Watsonia Construction Compound Plan (CCP) – TBM Compound

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

North East Link - Primary Package

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Details of Revision Amendments

Document Control

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

Amendments

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

Revision Details

Revision	Details	Date
A	Submitted to NELP for Review	03/02/2022
B	Post stakeholder consultation review. Submitted to NELP	21/03/2022
B.02	Amended as per NELP review and submitted to DELWP for review.	04/04/2022
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E	Sent to IREA for Certification Comments of 3/6/22 Closed	06/06/2022
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3	Issued to DELWP for Approval Includes insert of IREA verification certificate and compound location subject to this approval has been made clear in Figure 3 and Appendix B to align with Figure 2	01/09/2022
3.01	Submission of amended plan to NELP for review	08/11/2023
3.02	Amended as per NELP review	15/11/2023
3.03	Issued to DTP for Approval on 23/11/2023. Issued to NELP for review following DTP comments.	13/12/2023

Revision	Details	Date
4	Issued to DTP for approval.	19/01/2024

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Definitions and Abbreviations

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

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

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

1. Project overview

1.1 Purpose and Scope

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

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

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

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

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

1.2 North East Link Primary Package Overview

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

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

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

- Design, financing, construction, and commissioning of the Works, including 6.5km twin three or four-lane tunnels, with interchanges at Manningham and Lower Plenty Roads and upgrades to Greensborough and Bulleen Roads, as well as the Secondary Package (SP) Intelligent Transport System (ITS) Works.
- Development of the SP Interface Zones Preliminary Design.
- Undertaking the Services for the Primary Package and the Extended Operational Activities for the Extended Operational Area.

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

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

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

Locations of the current proposed construction compounds that will support the construction activities for the NEL Primary Package are listed in Table 1.

Table 1: Construction Compound Plans - Primary Package

Construction Area	Construction Compound Plans	Construction Activity supported by this CCP
Northern	▪ Civil and Roads Compound ▪ **TBM Compound (This Plan)** ▪ Vent Office Compound ▪ Winsor Reserve Compound	Comprises the Watsonia trench and TBM launch structures and site installations, and the ventilation building in front of Simpson Barracks. Loading of TBM spoil for offsite disposal.
	▪ Structures Compound	Comprises the Lower Plenty cut and cover structures.
Manningham	▪ Structural/ M&E Compound ▪ SEM Compound ▪ Boral Batch Plant Compound	Comprises the Manningham cut and cover structures, the SEM Tunnel site installations and the operations and maintenance building, and the Boral Batch Plant.
Southern	▪ Civil/ Structural/ Roads Compound ▪ Cut and Cover Compound	Comprises the Bulleen cut and cover and SEM structure, including the land bridge and the southern ventilation building.

Four individual CCPs have been developed for compounds in the Watsonia Area. While the compounds are located within proximity to each other, the requirement for four compounds is based upon multiple construction activities occurring within this area, which require activity specific facilities (i.e. Civil, Structures and Tunnels, and Spoil Shed).

Each compound supports construction activities different to the others:

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

The compounds cannot be consolidated into a single compound due to:

- No available compound site being of sufficient size to support the gross white collar supervisory or blue-collar workforce numbers in any single (or two) locations.
- The differing WHS requirements of each compound's supported construction activities.
- The differing operational requirements of each compound.
- The compounds are mobilized and demobilised at different times to suit project finishing works.

Table 2: Indicative Timeframes

Compound Milestones	Timing
Mobilisation activities commence	September/October 2022
Occupation of the compound	September/October 2022
Demobilisation	December 2026

2. NEL Approvals

2.1 Primary Approvals and Incorporated Document Requirements

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

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

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

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

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

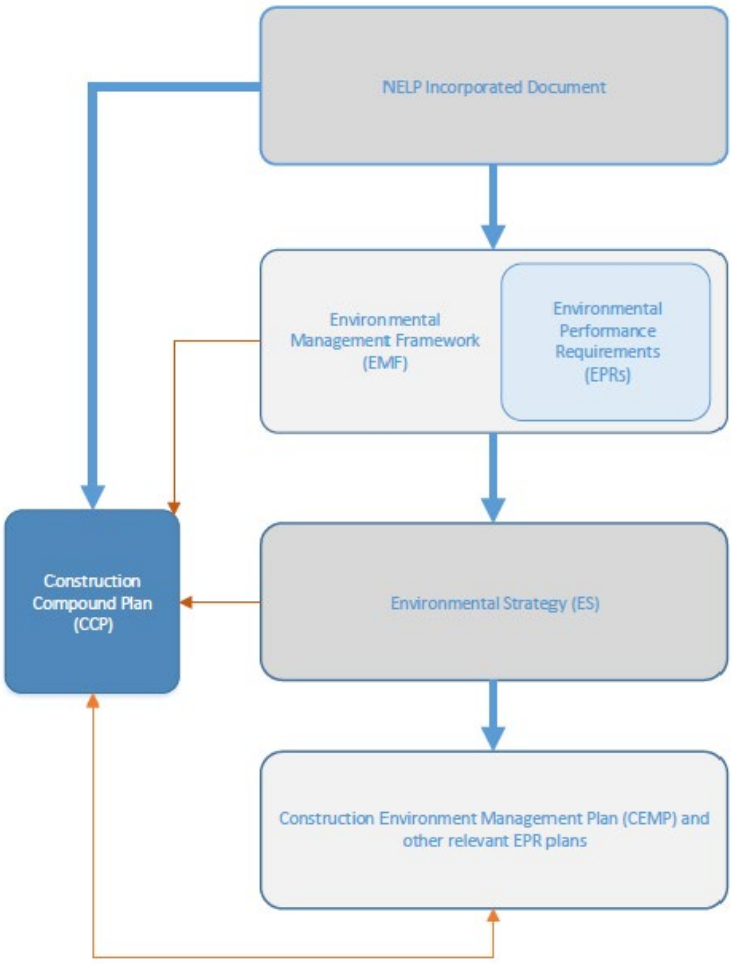


Figure 1: CCP Planning Approvals Context

2.2 Incorporated Document

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

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

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

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

Table 3: Incorporated Document - relevant clauses for this Plan

Document Reference	Content requirements	Where addressed
4.12.1	Prior to the use and development of any construction compound, a CCP must be prepared to the satisfaction of the Minister for Planning.	This plan
4.12.2 a)	A plan showing the location and layout of each compound and the categories of works and operations proposed within each compound.	Section 3
4.12.2 b)	The estimated duration of activity within each compound.	Section 1.2
4.12.2 c)	Demonstration that any compound proposed on land which is not to be permanently acquired are reasonably required in the location in which they are proposed, including demonstration that alternatives which reduce the impact of the compound on such land are not feasible or practical.	Section 3 Table 6
4.12.2 d)	Demonstration that the compound (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas).	Section 3.3 Section 3.4
4.12.2 e)	Demonstration that the categories of works proposed within the compound are appropriate having regard to whether the land is flood prone, including any flood modelling where appropriate, or has any environmental sensitivity, and that the works will be suitably managed to address any flood risk.	Section 3.4 Section 3.8.1
4.12.2 f)	Measures to restore the former use of the land used for construction once these activities are complete.	Section 4 Section 5
4.12.3	A CCP may be prepared and approved in stages but a CCP for any stage must be approved before the commencement of use and development for that stage.	Not applicable to this plan
4.12.4	A CCP may be amended from time to time, to the satisfaction of the Minister for Planning.	Section 8
4.12.5	All construction compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in the approved EMF.	Sections 2, 3, 7, Table 10 and Table 11

2.3 Secondary Approvals for the Construction Compound Facilities

Table 4 details the requirements of Secondary Approvals that may be necessary to establish the Compound.

These requirements are in addition to all requirements in the Project Scope and Delivery Requirements (PSDR).

Table 4: Secondary Approvals

Legislation	Responsible Authority	Approval	Purpose/Location	Required for this CCP
Wildlife Act 1975	DEECA	Management Authorisation for the salvage and handling of fauna	Required if works will require the salvage, handling, removal or destruction of wildlife.	Not required for this CCP – Works are within the footprint of the permanent works and all tree clearing and fauna management completed under construction site works.
Flora and Fauna Guarantee Act 1988	DEECA	Permit/s to take protected species.	Ecology assessments will determine and address the need for a permit to remove protected flora on public land	Not required for this CCP – No Native vegetation will be removed for the purposes of establishing this compound as the compound location is sited within the permanent works footprint.
Road Management Act 2004	City of Banyule	Working within a road reserve permit	Local streets associated with the works	Not required for this CCP. No changes or impacts to local streets.
Road Management Act 2004	Department of Transport and Planning	Working within a road reserve permit	Greensborough Hwy may require a road reserve permit.	Not required for this CCP. No road reserve works required for the establishment of this compound.
Heritage Act 2017	Heritage Victoria	Permit/s to impact places on Victorian Heritage Register (VHR), and consents for impacts on places on the Victorian Heritage Inventory (VHI).	In the event that a works will impact on a registered place.	Not required for this CCP. No VHI or VHR places identified at the site.

Legislation	Responsible Authority	Approval	Purpose/Location	Required for this CCP
Victoria Planning Provisions – Banyule Planning Scheme	DTP and DEECA	North East Link Incorporated Document conditions, including native vegetation removal and Environmental Performance Requirements.	Works within the project boundary. Removal of native vegetation (to be confirmed based on findings from arborist/ecologist assessment). Note: Any removal of vegetation outside the project boundary which may be required to gain access to project land, would need to be assessed under the Planning Scheme requirements.	Not required for this CCP. No Native vegetation will be removed for the purposes of establishing this compound as the compound location is sited within the permanent works footprint
Aboriginal Heritage Act 2006		Compliance with CHMP requirements	The Compound location is located immediately adjacent to sensitive receptors including Yarra River banks and Bolin Bolin precinct	As per the Approved CHMP there are no identified Aboriginal sensitivities at the site.

3. Watsonia TBM Compound

The Watsonia TBM Compound will support the Watsonia Construction Site which includes the construction of the TBM launch structure and TBM support activities.

The Watsonia TBM Compound described in this plan is located on Greensborough Road, Macleod in the Northern Construction Area. The locations of the construction site in relation to the compound, environmental features and potentially affected receptors are shown in Figure 2 and Figure 4.

The land is in the municipality of Banyule City Council and includes parkland, recreational facilities, residential land, and Commonwealth land (Simpson Barracks). The Compound is situated within the designated Project Boundary.

A detailed site plan for the Compound is shown in Figure 3 and Appendix B. Each site plan provides further detail on the facilities being mobilised that will be utilised by Spark and subcontractors.

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

Where further amendments to this plan may be required, these are outlined in section 3.1 of this document.

Figure 2: Preferred Compound Location and Watsonia Construction Site

3.1 Compound

Below (including Figure 3 and Figure *5*) outlines the compound and facilities, and what construction activities the compound will support. Location and details of the compound may be subject to minor layout changes in

accordance with the approved CCP. These changes will be based on subcontractor optimisation of the compound layout.

A summary of compound uses for the TBM compound is provided below.

- Office Amenities for white collar workforce
- Blue-collar Workforce Amenities including buildings for bathrooms, first aid and a meals/crib room
- The holding of site safety briefings each morning
- Maintenance of TBM components
- Materials Storage, generally in containers, or where the storage of materials outside of the compound would create a security risk
- Storage of hazardous substances in compliance with AS 1940:2017
- Storage of tools, equipment, and non-hazardous substances within shipping containers
- Storage of vehicles, plant (including TBM plant), trucks, and construction materials
- Worker washrooms following tunnelling works.

The construction activities supported by the TBM compound are:

- Assembly of the TBM x 2
- Assembly of all tunnelling gantries
- Receival of precast segments for tunnel lining
- Conveyor installation and management
- Gantry crane installation and operation
- Lifting of all tunnelling components into the northern trench structure
- Spoil management from TBM to spoil shed via conveyor systems
- Spoil loadout
- All TBM operations during construction including workshop, power supply, water supply, water treatment, grout manufacture and materials delivery.

The below outlines and describes amendments to this plan as required by Project works.

Amendment No.	Date	Location	Description
1	03/11/23	Adjacent to Yallambie Road	Updated Indicative Compound Layout Plan (Figure 3) and Appendix B to show reconfiguration of the compound to better accommodate works within the construction site, and excise the segment storage shed (former car park) which is part of the construction site.

Figure 3: Indicative Compound Layout Plan

A full site layout plan showing the compound location proximity to construction site works at Watsonia is included as Appendix B to this plan.

3.2 Identification of Sensitive Receptors

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

The location of the Watsonia Construction Compound may have the potential to impact on the following sensitive receptors:

Residents on the following streets:

- Somers Avenue
- Torbay Street
- Greensborough Road
- Yallambie Road
- Lenola Street
- Watson Street
- Tuckfield Circuit
- Service Road
- Cooley Avenue
- Reid Walk
- Fairlie Avenue
- For traffic – Torbay Street and Yallambie Road

Businesses:

- Childcare
- Accommodation
- Watsonia Shopping Precinct
- Watsonia Station
- Specialist Dental Centre

Sports and Recreation Facilities:

- Simpson Barracks (Department of Defence).

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

Section 3.3 includes a discussion of how this selection of the site seeks to avoid, minimise and mitigate impacts on these sensitive receptors. Further detail on measures that will be taken to mitigate impacts on sensitive receptors in accordance with the relevant EPRs are provided in Section 4.

Community consultation and stakeholder engagement is ongoing in relation to the management of identified sensitive receptors and are detailed within Section 6.

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

Works in and around Winsor Reserve will be subject to a separate approval.

Figure 4: Preferred Compound Location and adjacent Sensitive Receptors

3.3 Justification of Location and Use of Compound

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

- The TBM assembly activities can only be conducted immediately adjacent to the TBM launching location as the TBM weighs approx. 4,000t and cannot be transported in larger pieces.
- The land lies within the permanent footprint of the development activities
- The compound can maintain operability until project completion and is not subject to a further move.
- The compound does not require any tree clearing for the purposes of the compound, in addition to that required for the permanent works
- The compound is not on public land
- The compound is immediately adjacent to the construction works supported by the compound which is critical to the safe and efficient construction of an SEM tunnel
- Be of sufficient size to allow its safe operation for the intended purpose of the compound
- Be of sufficient size to provide the intended function for the workforce in the one locality
- Does not impede existing pedestrian and vehicular access
- Is within proximity of major public transport facilities for workforce accessibility and to minimize personal vehicle traffic
- Access to compound via existing arterial road infrastructure
- No impacts to existing businesses (commercial and retail) including no impacts on existing street exposure, vehicular and pedestrian access, and parking amenities located nearby the Compound on Blamey Road.

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

- **Future Land Use:** The compound will be located on land within the footprint of the Primary Packaged Works
- **Proximity to Works**: Although the construction compound is within proximity to residential areas, the compound is placed as far as practicable to reduce noise, vibration, and lighting impacts.
- **Sensitive Receptors**: As the construction compound is within proximity to residential areas, the Compound is placed as far as practicable to reduce noise, vibration, and lighting impacts. All existing footpath and cyclist connectivity will be maintained where practical and safe to do so. This is a requirement of all worksite traffic management plans. Where required, appropriate long-term pedestrian / cyclist detour around the site for the duration of the construction period.
- **Business Impacts**: Impacts to nearby businesses are expected to be minimal (see Figure 4) for locations). Nearby businesses include the Watsonia Shopping Precinct, Watsonia Station, a childcare centre, and a hotel. A Business Disruption Mitigation Plan will be developed to address impacts to these businesses, propose mitigations and outline engagement to take place with local businesses. Impacts to businesses due to the increased heavy vehicle movements will be managed in consultation with Banyule City Council.
- **Cultural Heritage:** The area does not feature any direct impacts with identified Aboriginal Cultural Heritage (CHMP 15576).
- **Flooding:** The Compound is not subject to a Floodway Overlay or Land Subject to Inundation Overlay (LSIO) in the Banyule Planning Scheme.
- **Flora and Fauna/Arboriculture:** The Compound is located on land within the footprint of the permanent construction works therefore there is no requirement for further vegetation removal (beyond what is required for permanent works) to facilitate compound construction works.

Key considerations relating to construction and location of the Compound are detailed below in Table 5.

Table 5: Avoid, Minimise and Mitigate Impacts of Compound Implementation

Incorporated Document Requirement	Details of Implementation – TBM Compound
Avoid	No vegetation clearing is required to be undertaken to allow construction and establishment of the Compound and therefore avoids impact to protected flora and fauna. Future clearing works will however be required to facilitate and be completed, as part of Project Main Works within the design footprint, however this is not subject to this CCP approval.
Minimise	Minimises impact to residents on western side of Greensborough Road as compound is situated as far as reasonably possible from residents considering site facility locale constraints. Site hoarding as included in Appendix B has been installed. Minimises traffic impacts by providing access to the site from Greensborough Road (State Controlled) and not Council controlled roads. Ongoing stakeholder engagement will be conducted over the lifetime of the compound to inform delivery and ensure continuous improvement. Community feedback will be sought through community liaison groups, Project hotline, Watsonia Hub and regular door knocks.
Mitigate	As there are no flooding impacts or protected flora or fauna at this site, mitigation is not considered or feasible as part of this plan.

Further details are provided in Table 7.

3.4 Alternate Location Considerations

Spark have considered the following location options for siting this compound:

- Option A: The Preferred Compound Location
- Option B: Winsor Reserve

No other viable alternative locations for the compound were found to exist within the Project boundary or located within a reasonable distance from the site to allow enough safe and efficient servicing of the construction site. Additionally, no other existing land parcels were found to meet the requirements for providing site facilities adjacent to critical work areas.

Table 6 below outlines the key selection criteria used to compare and justify the choice of the preferred option.

Table 6: Comparison of Locations

Description	Option A	Option B
Is the site within the permanent footprint of the works or has the site been allocated for use as a temporary works facility?	Yes	Yes
Is the land available when the compound is required to be constructed?	Yes	Yes
Is the area for TBM assembly immediately adjacent to the TBM launching facility?	Yes	No
Is access to the compound available from existing road network with suitable signalised intersections to State controlled roads?	Yes	Yes
Is the compound on public use land?	No	Yes
Is the site immediately adjacent to the works area?	Yes	No
Are any trees required to be removed for the purposes of temporary facilities only?	No	Yes
Is the site susceptible to flooding at current levels?	No	No
Would the compound at this location impede construction of the works including spoil handling from tunnelling operations?	No	Yes
Would the compound need to be moved during construction?	No	Yes
Can the site avoid significant disruption to local residents?	Yes	No

Table 7 provides a high-level assessment of Option A (Preferred Compound Location) for the TBM assembly area and associated facilities based on the above listed selection criteria.

Table 7: Option A (Preferred Compound Location) Site Selection Assessment

Impact	Avoid?	Minimise?	Mitigate?	Comment
Tree Removal	✓			No trees are required to be removed for the temporary facility as the site of which the compound sits, is clear of vegetation/trees (note: clearing works will however be required and will be completed as part of Project Main Works within the design footprint.). Additionally, the compound sits within the footprint of the permanent works.
Future Land Use			✓	Measures to restore the former use of the land used for construction of the Compound, post-construction activities, will be undertaken in accordance with the UDLP, as required.
Proximity to Works		✓		Has utility provisions so connection to existing services can be done sooner. Close to main construction site for site establishment activities. Located within footprint of the works. Located within the footprint of Spark design for NELP Project.
Sensitive Receptors		✓		Compound has been located as close to Greensborough Road as possible to maximise proximity distance between the compound and residential streets.
Business Impacts	✓			Unlikely to impact local business.
Cultural Heritage	✓			CHMP prepared for the site (CHMP 15576). The area does not feature any direct impacts with identified Aboriginal Cultural Heritage.
Flooding	✓			Not subject to flood mapping overlays (floodway overlay and land subject to inundation overlay).
Flora and Fauna/ Arboriculture		✓		No tree/ vegetation removal required solely for the purposes of this compound location. Subject to vegetation protection overlay. No further vegetation removal is required as part of these works and therefore impacts to fauna are avoided. Protected fauna are not observed to be located within the site area resulting in no mitigation necessary.

Figure 5: Considered Compound Locations

3.5 Work Activities and Timing

The mobilisation works for each compound are anticipated to begin in September 2022.

Once established, the compound will remain in place until the supported construction activities are completed (demobilisation to occur in December 2022). Demobilisation will be undertaken to achieve the requirements of the approved Urban Design and Landscape Plan (UDLP).

It is expected to take approximately 12 weeks to establish this compound as outlined in Table 8. These works will occur during EPR prescribed working hours outlined in Section 3.7.

Table 8: TBM Compound (setup activities and indicative timings)

Compound	Occupation	Mobilisation Duration	Work activities
TBM Compound	September 2022 – Project End	Commencing September 2022 for approximately 12 weeks	Week 1: ▪ Setup environmental controls & monitoring for air, noise and vibration as per the Worksite Environmental Management Plan (WEMP). ▪ Temp fencing erection, hoarding and site delineations ▪ Survey and set out. Week 2-5: ▪ Site preparation, hardstands. Note site compound area has been previously cleared. ▪ In ground services & connections commenced including trenching. ▪ Permanent perimeter fencing. ▪ Crossovers, gates & stabilise entry and exit points. Week 5- 9: ▪ Prep & seal carparks, line marking, signs, stops etc. ▪ Concrete walkways, footings, and blocks. ▪ Land and assemble all compound sheds (mobilise mobile cranage to achieve). Week 10-12: ▪ Build covered ways. ▪ Wiring, roofing & plumbing. ▪ Installation of security lighting. ▪ Provision and establish minor landscaping.

3.6 Operation of the Compound

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

The Construction Compound shall support works to deliver the Watsonia trench and Tunnel Boring Machine (TBM) launch structures. The work activities that would typically occur in the compound are detailed in Section 3.1.

3.7 Working Hours

The primary use of the compound facilities will align with EPR Prescribed Working hours initially, but it is anticipated that 24/7 operation will be required from commencement of TBM assembly in September 2023 until cessation of Tunnelling Activities in June 2026.

EPR Prescribed Working Hours:

- Monday to Friday: 7am to 6pm

- Saturday: 7am to 1pm

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

Unavoidable Works:

Unavoidable works will be required for activities supporting underground tunnelling operations including the management of spoil.

When avoidable works are required outside EPR Prescribed Working hours, the compound will be required to operate within the target guideline noise levels of the CNVMP.

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

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

Verification that works meet the definition of 'unavoidable works' will be conducted via a combination of both case-by-case basis and one-off assessments depending on the scenario.

3.8 Management of Impacts

Work activities have been located to avoid impacts to sensitive receptors where possible. For example, air conditioning units have been placed so the noise generated by the units are faced away from residential receptors. Where required hoarding will be extended higher to provide further noise mitigation to residential premises.

Potential impacts associated with establishing and operating the compound have been identified considering sensitive receptors, compound establishment and operational activities, and compliance with EPRs.

This section describes the application of controls associated in avoiding and mitigating impacts which will be enforced through the implementation of the project management plans required by the EPRs including the CEMP and sub plans, Transport Management Plan and the Communications and Community Engagement Plan. The WEMP covering each compound will prescribe the site-specific environmental management measures to mitigate the risks and impacts in establishing and operating the compound facilities.

3.8.1 EPR Compliance

The applicable EPRs have been addressed through development of project specific management plans or procedures and controls that will be implemented across the Primary Package and, where applicable, for this Plan. The plans required by the EPRs listed in Table 9 will be implemented for activities associated with the Primary Package. Compliance with each individual EPR is summarised in Table 11 of this Plan.

Table 9: Primary Package – Management Plans required by EPR

Required Management Plans	Relevance to this Plan
Dust and Air-quality Management and Monitoring Plan (AQ1)	The Dust and Air Quality Management and Monitoring Plan details the overarching management methods and controls in relation to dust and air quality. The operations and activities within the construction compound will adhere to the management plan.
Tree Removal Plan (AR1)	The Tree Removal Plan outlines the Primary Package management procedures that will be followed during construction compound work activities. This document is informed by site specific arboricultural and ecological reports for all trees that may be required for removal. No vegetation clearing is required to be undertaken to allow construction and establishment of the Compound. Clearing works will however be required and will be completed as part of Project Main Works within the design footprint.
Tree Protection Plans (AR2)	The Tree Protection Plan is to be followed for Compound construction works. This plan outlines management procedures in relation to site tree protection measures including establishment of tree protection zones for retained vegetation. Tree protection controls will be outlined in the Watsonia WEMPs. These documents will be informed further by site specific arboricultural and ecological reports for all trees that are to be protected associated with Watsonia Compound.
Tree Canopy Replacement Plan (AR3)	The Tree Canopy Replacement Plan guides the replacement of the tree canopy in compliance with relevant Environmental Requirements.
Spoil Management Plan (CL1)	Spoil Management Plan will be used to inform the management of spoil including but not limited to; stockpiling, soil categorisation, transportation and disposal associated with works within the construction compound. Site specific soil management guidance will be outlined in the Watsonia WEMPs.
Ground Movement Plan (GM2)	The Ground Movement Management Plan is utilised to assess the risk of ground movement from construction and use of the compound. This plan will inform site specific management controls in the Watsonia WEMPs.
Groundwater Management Plan (GW1)	The Groundwater Management Plan will be used to assess the impacts of the construction compound on the groundwater in the area. This plan will inform site specific management controls in the Watsonia WEMPs.
Archaeological Management Plan (HH2)	The Archaeological Management Plan will be used to assess the potential for impacts of the construction compound on historical heritage places. Note: Cultural heritage will be managed in accordance with the approved Cultural Heritage Management Plan (15576).
Construction Noise and Vibration Management Plan (NV3)	The CNVMP outlines the monitoring and guidelines to minimise noise impacts on sensitive receptors outlined in Section 3.2. Definitive noise and vibration management guidance will be outlined in the relevant WEMP. These documents will be informed by noise and vibration

Required Management Plans	Relevance to this Plan
	assessments where required associated with Watsonia construction site and its surrounds.
Surface Water Management Plan (SW5)	The Surface Water Management Plan outlines guidelines to minimise surface water impact on nearby waterbodies. This plan will inform site specific management controls in the Watsonia WEMPs.
Sustainability Management Plan (SCC1)	The Sustainability Management Plan is utilised to assess compound sites for sustainable opportunities.
Transport Management Plan (T2)	Construction compounds have various interface with community-based pedestrians, cyclists and vehicle traffic as well as generating additional traffic due to the introduction of construction workers to the area. The Transport Management Plan addresses the transport related concerns that may arise throughout the duration of the construction compound lifecycle and presents clear solutions to keep the compound environment safe and limit impact to nearby sensitive receptors.
Flood Emergency Management Plan (SW7)	The Flood Emergency Management Plan consider compound including evacuation procedures to manage impacts of flooding. Watsonia Construction Site is not subjected to flood risk, therefore will not require further flood management controls.
Communication and Community Engagement Management Plan (CCEMP)	The works within the construction site will be undertaken as per CCEP. Communication and Community Engagement has been referenced as per Section 6 of this Plan.

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

3.8.2 Preliminary Risk Assessment and Identification of Impacts

Environmental risks associated with Compound mobilistation activities have been assessed as part of the preparation of this Plan and are provided in Table 10. Based on the activities outlined in Section 3.1, key risks have been identified with proposed controls to manage these key risks and sensitivities associated with Compound construction works, in Table 11.

Environmental risks and controls listed below will be further informed by pre-construction environmental assessments with controls included in relevant WEMPs for construction works.

Table 10: Risk Assessment – Key Risks Identified

Relevant EPRs to this Compound	Environmental Aspect	Potential Amenity risks	Initial risk level
AH1	Aboriginal Heritage (AH)	▪ Unexpected discovery and potential disturbance or impact to cultural heritage.	Low
AQ1	Air Quality (AQ)	▪ Dust generation causing potential human health impacts. ▪ Deposition on buildings and vehicles. ▪ Odour.	Low
AR1, AR2, AR3, FF1, FF2, FF3, FF4, FF5,	Arboriculture (AR) / Flora and Fauna (FF)	▪ For the TBM Compound there is no vegetation (including native) present due to the compound footprint being already cleared.	Low

Relevant EPRs to this Compound	Environmental Aspect	Potential Amenity risks	Initial risk level
FF6, FF9, FF10			
LV2, LV3	Landscape and visual (LV)	▪ Light spill during the use of compound office outside of the EPR Prescribed Working hours resulting in impact on sensitive receptors.	Low
NV3, NV4, NV10	Noise and Vibration (NV)	▪ Nuisance noise generated by operation of the compound. ▪ Community concern / complaint. ▪ Noise impact from morning pre-starts.	Med
SW1, SW3, SW5	Surface Water (SW)	▪ Adverse impacts to water quality. ▪ Adverse impacts to aquatic flora and fauna. ▪ Disturbance of watercourse stability, waterway modification. ▪ Uncontrolled release of poor-quality water (turbid, high/low pH, other).	Low
LP1	Land Use Planning	▪ Land use impact to residents.	Low
SC1, SC2, SC3, SC4, B1, B2, B3, B4, B6, B7, B8	Social and Community/ Business	▪ Amenity impacts on businesses impacted by the Compound. ▪ Damage to utility assets. ▪ Impacts to nearby businesses.	Med
SCC1, SCC2, SCC4, SCC5	Sustainability and Climate Change	▪ Environmental impacts associated with waste facilities at the compound. ▪ Environmental impacts associated with resource consumption.	Low
T2	Traffic and Transport	▪ Impacts to the community in relation to pedestrian and cyclist infrastructure, shared user pathways, public transport routes, parking and access to local roads. ▪ Impacts to operational capacity of the local road network and intersections. ▪ All deliveries into the site including dedicated slip lanes and storage requirements are currently subject to a works design to be approved by DoT and certified as compliant by the independent auditor	Med

All risk ratings included in Table 10 above have been assessed in accordance with the Project Risk Management Plan.

4. Management of Environmental Sensitivities

From the environmental risk and EPR compliance assessment in Table 10, some aspects of the compound have specific environmental and / or community sensitivities. These sensitivities and their risks and controls are in Table 11.

Table 11: Residual Risk Assessment

Relevant EPRs to this Compound	Potential risks	Initial risk level	Key controls	Residual risk level
Aboriginal Heritage (AH)				
AH1	Unexpected discovery and potential disturbance or impact to cultural heritage	Low	▪ All works shall be managed in accordance with the approved Cultural Heritage Management Plan (CHMP 15576). Spark shall comply with the CHMP. requirements and in consultation with the Registered Aboriginal Party and First Peoples –State Relations. ▪ Cultural heritage inductions will be provided for all personnel involved in ground disturbing activities associated with the establishment works for the compound.	Low
Air Quality (AQ)				
AQ1	Dust generation causing potential human health impacts Deposition on buildings and vehicles Odour	Low	Controls will be informed by management plans required by the EPR (Table 9) and included in further detail in the WEMP. ▪ Dust generation will be kept to a minimum when establishing the compound. ▪ Construction compounds to be asphalted/sealed roads to minimise dust associated with vehicle movements. ▪ During construction of compounds, dust mitigation techniques will be used including water carts to minimise impacts on sensitive receptors. ▪ Mud tracking and dust on roads to be minimised through use of stabilised site exits established prior to the construction of the compound. ▪ Wheel Wash facilities will be installed at site entry and exit points. ▪ Weather conditions when compound establishment activities occur will reduce the risk of nuisance dust been generated due to wetter weather. ▪ Use of street sweepers (where practical).	Low
Arboriculture (AR) / Flora and Fauna (FF)				
AR1, AR2, AR3, FF1, FF2, FF3, FF4, FF5, FF6, FF9, FF10	For the ***TBM Compound*** there is no vegetation (including native) present due to the compound footprint being already cleared.	Low	An ecological and arborist assessment has been completed across the Project to: ▪ Determine the requirement for a permit under the Flora and Fauna Guarantee Act 1988 (FFG Act) ▪ Assess native vegetation impacts to inform the 'avoid and minimise' statement which will articulate the steps taken to avoid and minimise	Low

Relevant EPRs to this Compound	Potential risks	Initial risk level	Key controls	Residual risk level
			any potential impacts to native vegetation as part of the design and construction of the compound. ▪ Map the location of any observed native fauna habitat that will require supervision during establishment of the site, to ensure compliance with the Wildlife Act 1975 and Fisheries Act 1995. ▪ Ground truthing and survey work to identify and refine any potential tree impacts ▪ Establish any potential No-go zones required within the site area Arboriculture management for the construction of the Compound will follow the below documents used to outline management procedures and methodologies in compliance with the EPRs: ▪ CEMP ▪ AR1: Tree Removal Plan ▪ AR2: Tree Protection Plan ▪ AR3: Tree Canopy Replacement Plan Other potential controls will be informed by EPR management plans (Table 9) with further detail of controls included in the WEMP.	
Landscape and visual (LV)				
LV2, LV3	Light spill during the use of compound office outside of the EPR prescribed working hours resulting in impact on sensitive receptors	Low	▪ Where the compound is operating outside EPR Prescribed Working hours, lighting towers/security lighting will be angled and placed to avoid impact on nearby sensitive receptors. ▪ Perimeter fencing/hoarding to be installed around the Watsonia Construction Site. ▪ Vegetation to be kept where possible to minimise light spill.	Low
Noise and Vibration (NV)				
NV3, NV4, NV10	Nuisance noise generated by operation of the compound Community concern / complaint Noise impact from morning pre-starts	Med	**Noise modelling** Noise modelling will be conducted for the Construction Compound as per the CNVMP considering the following factors: ▪ Whether the use of multiple plant items simultaneously is proposed. ▪ The existing level of ambient noise in the receiving environment. ▪ Whether or not night-works will occur at the location ▪ Duration of works, e.g., is it likely that a receptor will experience multiple days/ nights of exposure to noise from a site? ▪ Whether use of high impact plant / activities (piling, pipe jacking, hammering, auger, vibratory roller, other tunnelling equipment, generators, excavation, rattle gun, compaction etc.) are proposed at the site.	Low

Relevant EPRs to this Compound	Potential risks	Initial risk level	Key controls	Residual risk level
			▪ Is the separation distance between the works and the nearest receptor less than 200 metres? ▪ Whether or not there is natural shielding between the works and nearest receptor. The aim of the construction noise modelling is to determine whether predicted noise levels will exceed Noise Management Levels for site scenarios and the expected level of exceedance. The noise model outputs shall be used to inform of any additional mitigations that should be implemented. Noise mitigations and controls are outlined in the CNVMP based on the findings of noise models. **Noise monitoring** Based on the results from the noise modelling, noise monitoring will be undertaken during works at select locations. These locations are to include the closest sensitive receptors that will be impacted by the works. Noise monitoring results shall be used to validate the model, inform actions, mitigations and controls as required and results will be provided to NELP for review as requested or required, on a regular basis. Throughout the duration of the project noise monitoring will be undertaken during the following instances: ▪ In response to community enquiries: Noise monitoring may be undertaken in response to noise related complaints/enquiries to determine compliance with the construction noise limits as specified in Environment Protection Authority Victoria (EPA) Publication 1254, Noise Control Guidelines. ▪ Out of hours works and checking against noise modelling set for the project: Where scheduled works are outside of EPR prescribed working hours and unavoidable works, noise monitoring will be performed to check against background noise levels or against desktop noise modelling predictions. ▪ Construction spot checks: Construction spot check will be undertaken sporadically, during both day and night works, using a hand-held noise meter or a tripod setup with a noise meter. The measurement must be a 10-minute LAeq with extraneous noise such as road traffic excluded as best as possible for measurement. The LA90 and LA10 should also be recorded. **Noise mitigation measures** As per CNVMP, noise is to be minimised as much as reasonably possible throughout all construction works. As a result, the following noise controls will	

Relevant EPRs to this Compound	Potential risks	Initial risk level	Key controls	Residual risk level
			be implemented where reasonable throughout all compound setup and operations. ▪ Site inductions – environmental inductions shall include introduction to noise limits and controls, hours of work, locations of sensitive receptors. ▪ Set site entry and egress points as far from sensitive receptors as practically possible. ▪ Behavioural practices - toolbox training to encourage the minimisation of noisy behaviour including shouting or loud radios, no dropping materials from height and slamming of doors. ▪ Selection of plant considers noise impacts and quieter plant is selected (where possible). There are not too many options available to do so for the compound setup and operations as there is not a significant amount of plant to be used. An example of this would be selections of power generators that are silenced. ▪ Avoid using plant and equipment simultaneously adjacent to sensitive receptors where reasonably practical. The combined noise/vibration levels could be significantly less when sources operate separately. ▪ Air conditioning units to be positioned so that the noise generated by the units are facing away from residential receptors. ▪ Letter drops and or door knocks, where appropriate, to notify receptors of potentially noisy upcoming works, where impacts are expected to be audible, and to discuss proposed mitigation. Additional noise management controls are available as per CNVMP. Controls will be informed by management plans required by the EPR (Table 9) **and** included in further detail in the WEMP. ▪ All works shall meet noise guideline target levels within NV3. ▪ If unavoidable works are required, the process as outlined in Section 3.7 of CCP is to be followed. ▪ Out of hours works and checking against noise modelling set for the project: Where scheduled works are outside of EPR prescribed working hours and unavoidable works, noise monitoring will be performed to check against background noise levels or against desktop noise modelling predictions if required. ▪ Any noise generated from the operation of the compound is likely to be masked by construction site noise. ▪ Further pre-construction assessments to be undertaken to assess construction related noise in combination with compound operation.	

Relevant EPRs to this Compound	Potential risks	Initial risk level	Key controls	Residual risk level
			▪ Hoarding for TBM Compound will serve as a noise attenuation at the east of the construction site fronting the properties on Watson St/ Yallambie Road. The height and material of the hoarding shall be determined through noise modelling of the compound. ▪ Minimise AC outdoor condenser units where possible and place along the facades of the containers/buildings fronting the residential properties on Watson St. They should be placed at ground level and be shielded from the residences by compound buildings. If this is not feasible, acoustic enclosures for these units may be required. ▪ Trucks will enter and exit from site using approved arterial roads. Most works will occur during approved EPR prescribed working hours. ▪ Residents will be advised through works notifications of requirements for night works. Noise monitoring will take place during night works. ▪ Spark has a respite and relocation policy in place to support residents through works taking place outside EPR prescribed working hours / for unavoidable works. ▪ Workers will be inducted and trained through ongoing pre-starts and toolbox talks about behaviour expectations to minimise impacts on neighbours.	
Surface Water (SW)				
SW1, SW3, SW5	Adverse impacts to water quality Adverse impacts to aquatic flora and fauna Disturbance of watercourse stability, waterway modification Uncontrolled release of poor-quality water (turbid, high/low pH, other)	Low	Controls will be informed by management plans required by the EPR (Table *9*) and included in further detail in the WEMP. ▪ The Compound does not fall within the Land Subject to Inundation (LSIO) overlay. ▪ The egress points to the compound will be already established. ▪ Activities / temporary structures within the compound will be situated away from drainage points as far as practical.	Low
Land Use Planning				
LP1	Land use impact to residents	Low	The impacts to residents have been minimised in terms of occupying existing land acquired for the Project.	Low

Relevant EPRs to this Compound	Potential risks	Initial risk level	Key controls	Residual risk level
Social and Community/ Business				
SC1, SC3, SC4, B1, B2, B3, B4, B6, B7, B8	Amenity impacts on businesses impacted by the Compound Damage to utility assets Impacts to nearby businesses Impacts to nearby residents	Med	Refer to Section 6 regarding working with sensitive receptors, residents, local Council and attending business liaison groups (B8). The Business Disruption Mitigation Plan will be developed (B1) and Spark will contribute to the business relocation strategy (B2). Protect or, where required, relocate utility assets to the reasonable satisfaction of the service provider and/or asset owners.	Low
Sustainability and Climate Change				
SCC1, SCC2, SCC4, SCC5	Environmental impacts associated with waste facilities at the compound Environmental impacts associated with resource consumption	Low	Controls will be informed by management plans required by the EPR (Table *9*) and included in further detail in the WEMP. ▪ Greenhouse Gas emissions and potential impacts from energy use and water use (potable water usage). ▪ Project has a target of 60% office waste diversion. ▪ Rainwater tanks to be added where space allows. ▪ Connecting the Construction Compound to electrical mains and purchasing green power. ▪ A Sustainability Management Plan will be prepared in accordance with SCC1 and will provide management procedure to comply with SCC4 and SCC5. ▪ Suitable and sufficient receptacles (bins, skips, tanks, etc.) provided at the compound to facilitate correct segregation of waste. All receptacles to be labelled and used correctly to avoid contamination. ▪ No overfilling of bins on site, regularly scheduled waste disposal. ▪ Including sustainability opportunities that contribute towards Sparks sustainability targets associated with the compound facilities including car parks and concrete walkways (e.g., recycled asphalt pavement, recycled content (excluding RAP), absolute reduction in material uses for pavement, use of carbon neutral or low-carbon products), Site offices - opportunity for achieving ISv2.1 Wfs-4 Sustainable Site Facilities credit.	Low
Traffic and Transport				
T2	Impacts to the community in relation to pedestrian and	Med	Controls will be informed by management plans required by the EPR (Table *9*) and included in further detail in the WEMP.	Low

Relevant EPRs to this Compound	Potential risks	Initial risk level	Key controls	Residual risk level
	cyclist infrastructure, shared user pathways, public transport routes, parking and access to local roads. Impacts to operational capacity of the local road network and intersections.		▪ Sufficient off-street parking to be established within site boundary and adjacent to the compound for associated workforce and visitors. ▪ Worksite Traffic Management Plans (WTMPs) detailing site layout and any impacts to amenity will be subject to review and approval by the Responsible Road Authority. ▪ WTMP's illustrating changes to the road network operational capacity will be supported by traffic analysis where relevant. ▪ Existing bus stops located adjacent to the compound will be maintained and available to the public and workforce or alternate arrangement implemented as approved by the Relevant Road Authority. ▪ Site inductions will detail impacts of construction traffic on the local community. Parking in residential streets and business surrounding the site will not be permitted. Staff will be encouraged to use public transport. ▪ Existing pedestrian & cyclist arrangements to be maintained or alternate arrangement implemented as approved by the Relevant Road Authority. ▪ Project communications strategy will keep community informed of forthcoming changes. ▪ Access to Compound from Greensborough Road.	

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

All risk ratings including in Table 11 above have been assessed in accordance with the project risk management plan.

5. Site Demobilisation and Restoration

The compound is located within the footprint of permanent works that is currently undergoing detailed design.

No work is proposed outside the current permanent works footprint.

Once established, the compound will remain in place until the supported construction activities are completed (expected 2026), the site will be permanently occupied by the permanent footprint and will be completed to the requirements of the approved UDLP.

The compound will be demobilised at the end of Project works or at completion of related site activities.

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

6. Communications, Stakeholder and Community Engagement

6.1 Stakeholder and Community Engagement Approach

A number of environmental and community impacts are identified in section 3.2 and proposed mitigations are identified in section 4.

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

The following information was shared with the residents and businesses during the consultation period:

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

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

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

Areas were door knocked regarding the establishment of this compound. The area was agreed through discussions on consultation requirements between Spark and NELP with feedback provided by Banyule Council has been incorporated.

The door knocks included residents of the following surrounding and adjacent streets:

- Somers Avenue
- Torbay Street
- Greensborough Road
- Yallambie Road
- Lenola Street
- Watson Street
- Tuckfield Circuit
- Service Road
- Lindsey Street
- Cooley Avenue
- Reid Walk
- Fairlie Avenue.

6.2 Contact Numbers

Big Build Contact Centre: 1800 105 105

6.3 Complaint Management

Table 12: Complaint Management Requirements and Responsibilities

Expectations	How we will meet the Expectations (minimum requirements)	Responsible Person Key Contributor	Deliverables
Procedures are established for effectively dealing with community enquiries and complaints. In adherence to EPR EMF4	**Contractors Enquiry and Complaints Procedures** In accordance with AS/NZS 10002-2014 Guidelines for complaint management in organisations, and EPR EMF4 the complaint management system ensures guidelines are in place for the effective and consistent handling of complaints related to the operations of our projects. This process is not applicable to disputes referred for resolution under contractual arrangements or for employment-related disputes. Resolving complaints at the earliest opportunity in a way that respects and values the person's feedback, can be one of the most important factors in recovering the person's confidence about our organisation and the services we provide. It can also help prevent further escalation of the complaint. A responsive, efficient, effective, and fair complaint management system can assist an organisation to achieve this. The system applies to all staff receiving or managing complaints from the public made to or about us, regarding our services, staff, and complaint handling.	Stakeholder and Community Engagement Manager Stakeholder and Community Engagement team Functional Manager(s)	Procedures delivered and verified in CCEP
Enquiries and complaints are recorded, acknowledged, and resolved in a timely manner as per EPR EMF4.	**Project Enquiries and Complaints** Consultation Manager will be used as the register for all complaints and enquiries. At a minimum the following information will be recorded: ▪ Interactions via the project number ▪ Interactions via the project email address ▪ Interactions received via the project webpage ▪ Interactions in person ▪ Interactions via all other means. Spark Contractors will ▪ resolve all complaints, enquiries, or contacts where they refer to an issue directly related to the works ▪ adhere to the agreed escalation process ▪ notify the PM immediately (for a complaint) or within 24 hours (for all other classifications) if the complaint, enquiry, or contact cannot be resolved or if not directly relevant to the works. All information Captured will be managed in accordance with privacy policies. Complaints and enquiries will be incorporated into monthly reporting and used to identify current and emerging issues that require action. Outstanding enquiries and issues will be discussed at weekly project team meetings. As per the project scope requirements, all complaints will include: (1) names (where provided); (2) contact details (where provided);	Stakeholder and Community Engagement Manager Stakeholder and Community Engagement team Functional Manager(s)	NELP enquiry and complaints procedures adhered to. Monthly report of all enquiries and complaints. Maintain all correspondence in Consultation Manager.

Expectations	How we will meet the Expectations (minimum requirements)	Responsible Person Key Contributor	Deliverables
	(3) time and date of enquiry; (4) nature of enquiry; and (5) response provided. The Principal Package team will notify the State within 2 hours of receiving or becoming aware of any: (1) significant community and Stakeholder issues related to the Works (including issues that will likely lead to impacting the Project's reputation and safety matters); (2) enquiries that may affect the projects reputation; (3) complaints received, including the information collected on the Consultation Manager Stakeholder Management Database as set out in section 11.6(b), as well as: (A) the location to which the complaint relates; and (B) the method of contact; and (C) Always comply with the North East Link Privacy Policy and any associated policies and notify the State immediately of any suspected breaches of privacy or Personal Information held by the State or the Principal Contractor.		

7. Spark Environmental Management System (EMS)

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

The Spark EMS (Figure 6) follows the standard Plan-Do-Check-Act approach to environmental management.

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

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

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

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

Figure 6: Spark Environmental Management System framework

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

7.1 Environmental Strategy

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

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

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

7.2 Construction Environmental Management Plan (CEMP)

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

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

The environmental management requirements of the CEMP and sub plans will be implemented to address relevant localised requirements of each construction compound, including by the preparation and implementation of the WEMPs. The WEMPs will cover each of the construction compounds and the relevant construction activities that are supported by the construction compound. Implementation of the WEMPs is supplemented by Spark environmental management procedures. These procedures include environmental inspection checklists that will be applied to monitor the installation and maintenance of environmental controls for each construction compound. These will be in accordance with environmental controls and mitigation measures of the CEMP and environmental management sub plans, and monitor compliance of the applicable EPRs (as listed in Table 10 and Table 11).

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

7.3 Environmental Management Framework (EMF)

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

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

7.4 Worksite Environmental Management Plan (WEMP)

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

7.5 Independent Review and Environmental Auditor (IEA)

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

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

Appendix A contains the IEA verification for this Plan.

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

8. Review

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

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

Appendix A: IREA Verification

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

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

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

Reference: TX-CNT-AAA-03712

Tuesday, 16 January 2024

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

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

Dear Jim and Paul,

Re: Review and verification of Watsonia Construction Compound Plan (CCP) - TBM Compound

The IREA has reviewed the Watsonia Construction Compound Plan (CCP) - TBM Compound (NEL-CNT-SDC-2990-EPA-PLN-0002) Rev 3.04 in accordance with the PSDR Part F1 Section 1.11.

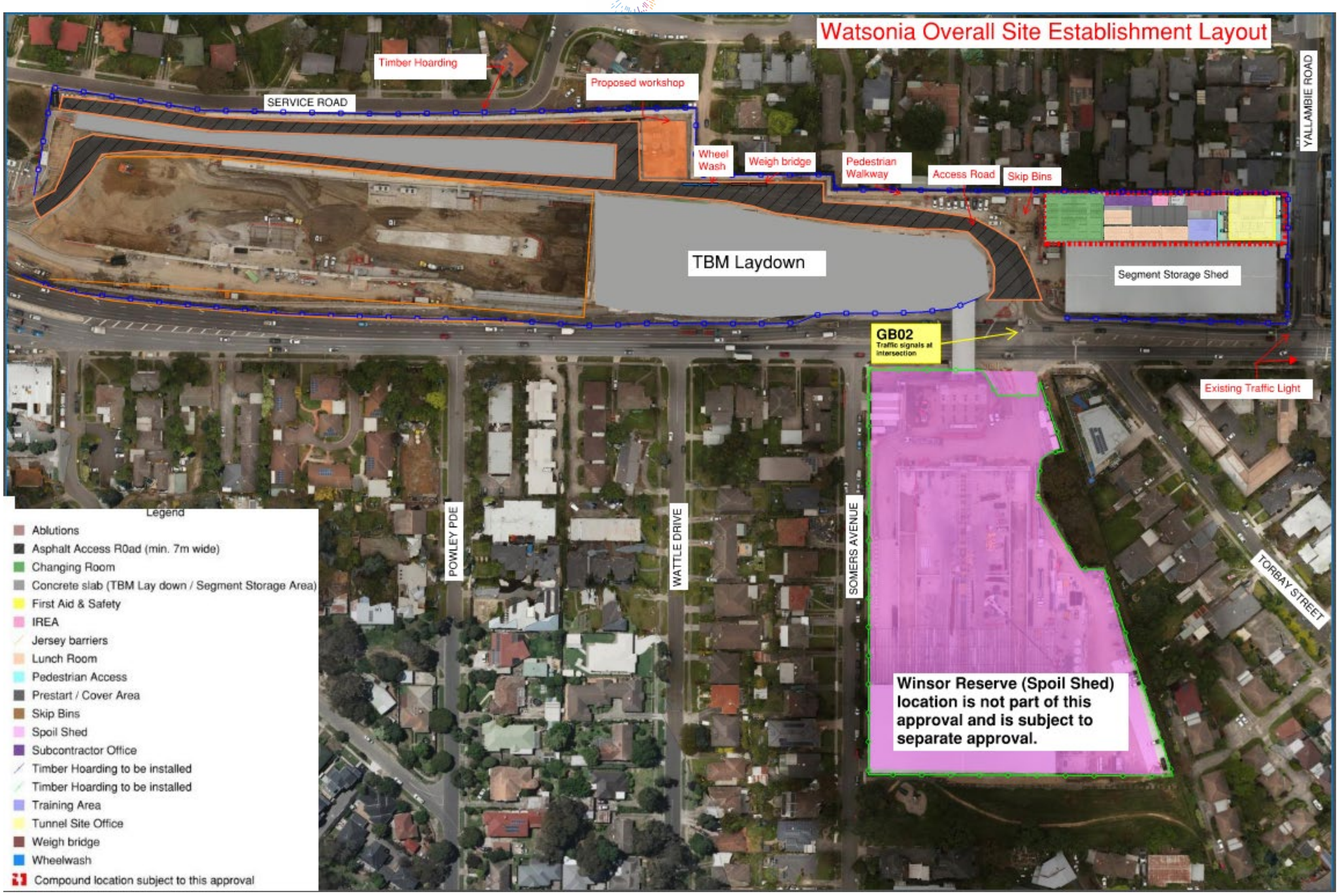
It is our opinion that the Construction Compound Plan complies with the Environmental Requirements and the Project Documents for the defined scope of works.

Yours sincerely,

David Baigent
IREA Project Director
AAAJV

Appendix B: Construction Site & Compound Layout

The attached A3 drawing identifies the TBM Compound location in relation to the Construction Site at Watsonia (North of Yallambie Road).


Watsonia Overall Site Establishment Layout
Timber Hoarding
Proposed workshop
SERVICE ROAD
Wheel Wash
Weigh bridge
Pedestrian Walkway
Access Road
Skip Bins
YALLAMBIE ROAD
TBM Laydown
Segment Storage Shed
GB02
Traffic signals at intersection
Existing Traffic Light
POWLEY PDE
WATTLE DRIVE
SOMERS AVENUE
TORBAY STREET
Winsor Reserve (Spoil Shed) location is not part of this approval and is subject to separate approval.
Legend
Ablutions
Asphalt Access R0ad (min. 7m wide)
Changing Room
Concrete slab (TBM Lay down / Segment Storage Area)
First Aid & Safety
IREA
Jersey barriers
Lunch Room
Pedestrian Access
Prestart / Cover Area
Skip Bins
Spoil Shed
Subcontractor Office
Timber Hoarding to be installed
Timber Hoarding to be installed
Training Area
Tunnel Site Office
Weigh bridge
Wheelwash
Compound location subject to this approval