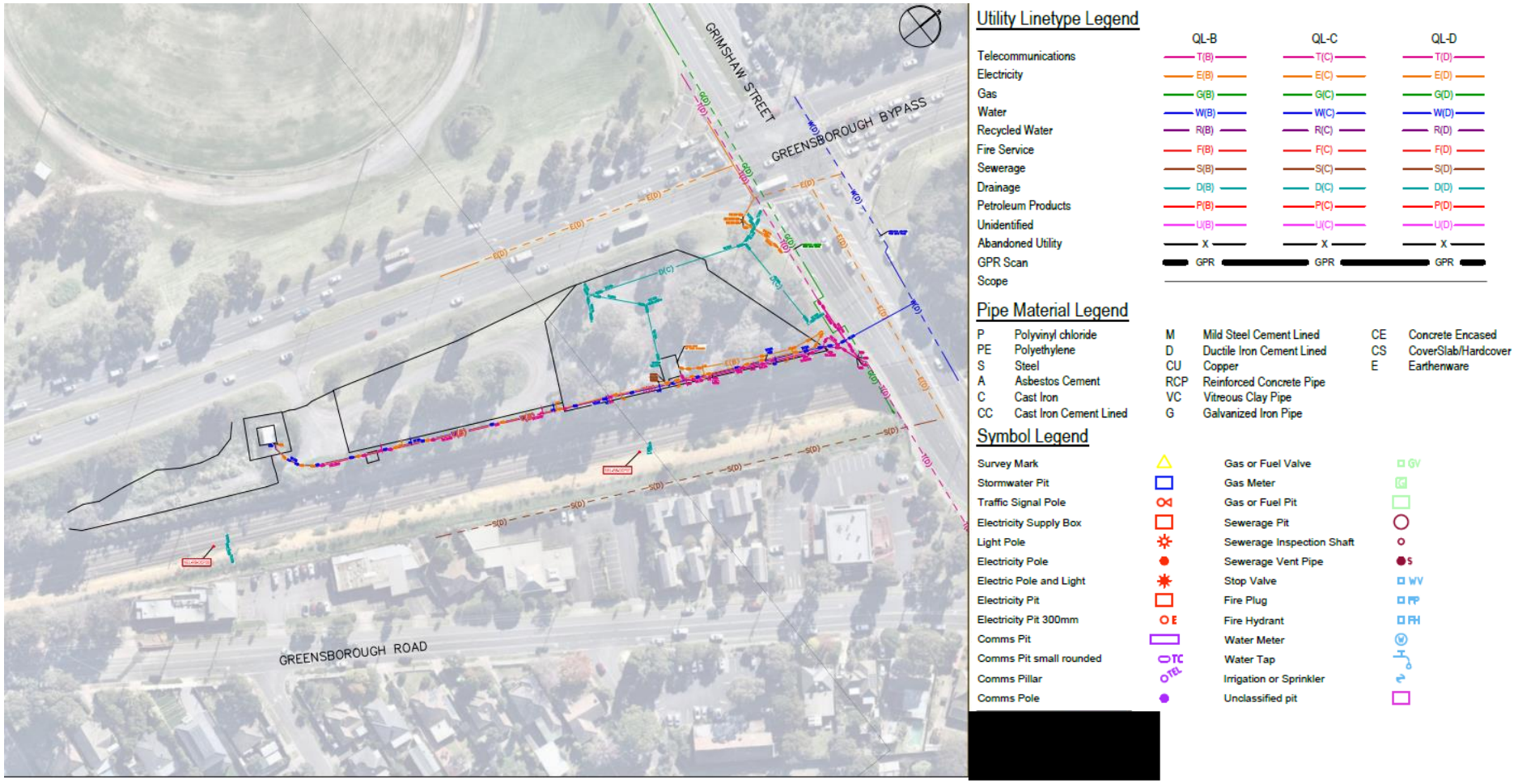
9.1. Appendix A: Independent Environmental Audit Verification (IEA)

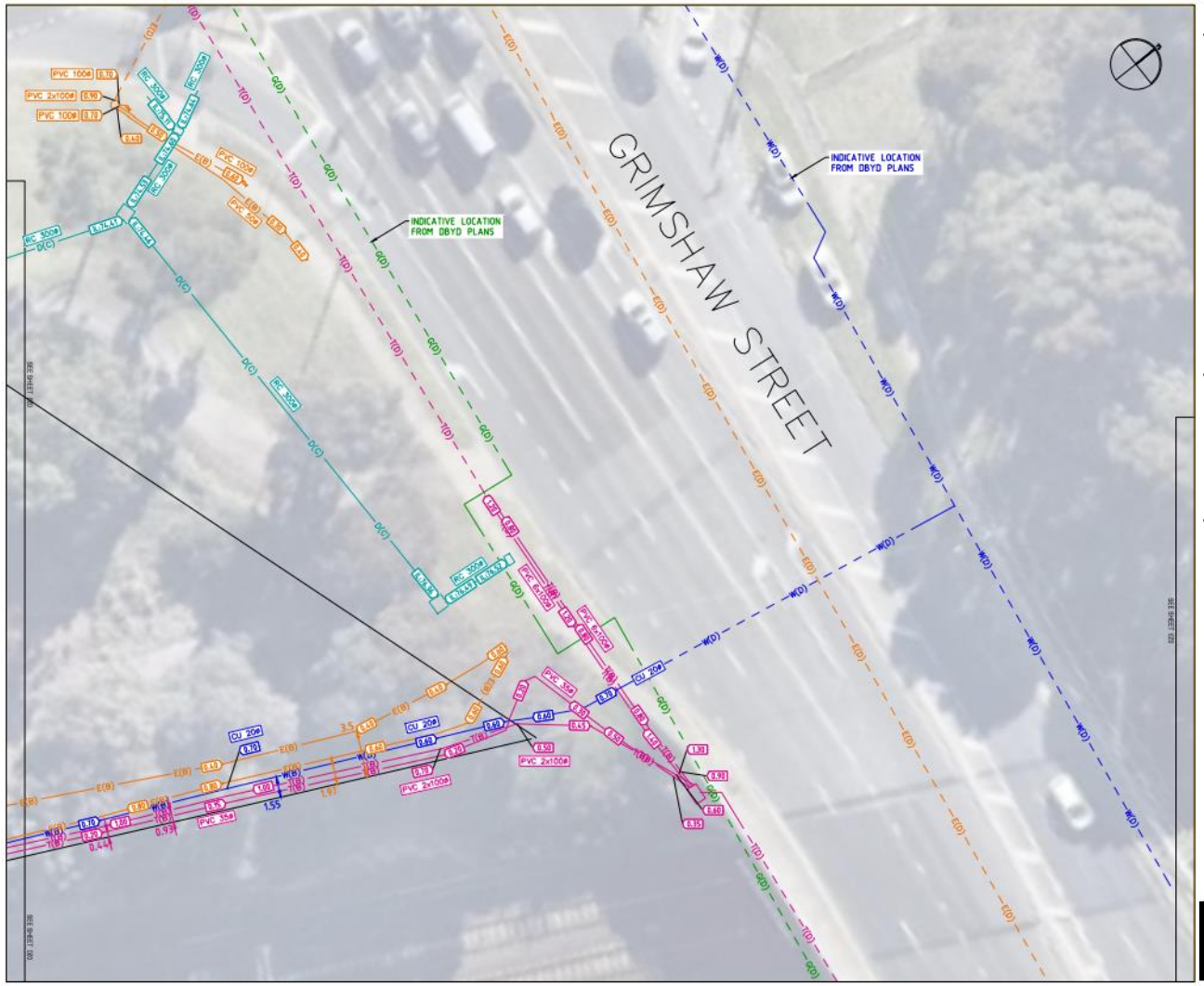
To be included in this CCP post IEA verification.

9.2. Appendix B: Tree Impact Plan

No works will occur prior to NELP and DELWP's approval of these plans as well as IEA verification.

9.3. Appendix C: Construction Compound Service Map





Utility Linetype Legend

	QL-B	QL-C	QL-D
Telecommunications	T(B)	T(C)	T(D)
Electricity	E(B)	E(C)	E(D)
Gas	G(B)	G(C)	G(D)
Water	W(B)	W(C)	W(D)
Recycled Water	R(B)	R(C)	R(D)
Fire Service	F(B)	F(C)	F(D)
Sewerage	S(B)	S(C)	S(D)
Drainage	D(B)	D(C)	D(D)
Petroleum Products	P(B)	P(C)	P(D)
Unidentified	U(B)	U(C)	U(D)
Abandoned Utility	X	X	X
GPR Scan	GPR	GPR	GPR
Scope			

Pipe Material Legend

P	Polyvinyl chloride	M	Mild Steel Cement Lined	CE	Concrete Encased
PE	Polyethylene	D	Ductile Iron Cement Lined	CS	CoverSlab/Hardcover
S	Steel	CU	Copper	E	Earthenware
A	Asbestos Cement	RCP	Reinforced Concrete Pipe		
C	Cast Iron	VC	Vitreous Clay Pipe		
CC	Cast Iron Cement Lined	G	Galvanized Iron Pipe		

Symbol Legend

Survey Mark		Gas or Fuel Valve	GV
Stormwater Pit		Gas Meter	
Traffic Signal Pole		Gas or Fuel Pit	
Electricity Supply Box		Sewerage Pit	
Light Pole		Sewerage Inspection Shaft	
Electricity Pole		Sewerage Vent Pipe	S
Electric Pole and Light		Stop Valve	WV
Electricity Pit		Fire Plug	FP
Electricity Pit 300mm	E	Fire Hydrant	FH
Comms Pit		Water Meter	W
Comms Pit small rounded	TC	Water Tap	
Comms Pillar	TEL	Irrigation or Sprinkler	
Comms Pole		Unclassified pit	

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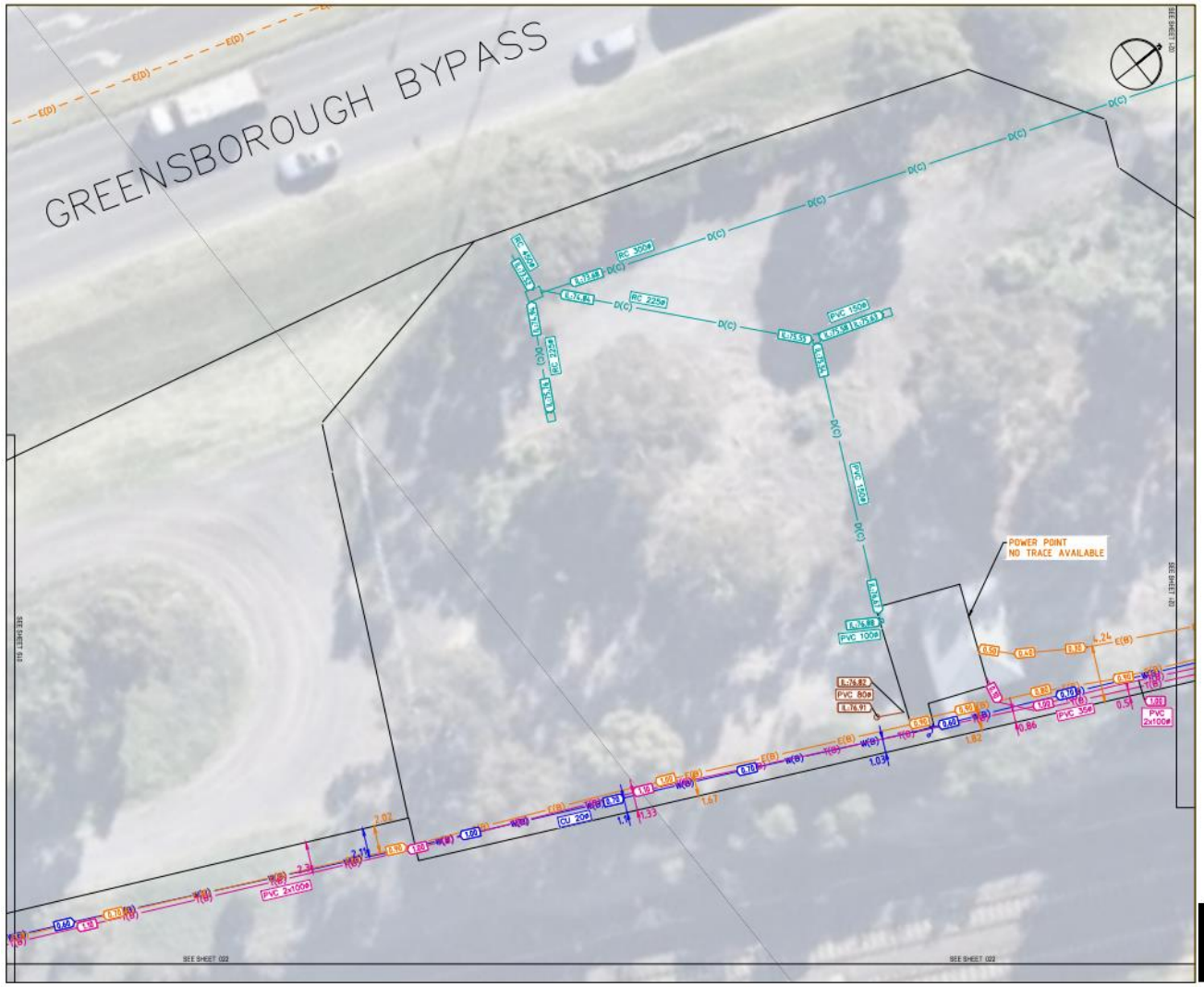

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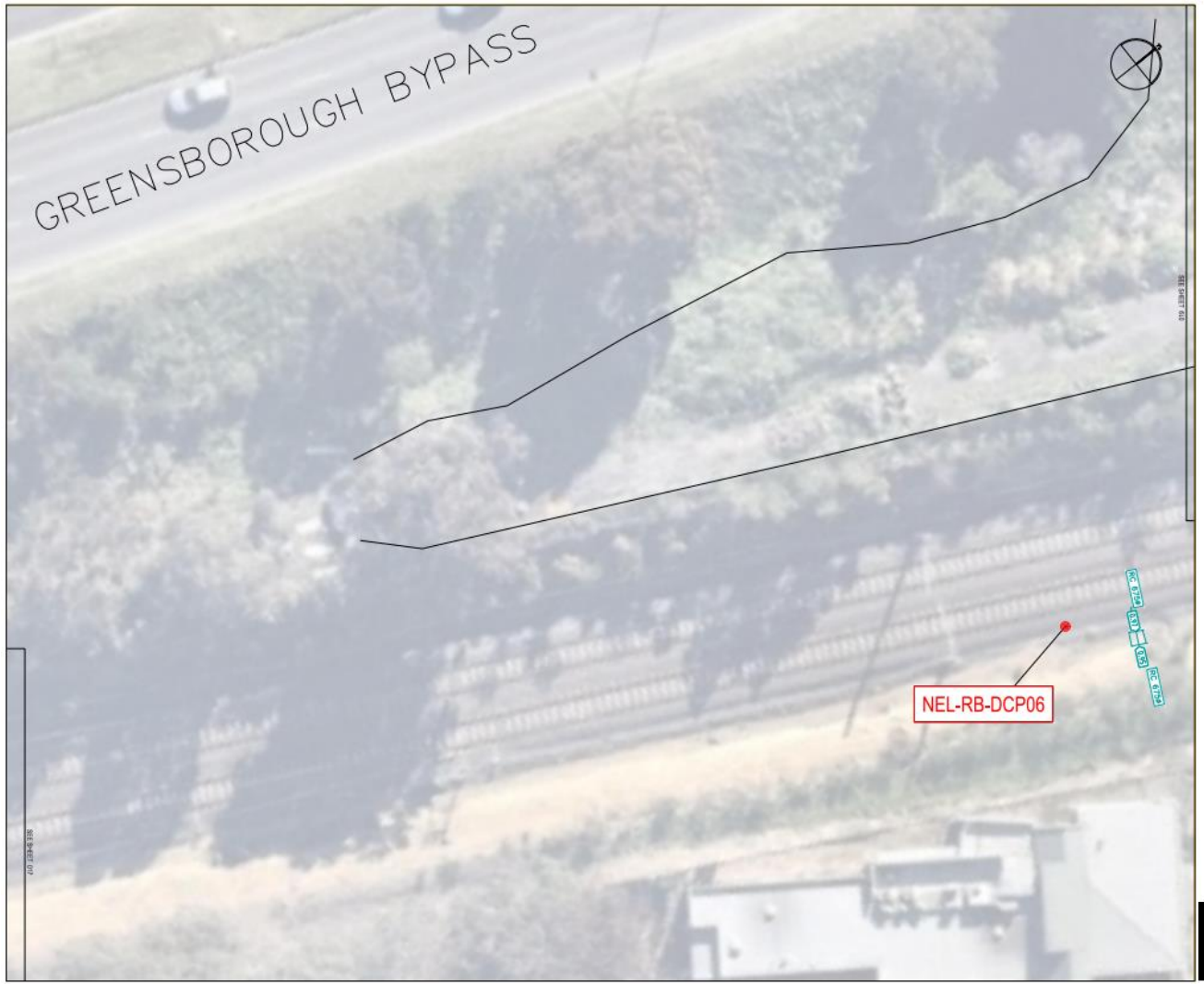

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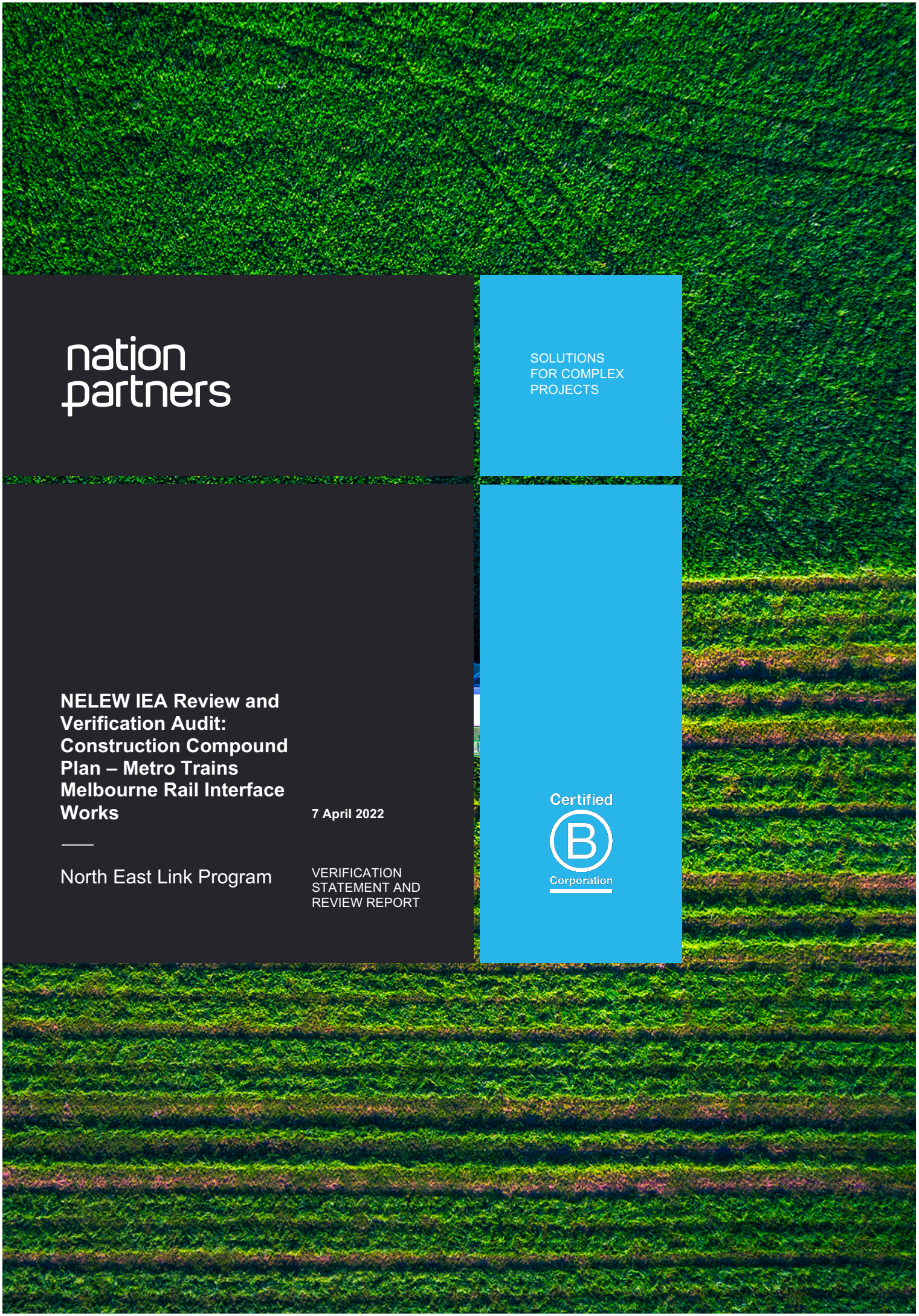

nation partners

SOLUTIONS FOR COMPLEX PROJECTS

NELEW IEA Review and Verification Audit: Construction Compound Plan – Metro Trains Melbourne Rail Interface Works

7 April 2022

North East Link Program

VERIFICATION STATEMENT AND REVIEW REPORT

Certified B Corporation

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SOLUTIONS
FOR COMPLEX
PROJECTS

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Document title
NELEW IEA Review and Verification Audit: Construction Compound Plan – Metro Trains Melbourne Rail Interface Works

Version
1.0

Date
April 2022

[redacted]

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Table of Contents

NELEW IEA Review and Verification Audit: Construction Compound Plan (CCP) – Metro Trains Melbourne Rail Interface Works

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.

This IEA Verification Statement and Review Report is associated with the Review and Verification Audit of Metro Trains Melbourne's (MTM's) Construction Compound Plan (CCP) for Rail Interface Works Packages, (hereinafter referred to as CCP MTM Rail Interface Works) 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 – Metro Trains Melbourne Rail Interface Works*, dated 25 February 2022 for the IEA's previous review and verification of the Construction Compound Plan (Revisions D, F, and G).

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 the Metro Trains Melbourne (MTM) Construction Compound Plan (CCP) for Rail Interface Works Packages (M4077) (Document #: NEL-PW-MTM-MRI-EPA-PLN-0001; Revision: H; Dated: 04/04/2022) 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 MTM Rail Interface Works considered applicable Program contract requirements associated with the following:

- North East Link Program Incorporated Document (December 2019);
- Environmental Management Framework (EMF); and
- Environmental Performance Requirements (EPRs).

The approach undertaken for the Review and Verification Audit of the CCP MTM Rail Interface Works comprised:

- First version of the document submitted to the IEA:
  - Review of the document considering whether those Program 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 Program 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 Program 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 Comment Register (refer to Section 4 and Appendix A).
- Findings/comments arising from review of each revision of the document were subsequently returned to MTM and NELP 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 MTM and NELP.

Details of the CCP MTM Rail Interface Works revisions subject to this Review and Verification Audit are provided in Table 3.1.

Table 3.1: CCP MTM Rail Interface Works revisions subject to this IEA Review and Verification Audit

Revision	Remarks/scope of document	Date submitted by MTM and NELP to IEA	Date IEA review findings/ comments provided to MTM and NELP	Date verified by IEA
H	Amended document submitted to IEA for review	04/04/2022	07/04/2022	07/04/2022

Details of the CCP MTM Rail Interface Works revisions subject to previous Review and Verification Audit are provided in Table 3.2.

Table 3.2: CCP MTM Rail Interface Works revisions subject to previous IEA Review and Verification Audit

Revision	Remarks/scope of document	Date submitted by MTM and NELP to IEA	Date IEA review findings/ comments provided to MTM and NELP	Date verified by IEA
D	Initial document submitted to IEA for review	08/12/2021	16/12/2021	Not verified
F	Revised following IEA findings/comments on Rev D	16/02/2022	18/02/2022	Not verified
G	Revised following IEA comments on Rev F	24/02/2022	25/02/2022	25/02/2022

4. IEA Review Findings

For findings associated with previous CCP MTM Rail Interface Works revisions refer to previous the IEA Verification Statement and Review Report dated 25 February 2022.

The IEA had no findings/comments associated with the revision of the CCP MTM Rail Interface Works submitted by MTM and NELP for review (Revision H) and has consequently verified this revision as detailed within Table 3.1.

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