BIG BUILD
M80 RING ROAD

Boyd Street Construction Compound Plan (CCP)

[redacted]

Document Number:	NEL-NTH-NNA-3990-EPA-PLN-0004
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Date:	12-Jun-2025

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MANAGEMENT PLAN Boyd Street Construction Compound Plan

Management Plan Structure

The Management Plan is structured into the following parts:

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

The parts are identified in the Management Plan.

Management Plan Control and Amendment

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

Rev No.	Date	Description of change	Prepared by
A	13-Dec-2024	Submitted for review	[redacted]
B	12-Feb-2025	Submitted for review	
C	24-March-2025	Submitted for review	
D	23-April-2025	Submitted for review	
E	30-April-2025	Submitted for review	
F	2-May-2025	Submitted for review	
G	29-May-2025	Submitted for review	
H	2-June- 2025	Submitted for review	
J	12-June-2025	Submitted for review	

Management Plan Review and Approval

Relevant Recommender / Approver	Relevant Party	Representative Name	Date approved	CX Reference Number
Relevant Recommender			DD-MMM-YYYY	
Relevant Approver			DD-MMM-YYYY	

Amendments

Rev No.	Section	Description of Change	Prepared by
B	Throughout	Amendments based on MRPV comments	[redacted]
C	Throughout	Amendments based on MRPV/IEA comments	
D	Throughout	Amendments based on MRPV / IEA / DTP comments	
E	Throughout	Minor amendments throughout	
F	Appendix C	Attached FIEA verification report	
G	Throughout	Amendments made based off DTP comments	
H	None	Response to MRPV CRS no changes to document	
J	Throughout	Amendments made based on DTP RFI	

Terms and Definitions

Terms and expressions used in this Management Plan have the meaning given to them in the Project Alliance Agreement clause 1, unless otherwise expressly defined in the Project Requirements Specification (including in section 3.2). The table below has terms used in this Management Plan.

Term	Definition
AIMS	ACCIONA Integrated Management System
ALT	Alliance Leadership Team
AMT	Alliance Management Team
CCEP	Communications and Community Engagement Plan
CEMP	Construction Environmental Management Plan
CP	Central Package
CX	Alliance Collaboration Platform
DTP	Department of Transport and Planning
EDMS	Electronic Document Management System (referred to within PRS requirements)
EMF	Environmental Management Framework
EPR	Environmental Performance Requirement
IES	Information Exchange System is a suite of systems, including Collaboration Platform(s)
InEight Document	Project Owner's Collaboration Platform
LGA	Local Government Authority
M80RR	M80 Ring Road
M80RRA	M80 Ring Road Alliance
MRPV	Major Road Projects Victoria (Project Owner / Owner Participant)
MTM	Metro Trains Melbourne
NOP	Non-Owner Participant (i.e. ACCIONA, MACA and AECOM)
PAA	Project Alliance Agreement
PESCP	Progressive Erosion and Sediment Control Plan

Term	Definition
Program	North East Link Program of works
Project	That part of the NEL Program comprising the North Package and any other Works Package that the Project Owner determines is to form part of the Project
PRS	Project Requirements Specification
PTV	Public Transport Victoria
RTO	Rail Transport Operator
SSiD	Safety and Sustainability in Design
TMLG	Transport Management Liaison Group
TMP	Traffic Management Plan
TPZ	Tree Protection Zone
UDAP	Urban Design Advisory Panel
WEMP	Worksite Environmental Management Plan

Table of Contents

1 Introduction

1.1 Purpose of the Plan

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

The purpose of this Construction Compound Plan (CCP or Plan) is to comply with the conditions of the Incorporated Document and regulate the use and development of the construction compound at Boyd Street.

The Plan describes the:

- Location of the compound at Boyd Street, and why the site was chosen in consideration of alternative locations
- Proposed activities, location and compound layout, hours of operation and potential environmental and community impacts of the Boyd Street Construction Compound. This includes impact mitigation and management controls associated with the construction and operation of the Compound that will support the construction of the NEL Ring Road Completion project.

1.1.1 Incorporated Document Requirements

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

- The CCP is to be prepared in accordance with the requirements of Clause 4.12 of the Incorporated Document to the satisfaction of the Minister for Planning
- Following the Minister for Planning acceptance of this plan, the current version of this plan must be published on the Project website.
- The CCP may be prepared and approved in stages but a CCP for any stage must be approved before the commencement of use or development for that stage.

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

Table 1 Incorporate Document – Relevant Conditions for this Plan

Document Reference	Condition Requirements	Where addressed
4.12.1	Prior to the use and development of any compound, a CCP must be prepared to the satisfaction of the Minister for Planning.	This plan
4.12.2 a)	A plan showing the location and layout of the Compound and the categories of works and operations proposed within each Compound.	Section 3.4
4.12.2 b)	The estimated duration of activity within each Compound.	Section 3.3
4.12.2 c)	Demonstration that any Compound proposed on land which is not to be permanently acquired are reasonably required in the location in which they are proposed, including demonstration	Section 2

Document Reference	Condition Requirements	Where addressed
	that alternatives which reduce the impact of the Compound on such land are not feasible or practical.	
4.12.2 d)	Demonstration that the Compound (and categories of permissible works within each Compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive receptors (including residences, open space, schools, community organisations and sporting and recreation areas).	Section 4.3
4.12.2 e)	Demonstration that the categories of works proposed within the Compound are appropriate having regard to whether the land is flood prone, including any flood modelling where appropriate, or has any environmental sensitivity, and that the works will be suitably managed to address any flood risk.	Section 5.1
4.12.2 f)	Measures to restore the former use of the land used for construction once these activities are complete.	Section 6
4.12.3	A CCP may be prepared and approved in stages but a CCP for any stage must be approved before the commencement of use and development for that stage.	Section 1.1.1
4.12.4	A CCP may be amended from time to time, to the satisfaction of the Minister for Planning.	Section 9
4.12.5	All compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in the approved EMF.	Appendix A

1.1.2 Environmental Management Framework

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

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

The EMF prescribes:

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

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

addressed by M80 Ring Road Alliance (M80RRA) (Formally North East Link North Alliance (NELNA)) in the implementation of the CCP, is provided in Appendix A.

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

1.1.3 Independent Environmental Auditor

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

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

Appendix C contains the IEA verification for this Plan.

1.2 Purpose of the Compound

1.2.1 North East Link Ring Road Completion Overview

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

Figure 1 - North East Link Alignment

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

Figure 2 - North East Link – North Package Ring Road Complete

Construction works for the Ring Road Completion project, encompasses:

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

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

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

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

1.2.2 Purpose of the Boyd Street Compound

The Boyd Street Construction Compound will support the construction works including but not limited to:

- Construction of the five Yando Street bridges and one pedestrian bridge
- Earthworks, construction hardstands and piling on Greensborough Bypass
- Drainage installation and utility relocation works
- Pavement construction
- Piling and bridge construction for noise walls and road bridges
- Landscaping works including revegetation and enhancement of SUPs improving pedestrian and bicycle connectivity

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

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

2 Justification of Location and Use of Compound

The choice to locate the Construction Compound at Boyd Street was cognisant of the following factors and constraints:

- Land use: Formerly privately owned, the Boyd Street properties were permanently acquired by the Project. Located within the NEL Project boundary for permanent construction works.
- Proximity to construction works: The site compound is immediately adjacent to the main construction works to be supported by the Compound
- Site capacity: The site is of sufficient size that allows safe and compliant operation of the compound to accommodate the workforce and materials handling to support the whole duration of the construction works.
- Sensitive Users: Although the site is adjacent to a residential area, the site layout has been designed to reduce potential amenity impacts, such as noise, visual aspect, dust and light spill to sensitive users.
- Cultural heritage and historic heritage: No known cultural heritage is present within the Boyd Street compound area. The compound activity will not impact on identified Aboriginal Cultural Heritage within the Project land (as per the NEL Cultural Heritage Management Plan CHMP # 15576). No registered historic heritage is present within the Project land including the site.
- Flooding: The site is not located within a flood prone area.
- Flora and Fauna/Arboriculture: No additional tree clearing is required for the onsite facilities within the compound. A TPZ will be installed to mitigate impacts to flora.
- Transport impacts: Access/egress to the Compound for light vehicles is via Boyd Street with access to the work site directly from the Compound. Heavy vehicles will access the worksite via already established access gates along Greensborough Bypass. On-site carparking will be provided to minimise the use of residential street and impacts to neighbours.
- Business Impacts: No impacts to existing businesses (commercial/retail)

2.1 Alternative Compound Locations

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

These include:

- Boyd Street (Option A – Proposed Option)
- Greensborough Bypass (Option B)
- Binnak Park (Option C)
- Trist Reserve (Option D)

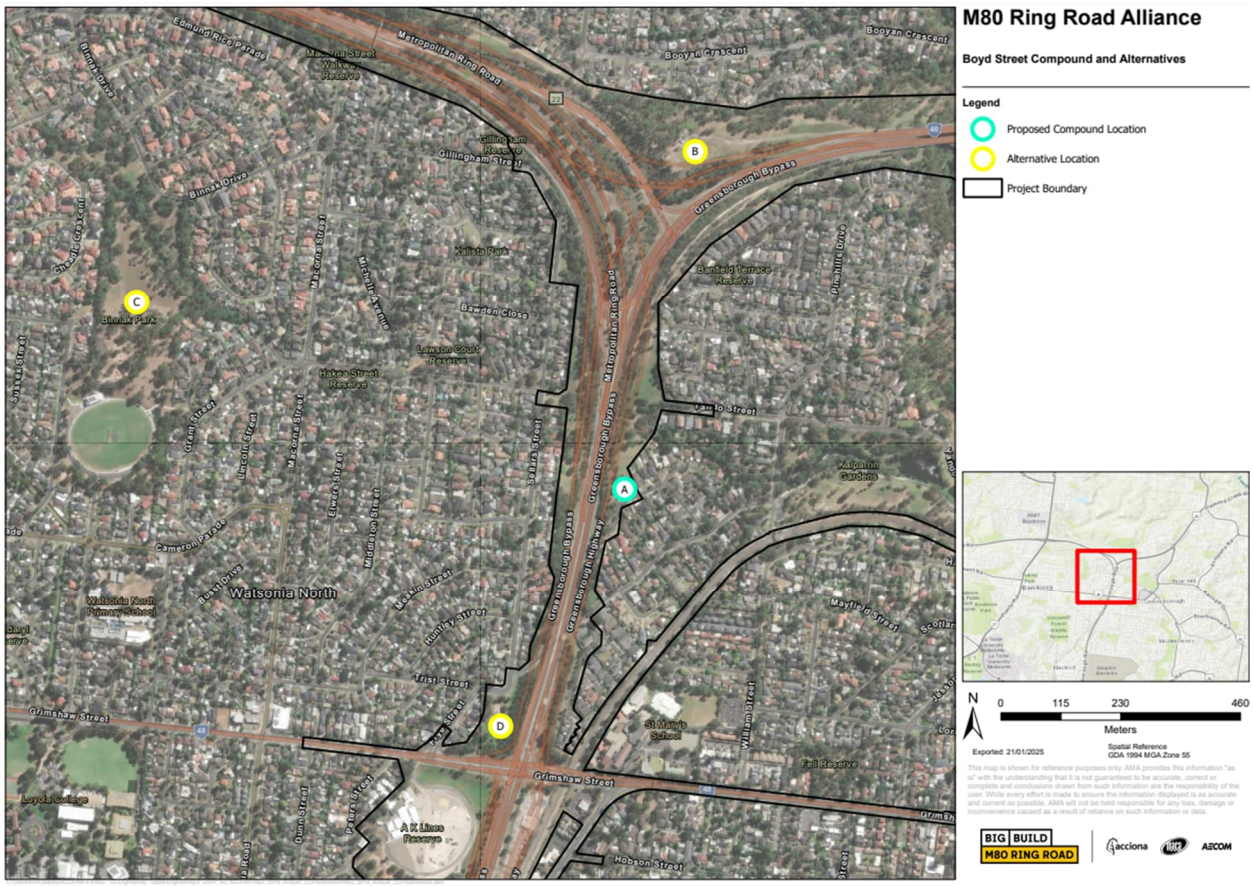

Figure 3 Alternative Compound Locations

Table 2 provides a summary of the alternative compound locations to Boyd Street in regards to supporting the needs for the construction works and potential for impacts to sensitive receptors. In reviewing alternative sites for compound locations, Boyd Street provides best outcomes across the key factors and constraints for Compound operations. Option A is the proposed option for the compound as it has the least potential impacts on business, and the environment.

Table 2 - Alternative Compound Options

Factors and Constraints	Boyd Street (Option A)	Greensborough Bypass area - Option B (alternate option)	Binnak Park - Option C (alternate option)	Trist Reserve - Option D (alternate option)
Land use	The site comprises two previously privately owned residences located at 2 and 4 Boyd Street, Greensborough, which have now been acquired and demolished by the Project. Located within the NEL Project boundary for permanent construction works.	The site is an existing publicly owned reserve within the M80 interchange area. A portion of this site forms part of the permanent infrastructure where excavation works are required to connect M80 traffic eastbound along the Greensborough Bypass.	The site is an existing publicly owned open space. Located outside of the NEL Project boundary requiring planning approval to be obtained.	The site is an existing publicly owned reserve. Located within the NEL Project boundary for permanent construction works.
Proximity to construction works	The site is immediately adjacent to the main construction works to be supported by the Compound.	Located within the NEL Project boundary for partial permanent works of the M80 interchange. The site is significantly separated from the relevant construction works to be supported.	The site is significantly separated (over 1 km) from the relevant construction works to be supported.	Located within the NEL Project boundary for permanent works required in Trist reserve and local utility works. The site is adjacent to Grimshaw Street; however the site can only be accessed from Trist Street via Frye Street (due to the land topography), Approximately 600m from the relevant construction works to be supported.
Sensitive Users	Residential uses are located immediately east and adjacent to the southern boundary of the site.	Residential uses are located adjacent to the northern boundary of the site.	Site surrounded by residential land uses. Significant temporary loss of public open space.	Site surrounded by residential land uses located immediately west and north of the site.
Cultural heritage and historic heritage	Site contains no recorded cultural heritage to be protected.	Site contains no recorded cultural heritage to be protected.	Site would be subject to further cultural heritage assessment and approval.	Onsite cultural heritage would need to be protected during site occupancy.

Factors and Constraints	Boyd Street (Option A)	Greensborough Bypass area - Option B (alternate option)	Binnak Park - Option C (alternate option)	Trist Reserve - Option D (alternate option)
	No registered historic heritage is present within the site.	No registered historic heritage is present within the site.	No registered historic heritage is present within the site.	No registered historic heritage is present within the site.
Flooding	The site is not within a flood prone area.	The site is not within a flood prone area.	The site is not within a flood prone area.	The site is within an area subject to inundation. Measures will be required to mitigate flood risks.
Flora & Fauna and Arboriculture	No additional vegetation would be required to be cleared for the use as a compound. The site has already been cleared to enable permanent works. A TPZ will be installed to mitigate impacts to existing flora, thereby minimising impacts to fauna	Vegetation is required to be cleared from the whole site for a compound. Note a portion of the site is required to be cleared to enable permanent works. Kangaroos within the area. Site subject to fencing and management requirements in accordance with the MRPV Kangaroo Management Plan.	Significant vegetation would be required to be cleared from the site for use as a compound. Binnak Park was outside of the EES study area and would be subject to further ecological and arboricultural assessments in consideration as a compound.	Partial vegetation would be required to be cleared from the site for use as a compound. Note a portion of the site would be required to be cleared to enable permanent works.
Transport impacts	Direct access to the site for light vehicles via Boyd Street, heavy vehicles will access the worksite via already established access gates along Greensborough Bypass.	Direct access to the site will need to be established from the Greensborough Bypass. Requires consideration	Access to the site would be via Grimshaw Street, Macorna Street and into Binnak Drive. Significant temporary measures would be required for pedestrian/cycling detours around the site.	Although the site is adjacent to Grimshaw Street, vehicular access to the site will be required from Frye Street and Trist Street. Consideration for temporary pedestrian/cycling detours around the site.
Business Impacts	No impacts to existing businesses (commercial and retail).	No impacts to existing businesses (commercial and retail).	No impacts to existing businesses (commercial and retail).	No impacts to existing businesses (commercial and retail) within the Watsonia area.

3 Boyd Street Construction Compound

3.1 Site Context

The Boyd Street Construction Compound is within the designated Project Land, located east of the Greensborough Bypass, as shown in Figure 4. It is located within an area known as Zone 3200. Zone 3200 is the northern extent of the M80RR Project alignment in Watsonia North and extends along Greensborough Bypass and up to Plenty River Bridge.

The site previously consisted of two residences that were privately owned, they have since been purchased by DTP, the land parcels are included in the M80RR construction license and currently being used for workforce parking and worksite access.

The site is bordered by residential land to the east and adjacent to neighbouring residences.

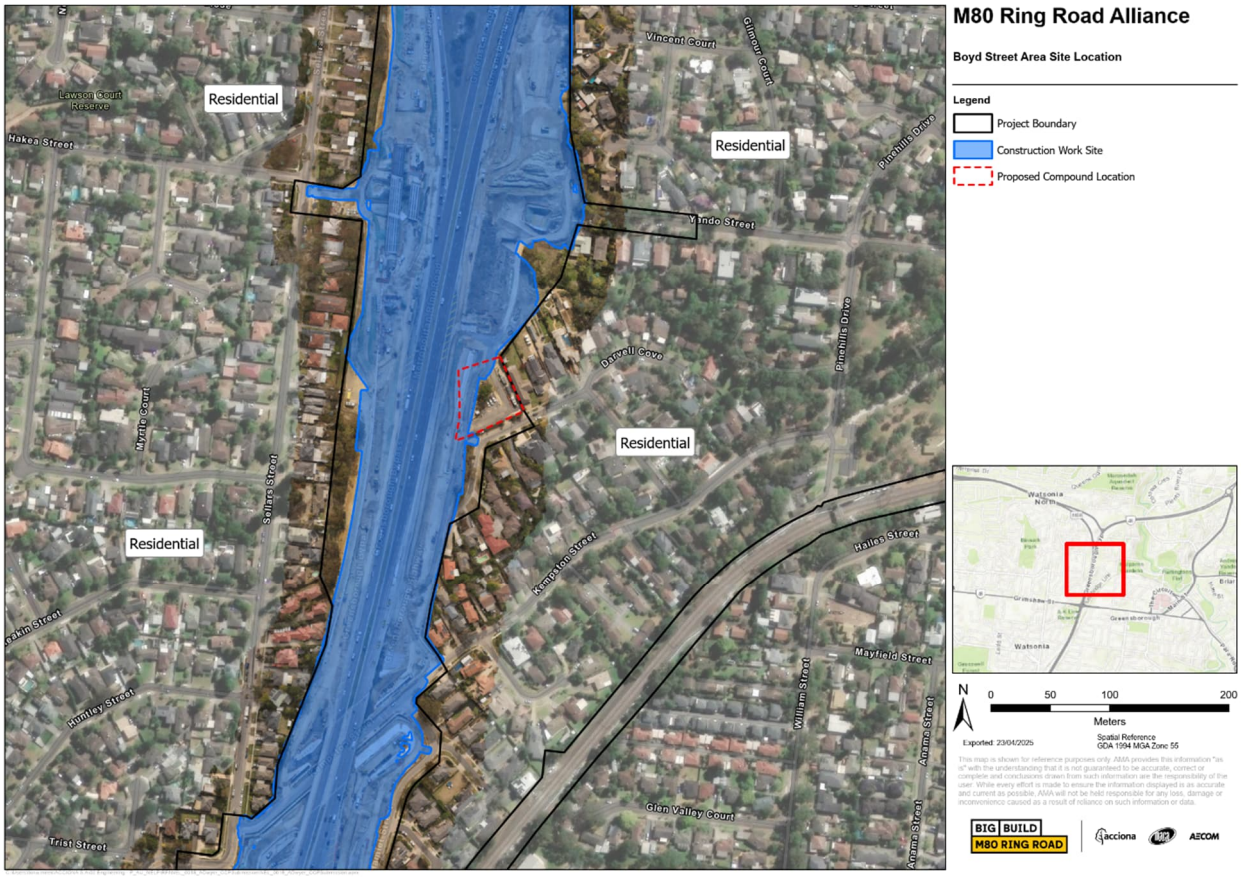

Figure 4 - Compound Location

3.2 Compound Description

The compound facilities are outlined below including what the compound is used for, and what construction activities the compound will support, as shown in the detailed site plan in Section 3.4 and Figure 5. The location and details of the compound are subject to minor layout changes if necessary and will remain generally in accordance with the approved CCP. Noting that any minor layout changes shall be consistent with the EPRs, Incorporated Document and EMF.

3.2.1 Compound Facilities

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

- Office
- Lunchroom
- Ablution block
- First Aid Room
- External covered area for construction team toolbox and prestart meetings
- Storage area for construction plant and equipment and construction materials
- Carpark for light vehicles
- Waste storage and recycling facilities
- Solar PV will be installed on the roof of the site sheds

3.2.2 Compound Activities

The compound activities and onsite facilities are described in detail in the following sections, and shown in the detailed site plan in section 3.4, Figure 5 and Figure 6. The location and details of the compound are subject to minor layout changes if necessary and will remain generally in accordance with the approved CCP. Noting that any minor layout changes shall be consistent with the EPRs, Incorporated Document and EMF.

3.2.2.1 Compound establishment

Establishment works to setup the compounds for operations will involve:

- Securing the site with temporary panel hoardings or a similar approved product
- Installation of environmental controls including 3m noise wall
- Establishment of crushed rock areas for vehicles
- Landing, construction and fit out of offices, lunchrooms and other ancillary facilities
- Connections to utility services, water, sewage, and communications, including solar PV/battery system
- On site generator will be used to power the site. The M80RRA are committed to investigating opportunities to utilise mains power in lieu of a generator. If feasible mains power will be used to power the site.

3.2.2.2 Operation of the Compounds

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

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

- Office-based supervisory and administrative support work. The office will be air-conditioned for heating and cooling.
- Adjacent workforce amenities include lunchrooms and toilets for onsite staff use.
- Parking will be available for onsite staff (18 car spaces). “No project parking” signage is installed on Boyd Street.
- Transient movement and parking of construction vehicles and mobile plant and equipment.
- Construction team toolbox and prestart meetings will occur within an external covered area accommodating for small group meetings. Large (greater than 50 people) staff prestart briefings (Toolbox Talks) will remain at alternate M80RRA occupied sites including M80 Depot (2 Scholar Drive, Bundoora) or AK Lines Compound (241 Grimshaw Street, Watsonia)
- Short term materials laydown areas within designated location on the compound or within storage containers where practical to do so.
- Temporary storage of hazardous substances in contained areas, including lubricants and fuels for mechanical plant and equipment.
- Storage of tools, equipment and non-hazardous substances within containers.
- On site generator will be used to power the site. The M80RRA are committed to investigating opportunities to utilise mains power in lieu of a generator. If feasible mains power will be used to power the site.

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

3.2.3 Working Hours

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

• Monday to Friday: 7am to 6 pm

• Saturday: 7am to 1pm

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

3.2.4 Traffic and Access

Light vehicle traffic, including staff vehicles, will enter and exit the Construction Compound entrance via Boyd Street with direct access to the worksite via the Compound. Heavy vehicles will utilise established access/egress via Greensborough Bypass. The Compound will accommodate light vehicle parking, minimising the use of local residential road parking and impacts on residents. A shuttle bus will be provided as a transport option for the workforce from M80 Depot (2 Scholar Drive, Bundoora) or AK Lines Compound (241 Grimshaw Street, Watsonia). Compound personnel accessing the site by walking or cycling can enter from the local SUP/road network.

3.3 Duration

The planned period of occupation of the Boyd Street Construction Compound within the Project Land that will support the construction activities for the NEL North Package are listed in Table 3 - Summary of Construction Activities Supported by the Compound

Table 3 - Summary of Construction Activities Supported by the Compound

Summary of Construction Activities supported by the Compound	Indicative Timeframe
Establishment of Compound including but not limited to: • Installation of environmental controls • Establish and connect utility services • Placement of crushed rock, concrete and asphalt surfaces • Placement of crib sheds • Installation to covered walkways Setup of safety barriers and access routes	May 2025 to June 2025
Construction works supported by the Compound, including but not limited to: • Construction of the five Yando Street bridges and one pedestrian bridge • Earthworks, construction hard stands and piling on Greensborough Bypass • Drainage installations and utility relocation works • Pavement construction • Piling and bridge construction for noise walls and road bridges • Landscaping works including revegetation and enhancement of SUPs improving pedestrian and bicycle connectivity	June 2025 to Oct 2028
Demobilisation • Removal of sheds	Oct 2028 to Dec 2028

• Removal of covered walkways and concrete walkways • Removal of crushed rock hardstands • Removal of any fixed items not required as part of the permanent works • Reinstate with permanent works	

3.4 Detailed Site Plan and Compound Location

The Compound is a single-story facility. The site plan for the Compound is provided in Figure 5 showing the indicative layout of the temporary facilities that will be established and used by M80RRA and its subcontractors. Figure 6 shows the compound location, whilst Figure 7 show the access and egress via Greensborough Bypass.

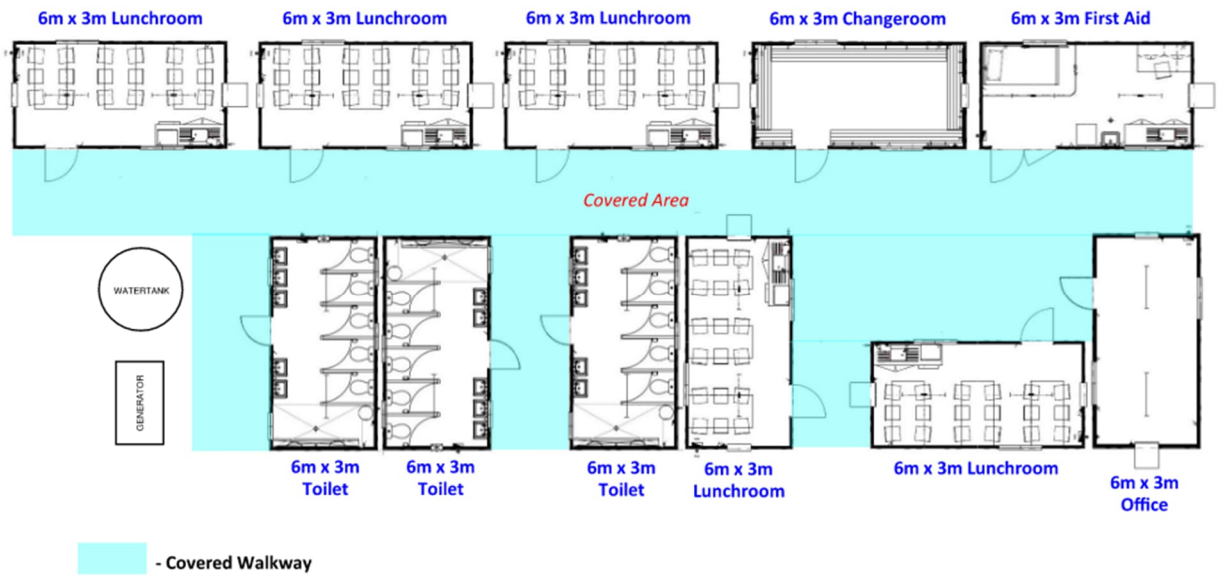

Figure 5 - Boyd Street Compound – Indicative Site Plan

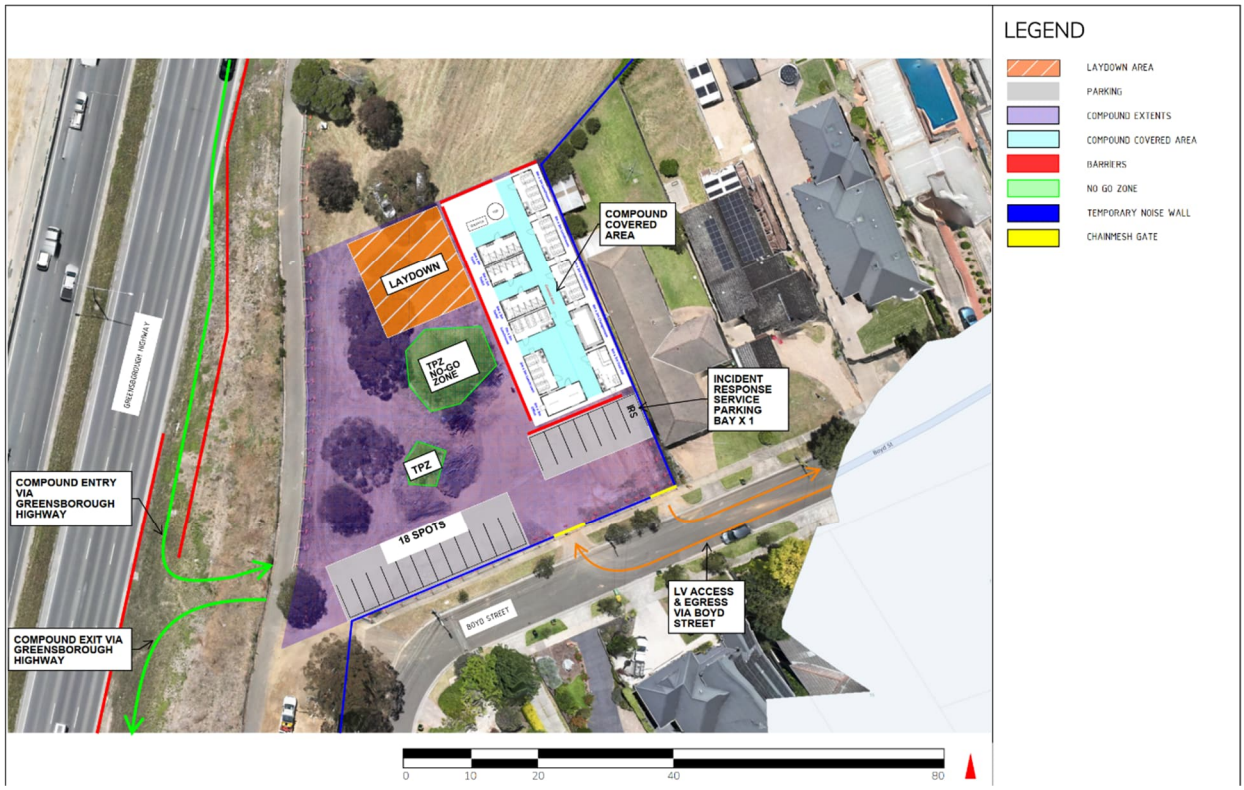

Figure 6 – Compound Location

Figure 7 - Access / Egress via Greensborough Bypass

4 Potential Impacts to Sensitive Uses and Environmental Sensitivities

4.1 Identification of Sensitive Receptors

The Compound is located immediately adjacent to sensitive receptors including residents within Boyd Street, Darvell Cove and Kempston Street. In general, the location of the Compound may have impacts on the following sensitive uses and environmental sensitivities:

Sensitive Uses:
Residents:

- Boyd Street
- Darvell Cove
- Kempston Street

Environmental Sensitivities:

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

Figure 8 shows the compound location in relation to the surrounding area, sensitive uses and environmental sensitivities.

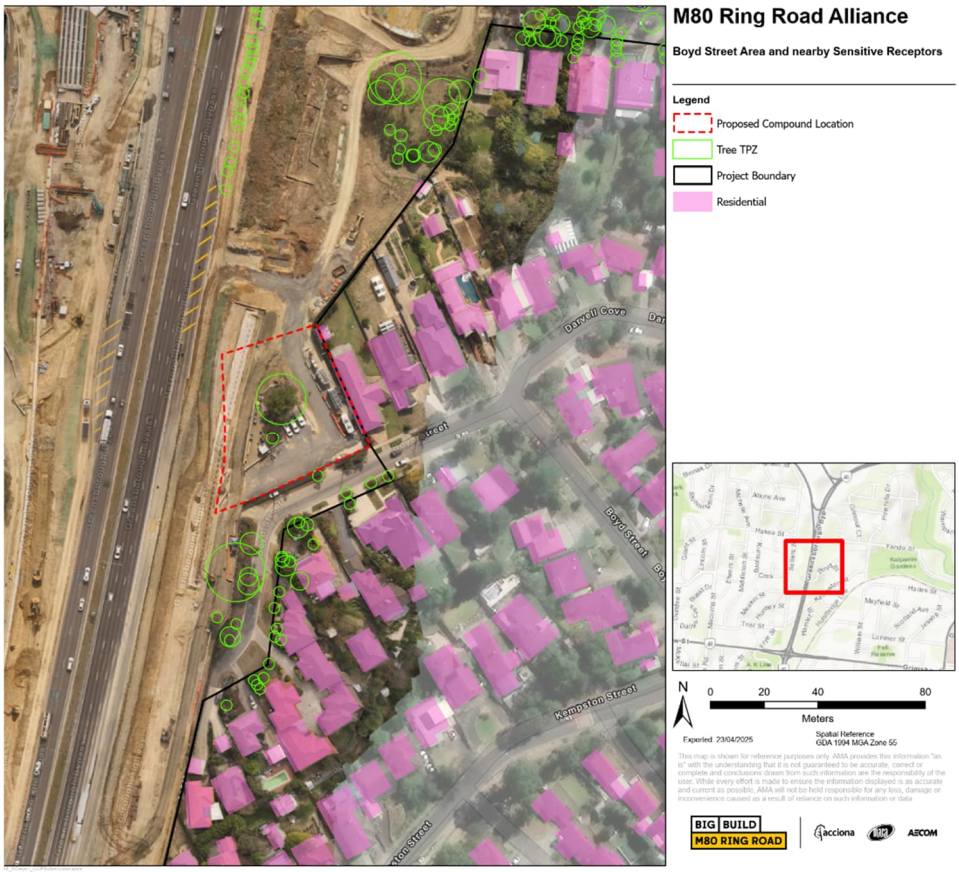

Figure 8 - Compound location and nearby sensitive receptors

4.2 Risk Assessment and Identification of Potential Impacts

The risk and potential impacts to sensitive receptors and the environment has been assessed as part of the preparation of this plan. Based on the compound facilities and activities described in Section 3.2.1, some aspects of Compound establishment and operation have specific environmental and/or community sensitivities.

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

4.3 Design and Siting Measures to Reduce Impacts

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

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

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

Table 4 outlines all additional design and siting measures to avoid, minimise and then mitigate the potential impacts to sensitive receptors identified in proximity to the Boyd Street Compound. Where applicable, these measures will be

implemented through the M80RRA management plans including the CEMP, environmental sub plans and other EPR-related management plans as indicated in Table 4. These measures will then be contained in the zone specific Worksite Environmental Management Plan (WEMP) covering the Compound operations that forms part of the M80RRA Environmental Management System as described in Section 8.

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

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

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
Residents: • Boyd Street • Darvell Cove • Kempston Street	Establishment works, site clearing, preparing hardstand areas, erect hoardings/noise walls, erecting office and other buildings	Noise from mechanical equipment, plant including generator disturbing residents	Medium	NV 3 NV4	• Noise assessments to inform noise design controls and noise mitigation measures. • Standard daytime working hours for site establishment works.	Construction Noise and Vibration Management Plan	Low
		Generation and release of dust or fumes causing air pollution to community amenity and health	Medium	AQ1	• Minimising areas to be cleared, avoiding unsealed or unvegetated areas. • Designating areas for stockpiles away from sensitive receptors • Vehicles and mechanical plant maintained in accordance with manufacturers specifications. • Educate workforce on work practices to ensure excessive emissions from plant and equipment are not adversely impacting air quality.	Dust and Air-quality Management and Monitoring Plan	Low
		Impact on quality of visual aspect for residents adjacent to Compound	Medium	LV2	Minimise visual impacts and overshadowing to residents by: • Hoarding along Boyd Street to minimise visual impacts to neighbours	CEMP	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
					• Noise wall along the eastern boundary • Moving mobile plant, equipment and material away from these sensitive areas • Single story facility to minimise visual impacts to neighbours		
Noise and Vibration	Movement of onsite staff and construction vehicles and use of equipment	Noise from mobile plant and equipment disturbing residents adjacent to the Compound	Medium	NV3 NV4	• Noise assessments to inform noise design controls and noise mitigation measures. • Noise monitoring of compound operations Minimising noise from operations within the Compound will be achieved by: • Installation of 3m noise wall along the eastern boundary of the site • Siting of mobile plant and equipment to minimise noise from Compound activities	• Construction Noise and Vibration Plan	
	Site access and egress by vehicles (light and heavy)	Traffic congestion and safety hazards, causing potential local traffic delays and incidents	Medium	T2	• The design of the compound to accommodation light vehicle parking avoids congestion of public parking on local roads • Access via the worksite directly via the compound for light vehicles	Transport Management Plan including specific Worksite Management Plan	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
		Noise from vehicles disturbing residents adjacent and access roads	Medium	NV3 NV4	• Access for heavy vehicles to the worksite to remain via the Greensborough Bypass. • Onsite parking available for light vehicles • Hoarding and Noise wall installation to mitigate noise	Construction Noise and Vibration Plan Transport Management Plan	Low
	Laydown and stockpiling of materials	Noise from mobile mechanical equipment disturbing residents adjacent to Compound	Medium	NV3 NV4	• Potential for noise is minimised by siting of mobile equipment located away as far as practicable from noise sensitive receptors, with the addition of a noise wall installation	Construction Noise and Vibration Plan	Low
		Generation and release of dust, and/or odours	Low	AQ1	• Controls on temporary stockpiling of materials to minimise the potential for dust occurring • Air quality monitoring	Dust and Air-quality Management and Monitoring Plan	Low
	Working outside of standard hours	Noise from vehicles, mechanical equipment and onsite work crews disturbing residents	High	NV3 NV4	• Installation of 3m noise along the eastern boundary • Hoarding installed along the Boyd Street boundary • Noise monitoring	Construction Noise and Vibration Management Plan	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
		Artificial lighting disturbing residents adjacent to Compound	Medium	LV3	• Light spill to sensitive areas will be minimised by the design of lighting directivity and the installation of hoarding and noise wall along the eastern and southern boundary	CEMP Light procedures	Low
Surface water quality and flooding	Storage of hazardous materials Stormwater retention Liquid spills and stockpile runoffs Spoil stockpiling	Sediment or contaminated runoff, during rainfall events or other discharges of contaminated water entering waterways resulting in harm to aquatic flora and fauna.	Medium	SW1 SW3 SW4 SW5 SW6 SW7 CL1 CL5	• Choice of site on an existing work area minimises additional risks to surface water. • Sediment and erosion controls measures to be installed as per the PESCP for the North zone • Hazardous materials will be stored as per the WEMP • Stockpiling will be undertaken as per the SMP and SWMP	Surface Water Management Plan Flood Emergency Management Plan Worksite Environmental Management Plan Spoil Management Plan	Low
Groundwater	Liquid spills and stockpile runoffs	Localised groundwater contamination causing detrimental changes in groundwater quality resulting in ecology or	Low	CL5 SW1 GW2	• Choice of site on an existing work area minimises additional risks to ground water.	Groundwater Management Plan.	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
		community impacts.					
Arboriculture	Site clearing; earthworks and excavations	Excessive clearing of vegetation or clearing of protected vegetation causing direct physical damage to vegetation and indirect damage through habitat changes	Low	AR1 AR2	• TPZs will be erected around the existing tree/s near the compound. • No additional tree removals are required for this site. • No works to occur within the TPZ of retained tree/s.	Tree Removal and Protection Plan	Low
Flora and Fauna	Liquid spills and stockpile runoffs	Discharge of contaminated water impacting waterways resulting in harm to aquatic flora and fauna	Low	CL5 FF1 SW1 SW3 SW4 SW5	• Design and siting of containment areas for chemicals, including fuels and lubricants storage will isolate and minimise the potential for spills and contamination of land and stormwater. • Positioning of onsite spill control equipment in proximity to high spill risk locations (e.g. close to chemical storages and designated refueling areas). • Surface water monitoring program.	Spoil Management Plan CEMP procedures Flora and Fauna Management Plan Surface Water Management Plan	Low

Sensitive Uses / Environmental Sensitivity	Potential impactful activities	Potential hazards (aspect) and impacts	Potential Risk	Relevant EPRs	Design and siting measures	Relevant Management Plans	Residual Risk
	Plant, equipment and vehicles; works at night	Artificial lighting disturbing local fauna	Low	LV3	• Light spill will be minimised by the design of lighting directivity and siting outdoor activities.	CEMP Light procedures	Low
Cultural Heritage and Historic Heritage	Site clearing; earthworks and excavations	Physical interaction with previously unidentified heritage items and places potentially impacting aboriginal and historical heritage items.	Low	AH1 HH1 HH2	• Siting of compound avoids known cultural heritage places. • Unexpected find procedure will be followed in the event of discovery of cultural heritage material in accordance with the CHMP.	CHMP no.15576 Archaeological Management Plan CEMP historical heritage procedure	Low

4.4 Flood Risk and Impacts

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

The Plenty River is located in the eastern extent of zone 3200 and will be the receiving waters for overland flow east of the M80 interchange area. Yando Street drain is a major stormwater drainage line that runs from west to east in the southern extent of zone 3200. The Yando Street drain catchment area includes stormwater flows within zone 3200 from the M80/Greensborough Highway interchange area and also from the residential area to the north of the M80 Freeway.

The Yando Street main drain area, where it transects with the Project alignment to the south of the M80 interchange area has been identified as a flood prone area. The Boyd Street Compound is located approximately 175 metres south east of the Yando Street main drain area, this location is not considered a flood prone area, the risk of flooding is low.

4.4.1 Flood Management

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

M80RRA completed the Temporary Works Design Drainage Model Analysis Yando Drain Report (NEL-NTH-AED-3299-CTW-REP-0001) to assess the potential impact of the works, particularly the additional temporary drainage infrastructure on the flow regime of the surrounding area. The modelling is used to inform the implementation of appropriate management measures to reduce the likely impacts. The hydrological modelling assessment considered any construction impacts on the flood prone area at Yando Street main drain, including any proposed temporary works within the flood prone area. Any proposed changes to the capacity of the flood plain during the construction works and any changes to the drainage regime will also be considered.

Importantly, the assessment incorporated the Boyd Street Construction Compound, confirming that both the establishment and ongoing operation of the compound do not alter the overall flood risk or modify the flow regime of the waterways.

The potential for impacts on flooding that may be caused by construction activity has been assessed to avoid exacerbation of flood risk at relevant locations or modify the flow regime of waterways. The FEMP has identified areas to avoid placement of stockpiles, laydown areas and temporary sediment basins to avoid impacts that may be created by these activities, none of which impact the establishment or operation of the Boyd Street Construction Compound.

4.5 Features of Archaeological Potential

M80RRA engaged Heritage consultants to prepare a Predictive Archaeological Assessment to identify appropriate management of any potential archaeological sites or features and, where necessary, inform any applications to Heritage Victoria for consent to damage or destroy any sites that are identified, to ensure compliance with Victoria's Heritage Act 2017.

The desktop assessment identified a complex of structures within the footprint of Boyd St Construction Compound. While the remains of most of these structures will have been destroyed when the Greensborough Highway was constructed, remains of some of the buildings, particularly those on the east side of the highway north of Boyd Street, may have been preserved in what is now an area of open park land to the east of the highway.

The structures have been assessed to be of low archaeological potential but there remains potential for archaeological deposits to be present. It is recommended that M80RRA internal procedures be followed if actual or suspected archaeological remains are identified at any of these locations.

5 Environmental Controls

From the environmental risk assessment and EPR compliance assessment discussed in section 4.2, some aspects of the compound have the potential for environmental impacts. Air quality, noise and increased traffic generated by the use of the compound have been identified as the highest risks from the compound. These aspects and their potential risks and controls are discussed further in Table 5.

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

Table 5 - Control Measures

Potential Risks	Relevant EPRs	Control Measures
Air Quality		
Generation and release of dust, and /or odours causing: Potential amenity of human health impacts to residents, community and educational facilities	AQ1	The M80RRA Dust and Air Quality Management and Monitoring Plan details the overarching management methods and controls in relation to dust and air quality and provides guidance to inform the definitive dust and air quality requirements and the management and mitigation measures in the WEMP. Key Controls that will be reinforced when required through the implementation of the WEMP include but not limited to: • Using watercarts, water sprays or mist cannons during the construction of the Compound, associated with activities including earthworks, hardstand construction, access road works and temporary stockpiling. • Reducing dust and air quality emissions from vehicle movements by: Limiting vehicle speed onsite to minimise the generation of dust and turning off vehicles, plant and equipment when not in use Use of covers on spoil haulage vehicles on public roads Minimise dust by using water carts to apply water or use of chemical dust suppressants on temporary roads that are not stabilised or sealed Waste storage containers and covers (e.g. tarps) over potentially odorous stockpiled materials to reduce odours emissions. During stockpiling, dust will be controlled primarily using water sprays during loading and unloading, haulage and material handling activities. Once the stockpile has been formed, the stockpile will be stabilized to reduce wind and erosion impacts, and either a cover seed crop or soil binder will be applied if required. Dust monitoring will be undertaken in accordance with the Dust and Air Quality Management and Monitoring Plan.
Historical Heritage		
Unexpected discoveries of historical heritage remains or deposits	HH2	• Implement the Unexpected Finds Procedure (Section 7.1.1 of the AMP) for unexpected discoveries of historic heritage remains or deposits to ensure any unexpected finds are managed in compliance with this Plan and with the requirements of the Victorian Heritage Act 2017.

Potential Risks	Relevant EPRs	Control Measures
Noise		
Noise from plant and equipment, construction vehicles and onsite work crews disturbing residents, community facilities and schools.	NV3 NV4	• The M80RRA Construction Noise and Vibration Management Plan (CNVMP) outlines the modelling and monitoring processes, and controls to mitigate noise and vibration impacts on sensitive receptors. • The CNVMP provides guidance to inform the definitive noise requirements, unavoidable works process, and the management and mitigation measures in the WEMP. • The Boyd Street Compound site establishment works will be completed within the scheduled normal working hours avoiding night time activity. • Other onsite controls for vehicles, plant and equipment include: Switching off when not in use – avoid idling Regular inspection and maintenance to ensure noise reduction systems (e.g. exhaust muffling systems) are operating effectively Less intrusive reversing beepers (where safe to do so) such as broadband audible alarms and non-audible warning systems. • During operation of the compound site, works may be required outside of standard working hours to support Project construction nightworks. Works outside of standard construction hours may be undertaken in the event that the predicted noise levels meet the Construction Noise Guideline Targets or if the works are considered 'Unavoidable Works', in accordance with the criteria provided in EPR NV3. • Compound activities relating to Unavoidable Works are to be approved by the IEA to verify that the proposed Works meet the definition of Unavoidable Works prior to commencing. Information on the planned Unavoidable Works, will include the rationale for the intended work with details on its location, duration and times of occurrence, and all reasonable measures to mitigate the impacts of such Unavoidable Works that will be applied. • Installation of 3m noise wall along the eastern boundary of the site. • Noise monitoring will be routinely undertaken to confirm noise modelling assessments and the performance of noise controls. Monitoring will check on noise in the direction of representative sensitive receptor locations and the activities occurring within the Compound.
Surface Water		
Discharge of contaminated stormwater runoff from chemical spills or from erosion and sedimentation: • Potentially impacting waterways • Potential for causing harm to aquatic flora and fauna	SW1 SW3 SW4 SW5	• The Surface Water Management Plan (SWMP) provides the overarching process to manage the potential impacts that construction activities may have on the key surface water features and flooding regime on the project. Specific requirements of the SWMP will be reinforced through 3100/3200 WEMP. • A Progressive Erosion and Sediment Control Plan (PESCP) has been prepared for Zone 3100/3200 to ensure that discharges from control measures during rainfall events meet the water quality objectives adopted in the SWMP. • The PESCP provides indicative locations for the proposed erosion and sediment control measures, which will be progressively revised as site conditions within the compound site change over the course of the project

Potential Risks	Relevant EPRs	Control Measures
		• The storage of minor quantities of chemicals and fuels will be required at the compound site. The storage facility will be compliant with the relevant Australian Standard which will include adequate bunding to prevent major spills. • Adequately stocked spill kits will be available across work fronts and at chemical storage areas to ensure prompt response to clean up and limit the spread of spill and leaks to prevent pollution. • Water quality monitoring shall be undertaken from sediment basins and locations on site that collect stormwater in accordance with the SWMP and detailed in the WEMP specific to 3100/3200.
Traffic		
Traffic congestion and safety hazards causing potential local traffic delays and incidents	T2 NV3 NV4	• The compound will accommodate light vehicle parking, avoiding congestion of public parking on local roads. • Heavy vehicle access to the worksite will be via Greensborough Bypass, minimising the use of local residential roads and impacts on residents • A shuttle bus will be provided as a transport option for the workforce from M80 Depot (2 Scholar Drive, Bundoora) or AK Lines Compound (241 Grimshaw Street, Watsonia) minimising the use of local roads and impacts on residents.

6 Demobilisation and Restoration.

The compound will be demobilised at the end of the Project or once site activities are completed, projected to occur in Q4 2028. As the compound's footprint is within a permanent works area, the compound will be demobilised and the site handed back in accordance with the approved Urban Design Landscape Plan. Figure 9, Figure 10 and Figure 11 show an indicative visualisation of the site at project completion.

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

Figure 9 - Indicative visualisation of Boyd Street area (A)

Figure 10 - Indicative visualisation of Boyd Street area (B)

Figure 11 - Indicative visualisation of Boyd Street area (C)

7 Communication Strategy

7.1 Community Consultation

The consultation area was agreed through discussions on consultation requirements between M80RRA and NELP with feedback provided by Banyule Council also incorporated.

M80RRA has consulted with adjacent property owners to seek feedback on the proposed use of the compound and any proposed mitigation strategies.

Information was provided verbally and with a letter showing approximate size and scale of onsite buildings and structures, parking and laydown areas, site access and location in relation to adjacent properties. The following information was provided to the local community, including adjacent landowners, as part of the consultation period:

- To support the Ring Road Completion activities this compound will be located in the Project Area at 2-4 Boyd Street.
- There may be impacts as M80RRA builds and operates the compound.
- The site will be a busy work site with construction vehicles and equipment moving about on a regular basis during Monday to Saturday, mainly during daytime hours, however the compound may require to be operational for 24 hours on occasions during the period of construction.
- The compound will contain offices, amenities and facilities required for employees at the Compound, as well as areas for laydown and storage of materials and a car park.
- Outdoor work activities, such as materials handling and mobile plant and equipment have been positioned away from residential areas to avoid where possible and minimise impacts of noise, dust and lights (during night works).
- A number of strategies have been identified to avoid, minimise, and mitigate the impacts and these will be discussed with stakeholders.
- Work to build the Compound will start in the second quarter of 2025. The Compound will be operational from this time until 2028 at project completion and enable final restoration of the land at Boyd Street.

A door knock, meeting, and phone call regarding the establishment of this Compound were completed. The door knocks related to residential residents of the following streets with regard to the Compound works:

Residents:

- Boyd Street
- Darvell Cove
- Kemspton Street

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

- Banyule City Council
- Department of Transport and Planning
- Melbourne Water

7.2 Community Contact Points

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

7.3 Enquiry and Complaints Management

A communications action plan for consultation will be prepared to inform works notifications that will be distributed to business and residents in close proximity to the works.

The notifications outline activities to be undertaken and what impacts can be expected. Table 7 summarises the approach to managing engagement requirements with communities and stakeholders that align with EPR EMF4 *Complaints Management System*.

Table 7 External communications and responsibilities

Expectations	How M80RRA will meet the Expectations (minimum requirements)	Responsible Person (Key Contributor)	Deliverables
Procedures are established for effectively dealing with community enquiries and complaints. In adherence to EPR EMF4	M80RRA Enquiry and Complaints Procedures: In accordance with AS/NZS 10002-2014 Guidelines for complaint management in organisations, and EPR EMF4 the complaint management system ensures guidelines are in place for the effective and consistent handling of complaints related to 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 associated with the communications action plan
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. M80RRA 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 Operations Manager	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

	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); (3) time and date of enquiry; (4) nature of enquiry; and (5) response provided. M80RRA 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, and: (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.		

8 M80RRA Environmental Management System and Plans

8.1 Environmental Management System

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

The EMS follows the standard Plan-Do-Check-Act approach to environmental management:

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

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

8.2 Environmental Strategy

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

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

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

8.3 Construction Environmental Management Plan

The M80RRA CEMP has been prepared to manage the environmental risks from construction activities related to the Primary Package. All works within this Plan shall be undertaken in accordance with the CEMP.

The CEMP includes environmental management sub plans that detail the measures that will be undertaken for the North Package to address the applicable EPRs for environmental management during construction. The environmental management requirements of the CEMP and sub plans will be implemented to address relevant localised requirements of each construction compound, including implementation of the WEMP.

8.4 Worksite Environmental Management Plan

The WEMP will cover the construction compound and the relevant construction activities that are supported by the construction compound. Implementation of the WEMPs is supplemented by M80RRA environmental management procedures. These procedures include environmental inspection checklists that will be applied to monitor the installation and maintenance of environmental controls for each construction compound in accordance with environmental controls and mitigation measures of the CEMP and environmental management sub plans and monitor compliance of the applicable EPRs.

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

9 Review

A M80RRA internal review of this Plan will be conducted as required or when specifically directed by MRPV or when there is a major change in compound facilities and/or operations that arises increased environmental risk. This is to ensure consistency of the works with the details and management procedures outlined in this Plan.

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

APPENDICES

LIST OF RELEVANT APPENDICES

Appendix No.	Appendix Title
Appendix A	Detailed EPRs Relevant to this CCP
Appendix B	Letter to Residents
Appendix C	IEA Review and Verification of CCP
Appendix D	Ministerial Approval

Appendix A – Detailed EPRs Relevant to this CCP

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

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

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	Prepare and implement a Dust and Air Quality Management and Monitoring Plan(s), in consultation with EPA, which sets out best practice measures and controls to minimise and monitor impacts on air quality during construction. The plan(s) must: Set out how the project will monitor and control the emission of smoke, dust, fumes, odour and other pollution into the atmosphere during construction using best practice measures with reference to EPA Publication 1834, Civil construction, building and demolition guide Identify the main sources of dust and airborne pollutants, and the location of sensitive land uses relevant to each construction area Describe the monitoring requirements for each construction area including real-time particulate matter monitoring to manage dust control where deemed to be required, and with reference to sensitive receptors and utilising consistent and common monitoring equipment across the project Describe the air quality triggers for investigation, the mitigation measures, and the processes for implementing appropriate controls.	construction compound will adhere to the management plan. The Dust and Air Quality Management and Monitoring Plan provides the guidance to inform the definitive dust and air quality requirements and the management and mitigation measures in the WEMP for Zone 3100/3200
AR2	Implement a Tree Protection Plan(s) to protect trees to be retained The CEMP must include a Tree Protection Plan(s), which is to be developed and implemented in accordance with Australian Standard AS4970-2009 Protection of Trees on Development Sites. The Tree Protection Plan(s) must provide details of any tree protection actions that will ensure that trees proposed to be retained are adequately protected from the impact of construction or related activities, prior to those works being undertaken. Tree Protection Plans must be prepared based on detailed construction drawings and surveyed tree locations. Trees subject to protection must be monitored for a three-year period following completion of construction works in that location to assess ongoing viability, with maintenance or replacement of stressed or damaged specimens to be undertaken.	The M80RRA Tree Protection Plan details measures to manage trees that are to be retained on site for construction of the Project. The Plan will be prepared based on detailed construction drawings and surveyed tree locations. The Tree Protection Plan provides the guidance to inform the definitive tree protection requirements in the WEMP for the zone.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
AR3	Implement a Tree Canopy Replacement Plan Develop and implement a Tree Canopy Replacement Plan to replace the canopy of native vegetation and amenity plantings removed as a result of the project and achieve a net gain in tree canopy cover by 2045. The plan must: • Show the location, size (including canopy spread) and species of replacement trees, in consultation with councils and other relevant land managers Specify requirements to support the long-term viability of all replacement plantings including appropriate soil requirements, establishment works and ongoing maintenance. • Maintain at least a ratio of 2:1 for replacement of amenity plantings Replanting should generally follow the hierarchy of: Within the North East Link Project boundary - as first priority, in locations in close proximity to where trees are removed Outside the Project boundary and within 400m walking catchment from where trees are removed Within Victorian Government and local Council land within the municipalities of Manningham, Boroondara, Nillumbik, Yarra, Whitehorse and Banyule outside the Project boundary Within the wider north east area of metropolitan Melbourne outside the Project boundary, if required. Note: all locations selected must provide for long-term tree growth • Within the project boundary • Specify requirements for the ongoing responsibility for maintenance and monitoring of the Tree Canopy Replacement Plan. The replacement planting should commence as soon as possible and in stages, once tree removal extent is confirmed and suitable replacement sites have been determined in consultation with relevant councils and authorities. A post-construction assessment is to be undertaken to confirm extent of tree removal and that the Tree Canopy Replacement Plan will achieve the net gain target set out above.	The M80RRA Tree Canopy Replacement Plan details measures to maximise tree canopy replacement within the Project. Requirements will be addressed by M80RRA in including locations selected to provide long term tree growth, and requirements for ongoing responsibility for maintenance and monitoring of the Plan. Definitive tree canopy replacement relevant to the Compound will be outlined in the WEMP. MRPV will manage tree canopy replacement works for areas outside the Project boundary.
B1	Business disruption mitigation plan Prepare and implement a Business Disruption Mitigation Plan in accordance with the Victorian Small Business Engagement Guidelines (Victorian Small Business Commission) to ensure that business disruption for small businesses,	The M80RRA Business Disruption Mitigation Plan will be prepared applying to businesses within the scope of the North Freeway Package.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	including all disrupted businesses in the Bulleen Industrial Precinct, arising from the project is mitigated to the extent practicable.	Selection of Compound location aimed to avoid impacts to existing businesses (commercial and retail) within the Watsonia area, including no impacts on existing street exposure, vehicular and pedestrian access and parking amenities relevant to the businesses. Further details on the justification of Compound selection are provided in section 2.
B6	Minimise access and amenity impacts on businesses Any reduction in the level of access, amenity or function of any business or commercial facility must be minimised to the extent and duration necessary to carry out the relevant construction related works. Affected business and commercial facilities must be provided with adequate notification of potential impacts and temporary access arrangements. Emergency access must be maintained at all times. Access must be maintained for customers, delivery and waste removal unless there has been a prior arrangement with affected businesses. As well as minimising impacts above, temporary occupation of sites for construction must: • Minimise impacts on the viability of nearby businesses Minimise adverse amenity impacts on views and amenity experience from nearby businesses • Minimise significant increases in travel time from residential areas to businesses and shopping precincts including Watsonia Village • Not reduce car parking available to shoppers and traders in shopping areas including Watsonia Village. All permanent access to business and commercial facilities affected by North East Link works is to be reinstated, or relocated as agreed with the relevant property owner, including associated landscaping and reinstatement works, and temporary access arrangements put in place for construction must be removed when relevant construction activities have ceased.	The Transport Management Plan (as per EPR T2) outlines approach to construction vehicle movements and parking. Selection of Compound location and provision of onsite parking for construction and workforce vehicles aimed to avoid impacts to existing businesses (commercial and retail) within the Watsonia area, including no impacts on existing street exposure, vehicular and pedestrian access and parking amenities relevant to the businesses. Further details on the justification of Compound selection are provided in section 2.
CL1	Implement a Spoil Management Plan	The M80RRA Spoil Management Plan will be used to inform the management of spoil including but

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	Prepare and implement a Spoil Management Plan (SMP) in accordance with relevant regulations, standards and best practice guidelines and with reference to the Spoil Management Strategy contained within the EES (Technical Report O). The SMP must be developed in consultation with the EPA Victoria, any relevant public land managers and, in respect of transport of spoil, the relevant road authorities. The SMP must include processes and measures to manage spoil, define roles and responsibilities and include requirements and methods for: Complying with applicable regulatory requirements • Completing a detailed site investigation (in accordance with Australian Standards AS 4482.1:2005 Guide to the investigation and sampling of sites with potentially contaminated soil, AS 4439.2:1997 Wastes, sediments and contaminated soils (Part 2: Preparation of leachates — Zero headspace procedure), AS 4439.3:1997 Wastes, sediments and contaminated soils (Part 3: Preparation of leachates —Bottle leaching procedure), EPA Victoria Industrial Waste Resource Guideline 702 with respect to the twenty times leachable concentration threshold approach (the 'Twenty Times Rule'), and EPA Publication 1828.2 Waste disposal categories - characteristics and thresholds) prior to any excavation of potentially contaminated areas to identify location, types and extent of impacts and to characterise spoil to inform spoil and waste management Identifying the nature and extent of spoil (clean fill and contaminated spoil) Identifying, in consultation with the waste industry, the capacity for contaminated spoil material to be treated and/or disposed Storage, handling, transport and disposal of spoil in a manner that protects human health and the environment and is consistent with the transport management plan(s) required by EPR T2. This includes requirements and methods for the appropriate treatment/remediation of any contaminated excavated spoil and contaminated residual material left on site • Design and management of temporary stockpile areas Minimising impacts and risks from disturbance of acid sulfate soils (as per EPR CL2), odour (as per EPR CL3) and vapour and ground gas intrusion (as per EPR CL4) Transport of spoil along appropriate roads with reference to the transport management plan(s) required by EPR T2 Management of hazardous substances, including health, safety and environment procedures that address risks associated with exposure to hazardous substances for visitors, the general public; and local fauna; contain measures to control exposure in accordance with relevant regulations, standards and best practice guidance and to the requirements of WorkSafe and EPA Victoria; and include method • statements detailing monitoring and reporting requirements	not limited to; stockpiling, soil categorisation, transportation and disposal associated with works within the construction compound. The Spoil Management Plan will provide the site specific soil management guidance and requirements in the WEMP.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	Identifying where any contaminated or hazardous material is exposed during construction (notably through former landfills, service stations and industrial land) and how it will be made safe for the public and the environment. Beneficial uses of land and National Environment Protection (Assessment of Site Contamination) Measures 2013 guidance on criteria protective of those beneficial uses must be considered for the land uses in these areas. This must include methods for: Construction of appropriate cover (soil, concrete, geofabric etc) such that no contamination is left exposed at the surface or where it may be readily accessed by the public and local fauna such that it cannot generate runoff or leachate during rain events Maintenance of the cover Identification of the nature and depth of the contaminants Mitigating impacts during sub-surface works in those areas, eg drilling and excavation • Monitoring and reporting Identifying locations and extent of any industrial waste, priority waste, reportable priority waste, other waste, and the method for characterising industrial waste, priority waste, reportable priority waste and other waste prior to excavation • Application of the *Environment Protection Act 1917* waste management hierarchy, including: Ongoing identification and, where practicable, adoption of options for the re-use of spoil Identification of options for management of spoil Identifying suitable sites for disposal of any waste. This includes identifying contingency arrangements for management of waste, where required, to address any identified capacity issues associated with the licensed landfill's ability to receive PIW and other waste • In areas used for temporary construction works, and the construction of surface water management works, contamination attributable to the project must be appropriately remediated in consultation with the relevant land manager.	
CL2	Minimise impacts from disturbance of acid sulfate soil The SMP referenced in EPR CL1 must include requirements and methods to minimise impacts from disturbance of acid sulfate soil, including but not limited to: Characterising acid sulfate soil and rock prior to excavation	An Acid sulfate soil management sub plan forms part of the Spoil Management Plan.

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

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EPR Code	Detailed Description	
CL5	Manage chemicals, fuels and hazardous materials The CEMP and OEMP must include requirements for management of chemicals, fuels and hazardous materials including: Minimise chemical and fuel storage on site and store hazardous materials and dangerous goods in accordance with the relevant guidelines and requirements Comply with the Victorian WorkCover Authority and Australian Standard AS1940 Storage Handling of Flammable and Combustible Liquids and with reference to EPA Victoria Publication 1834 Civil construction, building and demolition guide and 1698 Liquid Storage and Handling Guidelines • Develop and implement management measures for hazardous materials and dangerous substances, including: Creating and maintaining a dangerous goods register Disposing of any hazardous materials, including asbestos, in accordance with regulations and relevant guidelines Implementing requirements for the installation of bunds and precautions to reduce the risk of spills • Contingency and emergency response procedures to handle fuel and chemical spills, including availability of on-site hydrocarbon spill kits.	Procedures for hazardous substances/materials forms part of the environmental procedures documentation of the CEMP. Procedures include contingency and emergency response measures for fuel and chemical spills. Site specific management of chemicals, fuels and hazardous materials will be outlined in the WEMP for Zone 3100/3200. The siting of storage areas and isolation of these materials will further mitigate potentials risks and impacts. The CEMP provides links to procedures for contingency and emergency response.
FF1	Avoid and minimise impacts on fauna and flora The CEMP must include requirements and methods for avoiding, or where avoidance is not feasible minimising to the greatest extent reasonably possible, for: Managing fauna that may be displaced due to vegetation removal or encountered on site during construction works in compliance with the *Wildlife Act 1975* and in consultation with public land managers where relevant Complying with the *Fisheries Act 1995* Undertaking pre-clearing surveys and inspections to confirm the on-site location of fauna immediately prior to habitat removal or, where relevant, works on waterways, and to assist fauna to safety as necessary • Prepare a Kangaroo Management Plan for the project interface with Simpson Barracks and for the M80 interchange in consultation with DELWP Contingency and reporting procedures for the event that a listed threatened species is identified in order to mitigate any potential for significant impacts on the listed threatened species.	The M80RRA Flora and Fauna Management Plan (FFMP) forms part of the CEMP that outlines the flora and fauna management requirements for the Project, including and obtaining permits where applicable. Site specific flora and fauna management guidance informed by site specific arboricultural and ecological reports, will be outlined in the WEMP. The M80RRA Surface Water Management Plan (SWMP) as required by EPR SW5, outlines the process and procedures to minimise and monitor surface water impact on nearby waterbodies. The

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
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	Protection of all vegetation inside and adjacent to the Project area that is not required to be removed, provided that such measures should be limited to activities undertaken inside the project boundary. Surveys, inspections and management actions must be undertaken by a qualified wildlife ecologist or aquatic ecologist with all necessary authorisations obtained prior to removal of fauna habitat. The CEMP must be prepared in consultation with relevant land managers. A copy of the flora and fauna sub plan(s) of the approved CEMP must be provided to relevant land managers and each relevant municipal Council.	SWMP will inform site specific requirements and the management and mitigation measures in the WEMP for Zone 3100/3200.
FF2	Minimise and offset native vegetation removal Through detailed design, avoid, or where avoidance is not feasible, minimise to the greatest extent reasonably possible, the removal of native vegetation and fauna habitat and impacts on habitat connectivity, in particular in relation to *Environment Protection and Biodiversity Conservation Act 1999 (Cth)* or *Flora and Fauna Guarantee Act 1988* listed threatened species. This must include minimising removal of Matted Flax Lily, the locally endemic Studley Park Gum and the loss of potential foraging habitat for the Powerful Owl, Swift Parrot and Grey-headed Flying Fox. Key areas for minimisation efforts must include Simpson Barracks, Yarra Bend, Trinity Grammar wetlands, Banksia Parkland, River Gum Walk Creek Bend Reserve and the Koonung Creek valley. The CEMP must include requirements for protection of native vegetation and listed species, including establishment of no-go zones to protect vegetation and habitat to be retained and Tree Protection Plan(s) as required by EPR AR2. No-go zones must also be established for: • The Grey-headed Flying fox Campsite within the Yarra Bend Park Bolin Bolin Billabong • The Plains Grassy Woodland community between Enterprise Drive and the M80 Ring Road in Bundoora The portion of 49 Greenaway Street, Bulleen (former Drive-in) heavily vegetated with trees along the Yarra River • Surface impacts in the Banyule Flats and Warringal Parklands and the Heide Museum of Modern Art. Every effort must be made to avoid ecological impacts in other locations that are known to provide high habitat value for significant fauna species.	No additional vegetation removal required. TPZ to be installed. No FFG permit required.

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EPR Code	Detailed Description	
	Where the removal of native vegetation is unavoidable the project must meet the offset requirements of the Guidelines for the removal, destruction or lopping of native vegetation, DELWP December 2017 except as otherwise agreed to by the Secretary to DELWP. Where appropriate for the landscape and project location, tree replacement (as required by EPR AR3) and landscaping is to use locally indigenous species (utilising seed collected from species within the Project boundary where appropriate and practical), which are suited to the landscape profile and setting being revegetated, and seek to maximise habitat value and connectivity for native fauna. Where practicable and appropriate for the landscape and project location, best practice measures must be applied to retain and reinstate topsoil to support growing conditions for native species. Where topsoil cannot be retained or reused for North East Link, alternative opportunities for reuse must be explored.	
FF3	Avoid introduction or spread of weeds and pathogens The CEMP must include measures to avoid the spread or introduction of weeds and pathogens during construction, including vehicle and equipment hygiene.	Procedures for weeds and pathogens management and protection measures will be referenced within the Flora and Fauna Management Plan.
FF5	Obtain Flora and Fauna Guarantee Act 1988 permits Prior to commencement of relevant works, a permit(s) must be obtained to take and destroy flora species protected under *the Flora and Fauna Guarantee Act 1988.*	No additional vegetation removal required. TPZ to be installed. No FFG permit required.
GW2	Monitor groundwater Develop and implement a pre-construction, and construction groundwater monitoring program to: Establish baseline water level and quality conditions throughout the study area, including the delineation (to the extent practicable) of those portions of existing contaminant plume(s) that may be impacted by the project • Calibrate the predictive model prior to commencement of construction, manage construction activities, and verify the model predictions Assess the adequacy of proposed design and construction methods, and where required, identify and implement any additional measures required to mitigate impacts from changes in groundwater levels, flow and quality.	M80RRA will undertake groundwater monitoring pre-construction, and during the construction program to establish baseline water level and quality conditions across the project. Intersecting groundwater is not expected for the establishment of the compound. If applicable, requirements of the M80RRA Groundwater Management Plan will inform the

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

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• Requirements to ensure compatibility of construction material with groundwater quality to provide long term durability for infrastructure design life • Design and development of drainage infrastructure that minimises clogging and maintenance risks from dissolved constituents in groundwater precipitating out of solution Measures to assess, remove and dispose of contaminated groundwater and impacted soils associated with excavation and construction Reinjection borefields for hydraulic control of drawdowns (or contaminated groundwater plumes) • Remedial grouting. The Groundwater Management Plan must include requirements and methods for management of groundwater interception during construction including where appropriate, but not limited to: Identification, treatment, disposal and handling of contaminated seepage water and/or slurries including vapours in accordance with relevant legislation and guidelines • Assessment of barrier/damming effects • Subsidence management Dewatering and potential impacts on acid sulfate soils, including both unconsolidated sediments and lithified sedimentary rock • Protection of waterways and potential groundwater dependent ecosystems Management of unexpected contaminated groundwater eg using treatments, hydraulic controls, grouting and exclusion methods Management of possible impact to groundwater monitoring and management by third parties of existing contamination plumes Contingency actions when interventions are required. The Groundwater Management Plan must also include a review to confirm the status of potential use of extraction bores within the estimated construction drawdown area. Where required, measures must be developed and implemented, to the satisfaction of Southern Rural Water, to maintain water supply to identified, impacted groundwater users.	

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
HH1	Design and construct to minimise impacts on heritage Undertake detailed design of the permanent and temporary works to minimise impacts to the greatest extent practicable on the cultural heritage values of heritage places in consultation with Heritage Victoria and/or local councils (as applicable). Prior to commencement of works with capacity to affect heritage places, structures or features, directly or indirectly, develop and implement in consultation with the relevant heritage authority: Physical protection measures for potentially affected heritage places, structures or features as appropriate Where required, a methodology for any required dismantling, storage or reinstatement of heritage fabric (with reference to the ICOMOS Burra Charter 2013) and works to ensure an appropriate setting if relocation is required.	No known VHR, VHI, VO places, structures or features have been identified in the vicinity of the compound.
HH2	Implement an Archaeological Management Plan to avoid and minimise impacts on historic archaeological sites and values Develop and implement an Archaeological Management Plan in consultation with Heritage Victoria detailing measures to avoid, minimise, mitigate and manage disturbance of archaeological sites and values affected by the project. Undertake investigations in accordance with the Guidelines for Investigating Historical Archaeological Artefacts and Sites, Heritage Victoria 2015 and to the satisfaction of the Executive Director, Heritage Victoria. The Archaeological Management Plan must include: Requirements for background historical research, excavation methodology, research design, reporting and artefact management, artefact conservation, and analysis • Protocols for managing previously unidentified historical archaeological sites discovered during the works.	The M80RRA Archaeological Management Plan outlines the process to manage the potential for the unexpected discovery of heritage artefacts within the Compound.
LV2	Minimise landscape and visual impacts during construction Temporary and construction works must be located, designed and carried out in accordance with a Construction Compound Plan to be approved under the Incorporated Document and the Urban Design Strategy guidance on using design to help manage construction impacts. Areas disturbed by temporary and construction works must be reinstated with no objection from the relevant land manager, waterway manager and any relevant public asset owners.*	Temporary works must be located, designed and carried out in accordance with this CCP to be approved under the Incorporated Document and the Urban Design Strategy guidance in using design to help manage construction impacts.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	Design of acoustic sheds used during construction, to contribute to the image and identity of the area. Develop and implement measures to use temporary landscaping, features or structures (including viewing portals) during construction to minimise adverse visual impact of project works and provide visual appeal. Temporary landscape treatments, features or screening must be reused across the project, where appropriate. Implement landscaping enhancement including early tree planting (with reference to EPR AR3 as part of permanent works) prior to construction works commencing, where practicable. * All reasonable endeavours must be made to reach a position of no-objection, provided the relevant stakeholder responds within a reasonable timeframe.	Areas disturbed by temporary works on the Compound site must be reinstated in accordance with the requirements of this CCP. Further details on reinstatement of the area are provided in Section 6.
LV3	Minimise construction lighting impacts Develop and implement effective measures to minimise light spillage and glare during construction including from construction vehicles and equipment to protect the amenity of adjacent neighbourhoods, parks, community facilities and any known significant native fauna habitat to the extent practicable. Such measures must have regard to the content of guidelines or Australian Standards pertaining to outdoor lighting and best available technology and best practice.	Potential for lighting impacts from the compound will be considered to inform compounds siting and planning. Light spillage will be managed to mitigate offsite impacts to sensitive areas through incorporation of construction environmental procedures and identified within WEMP for Zone 3100/3200.
NV3	Minimise construction noise impacts to sensitive receptors Construction noise and vibration must be managed in accordance with the. Construction Noise and Vibration Management Plan (CNVMP) required by EPR NV4. <u>Non-residential sensitive receptors</u> For sensitive land uses (based on AS/NZS 2107:2016) implement management actions as per EPR NV4 if construction noise is predicted to or does exceed the internal or external noise management levels set out in the table below, and a noise sensitive receptor is, or is predicted to be, adversely impacted. If construction exceeds the noise management levels below, in determining whether a noise sensitive receptor is, or is predicted to be, adversely impacted: • Consider the duration of construction noise • Consider the existing ambient noise levels	The M80RRA Construction Noise and Vibration Management Plan (CNVMP) outlines the modelling and monitoring processes, and controls to mitigate noise impacts on sensitive receptors outlined in Section 4.1. Noise from construction works during weekend/evening work hours and the night period will be targeted to meet the weekend/evening and night period noise guideline targets in the EPR unless they are Unavoidable Works verified by the IEA as per EPR

<table>
<tr><th colspan="2">Relevant EPRs</th><th rowspan="2">M80RRA approach to addressing relevant requirements of the EPRs</th></tr>
<tr><th>EPR Code</th><th>Detailed Description</th></tr>
<tr><td></td><td>• Consult with the owner or operator of the noise sensitive receptor
Consider any specific acoustic requirements of land uses listed below to determine whether a noise sensitive receptor is adversely impacted.
<table>
<tr><th>Land use</th><th>Construction noise management level, LAeq (15 min) applies when properties are in use</th></tr>
<tr><td>Classrooms in schools and other educational institutions</td><td>Internal noise level 45 dB(A)</td></tr>
<tr><td>Healthcare facilities with inpatient care including hospital wards and operating theatres, and rehabilitation centres</td><td>Internal noise level 45 dB(A)</td></tr>
<tr><td>Places of worship</td><td>Internal noise level 45 dB(A)</td></tr>
<tr><td>Active recreation areas characterised by sporting activities and activities which generate their own noise, making them less sensitive to external noise intrusion</td><td>External noise level 65 dB(A)</td></tr>
<tr><td>Passive recreation areas characterised by contemplative activities that generate little noise and where benefits are compromised by external noise intrusion, for example reading, meditation
School grounds used for teaching purposes are to be considered as passive recreation areas, where feasible and reasonable ***</td><td>External noise level 60 dB(A)</td></tr>
</table></td><td>NV4. All reasonable strategies to mitigate the impacts of such Unavoidable Works will be applied.
The CNVMP provides the guidance to inform the definitive noise requirements, unavoidable works process, and the management and mitigation measures in the WEMP for Zone 3100/3200.</td></tr>
</table>

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	

Community centres	Depends on the intended use of the centre. Refer to the recommended upper internal levels in AS/NZS 2107:2016 for specific uses
Industrial premises	External noise level 75 dB(A)
Offices, retail outlets	External noise level 70 dB(A)
Other noise sensitive land uses as identified in AS/NZS 2107:2016	Refer to the noise levels in AS/NZS 2107:2016

Residential receptors

For residential dwellings, management actions must be implemented as per EPR NV4 if noise from construction works during normal working hours is predicted to or does exceed the noise management levels for normal working hours below.

Noise from construction works during weekend/evening work hours and the night period must meet the weekend/evening and night period noise guideline targets in the table below unless they are Unavoidable Works verified by the Independent Environmental Auditor as per EPR NV4. All reasonable strategies to mitigate the impacts of such Unavoidable Works must be applied.

Time of day	Construction noise guideline targets
Normal working hours:	Noise affected: Background LA90+10 dB

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	7 am – 6 pm Monday to Friday 7 am – 1 pm Saturday	Highly noise affected: 75 dB(A) Source: NSW Interim Construction Noise Guideline (ICNG) Chapter 4.1.1 Table 2 The noise affected level represents the point above which there may be some community reaction to noise The highly noise affected level represents the point above which there may be strong community reaction to noise.	
	Weekend/evening work hours: 6 pm – 10 pm Monday to Friday 1 pm – 10 pm Saturday 7 am – 10 pm Sunday and public holidays	Noise level at any residential premises not to exceed background noise (LA90) by: 10 dB(A) or more for up to 18 months 5 dB(A) or more after 18 months Source: EPA Publication 1254 Section 2	
	Night period: 10 pm – 7 am Monday to Sunday	Noise inaudible within a habitable room of any residential premises Source: EPA Publication 1254 Section 2 and EPA Publication 480 Section 5	
	Note: * Where any reference is made to the rating background level (RBL) or background LA90; the 'average background': it applies to each discrete time period to ensure that averaging does not necessarily occur over day, evening or night-time hours. For example, background noise between 0100 and 0400 may be substantially different to that between 2200 and 0100 and hence should not be averaged over the entire night time period; and over the assessment period as per Victorian noise policy practices is to be used. This applies to all receptors and all time periods.		

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	** In relation to sensitive receptors, the construction noise guideline targets apply to construction works and construction compounds. *** Consultation with affected schools should be undertaken to designate the most sensitive areas where teaching occurs within school grounds. Unavoidable Works Unavoidable Works must be verified by the Independent Environmental Auditor for each instance they are undertaken, as per EPR NV4 and include the following: The delivery of oversized plant or structures that police or other authorities determine require special arrangements to transport along public roads • Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm • Maintenance and repair of public infrastructure where disruption to essential services and/or considerations of worker safety do not allow work within standard hours Tunnelling works including mined excavation elements and the activities that are required to support tunnelling works (ie spoil treatment facilities) • Road and rail occupations or works that would cause a major traffic hazard Other works where a contractor demonstrates and justifies a need to operate outside normal working hours and exceed the noise guideline targets such as work that once started cannot practically be stopped.	
NV4	Implement a Construction Noise and Vibration Management Plan (CNVMP) to manage noise and vibration impacts Prepare, implement and maintain a Construction Noise and Vibration Management Plan (CNVMP) in consultation with EPA Victoria, relevant councils and relevant stakeholders. The CNVMP must comply with and address the Noise and Vibration EPRs, be informed by the noise modelling and monitoring results and must include (but not be limited to): • Identification and assessment of noise and vibration sensitive receptors along the project alignment, including but not limited to: habitat for listed threatened fauna likely to be impacted by the project (refer to EPR FF8) buildings used for shop, gallery, commercial, office or industrial purposes including Bulleen Art and Garden and the Heide Museum of Modern Art	The M80RRA CNVMP outlines the modelling and monitoring processes, and controls to mitigate noise and vibration impacts on sensitive receptors. Vibration is not expected to be generated from Compound activities to impact adjacent sensitive land uses. The CNVMP provides the guidance to inform the definitive noise requirements, unavoidable works

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	school buildings and school grounds Residential buildings • Construction noise and vibration targets as per EPRs NV3, NV5, NV8, NV9, NV10, NV11 and NV12, including any details of conversions between alternative metrics Details of construction activities and an indicative schedule for construction works, including the identification of key noise and/or vibration generating construction activities that have the potential to generate airborne noise and/or surface vibration impacts on surrounding sensitive receptors • How construction noise (including truck haulage) and vibration would be minimised (see EPR T2) A requirement for preliminary tests using the actual equipment to validate modelling for vibration and regenerated noise and review, with predictions to be remodelled as necessary and confirm prevention/mitigation/remediation measures confirmed • Management actions and notification and mitigation measures to be implemented with reference to the Appendix B and Appendix C of the New South Wales Roads and Maritime Services Construction Noise and Vibration Guideline 2016 (CNVG) • Any processes and measures to be implemented as part of the Communications and Community Engagement Plan including managing matters of interest raised by key stakeholders through CCEP processes, and measures concerning complaints management (see EPR SC2) Requirements to assess and manage vibration impacts to scientific or medical establishments to the higher of ambient levels or ASHRAE VC Standards (as defined in the 2015 handbook), or manufacturers equipment levels (unless by agreement with occupant) • Measures to ensure effective monitoring of noise and vibration associated with construction with consideration to the construction noise and vibration targets Measures to minimise noise and vibration impacts from temporary traffic diversions and altered access to parking facilities The Unavoidable Works (refer to EPR NV3) that would be undertaken, including their location, timing and duration. The CNVMP must either include a clear rationale for defining works or a list of the type of planned works that constitute Unavoidable Works and response strategies to mitigate the impacts of these Unavoidable Works, consistent with EPA Victoria Publication 1254 Noise Control Guidelines and with reference to Appendix B and Appendix C of the CNVG. The Independent Environmental Auditor must verify that the proposed Unavoidable Works meet the definition of Unavoidable Works (refer to EPR NV3) for each instance they are undertaken. Details of Unavoidable Works must be made	process, and the management and mitigation measures in the WEMP for Zone 3100/3200.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	publicly available. For emergency Unavoidable Work, a rationale must be provided to the satisfaction of the Independent Environmental Auditor as soon as practicable • Noise from construction works during weekend/evening work hours and the night period must meet the weekend/evening work hours and night period noise guideline targets unless they are unavoidable works verified by the Independent Environmental Auditor. All reasonable measures must be implemented to mitigate the impacts of such unavoidable works. A clear framework for managing Unavoidable Work must be developed and include noise level thresholds and details of mitigation measures. The framework must be approved by the Independent Environmental Auditor. The CNVMP must be reviewed (including consultation with external stakeholder as required) and updated as appropriate on a six monthly basis, and verified by the Independent Environmental Auditor. Note: *The CNVMP applies to construction works and construction compounds.	
NV8	Minimise construction vibration impacts on amenity Implement management actions if the following guideline target levels for vibration from construction activity to protect human comfort of occupied buildings (including heritage buildings) are not achieved (levels are calculated from the British Standard BS6472-1:2008 Guide to evaluation of human exposure to vibration in buildings. Vibration sources other than blasting.).	The M80RRA CNVMP outlines the processes, and controls to mitigate vibration impacts on sensitive receptors if applicable. Vibration is not expected to be generated from Compound activities to impact adjacent sensitive land uses. The CNVMP provides the guidance to inform the definitive vibration requirements and the management and mitigation measures in the WEMP for Zone 3100/3200, if applicable.

<table>
<tr><th colspan="2">Relevant EPRs</th><th rowspan="2">M80RRA approach to addressing relevant requirements of the EPRs</th></tr>
<tr><th>EPR Code</th><th>Detailed Description</th></tr>
<tr><td></td><td>
<table>
<tr><th rowspan="2">Type of space occupancy</th><th colspan="4">Vibration Dose Values (m/s$^{1.75}$)</th></tr>
<tr><th colspan="2">Day (7am to 10 pm)</th><th colspan="2">Night (10 pm to 7am)</th></tr>
<tr><th></th><th>Preferred Value</th><th>Maximum Value</th><th>Preferred Value</th><th>Maximum Value</th></tr>
<tr><td>Residential</td><td>0.2</td><td>0.4</td><td>0.1</td><td>0.2</td></tr>
<tr><td>Offices, schools, educational institutions, places of worship</td><td>0.4</td><td>0.8</td><td>0.4</td><td>0.8</td></tr>
<tr><td>Workshops</td><td>0.8</td><td>1.6</td><td>0.8</td><td>1.6</td></tr>
</table>
Notes
1. The Guideline Targets are non-mandatory; they are goals that should be sought to be achieved through the application of practicable mitigation measures. If exceeded then management actions would be required.
2. The Vibration Dose Values may be converted to Peak Particle Velocities within a noise and vibration construction management plan.
3. For the purpose of this EPR, the guideline target levels for ‘offices, schools, educational institutions, places of worship’ also apply to the Heide Museum of Modern Art and the outdoor sculpture exhibition area at Heide Museum of Modern Art.
</td><td></td></tr>
<tr><td>SC1</td><td>Reduce community disruption and adverse amenity impacts
Design and construct the project to reduce disruption to residences, community infrastructure facilities and open space from direct acquisition or temporary occupation, to the maximum extent reasonably possible to preserve acceptable levels of amenity.</td><td>The activities within the Compound will be undertaken as per WEMP informed by the CEMP and EPR-related management plans to reduce</td></tr>
</table>

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
		community disruption and adverse amenity impacts.
SC2	Minimise and manage impacts of land acquisition and occupation Where private land is to be permanently acquired or temporarily occupied, the project must: • Minimise the extent of the acquisition or the extent or duration of the occupation Use a case-management approach for project interactions with affected land owners and occupants including appointing a social worker, buyers' advocate or equivalent to assist households with special needs to manage the transition, except where a land owner or occupier has requested not to be part of such assistance Endeavour to reach agreement on the terms for possession of the land including purchasing properties early when identified for permanent acquisition and agreed by the landowner Consider the relative vulnerability and special needs of land owners and occupants Communicate likely timing and steps to be taken including updates as relevant Return private land not required for permanent project infrastructure to its pre-existing use post-construction as soon as practicable, unless otherwise agreed with the land owner. Where public land is to be permanently acquired or temporarily occupied, the project will: • Minimise the extent of the acquisition or the extent or duration of the occupation Stage works to the greatest extent reasonably possible to maintain functionality of the land for all users either within the site or on proximate land, subject to the Public Open Space Relocation and Replacement Plan required by EPR LP5 • Endeavour to reach agreement with the land manager on the terms for possession of the land Return public land not required for permanent project infrastructure to its pre-existing use post-construction as soon as practicable, including with all relevant reinstatement works, unless otherwise agreed with the land manager In the case of public land used for formal active recreation, ensure that impacts are minimised in accordance with SC5.	No additional land acquisition required for compound, within permanent works design footprint.
SC3	Implement a Communications and Community Engagement Plan	The M80RRA Communication and Community Engagement Plan (CCEP) will apply to engage the community and potentially affected stakeholders and communicate progress of construction

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

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• How it will evaluate the effectiveness of the communication and engagement under the Communications and Community Engagement Plan. The Communications and Community Engagement Plan must consider and where appropriate address matters of interest or concern to the following stakeholders, and provide for the appointment of a dedicated liaison officer (as appropriate): • Municipal councils • Recreation, sporting clubs and community groups • Schools and other educational institutions • Potentially affected residents and property owners • Potentially affected business • Other public facilities in proximity • Religious and worship groups • Vulnerable groups • Traditional owners • Public transport users.	
SC5	Minimise impacts of displacement of formal active recreation facilities The project must be designed and delivered to minimise displacement of formal active recreation facilities including facilities on private land such as schools. Where formal active recreation facilities are displaced by the construction or operation of the project, the project must facilitate the reasonable relocation of all such facilities to enable their continued functionality at a reasonable level of service for those activities (except where otherwise agreed with the relevant facility owner or where other compensation is provided by agreement or under relevant legislation). The Proponent must work in collaboration with facility operators, local Councils, public land managers and relevant State authorities, to prepare and implement a Formal Active Recreation Facilities Relocation Plan. The Plan must: seek to relocate all formal active recreation facilities to reasonable relocation sites to the extent possible before existing facilities are discontinued	No displacement of recreation activities from compound

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• document measures to be provided by the Proponent to provide reasonable replacement facilities at all relocation sites where facilities are not permanently displaced, document measures to be provided by the Proponent to restore facilities that have been vacated to at least the same standard than when the use was discontinued, accounting for identified growth of clubs (where applicable) and for any decline in condition of the facility during the time of disuse • consider and provide a suite of reasonable measures to enable the ongoing viability of relevant sporting and recreation clubs affected by displacement and to reduce material disadvantage.	
SC6	Minimise impacts on formal active recreation and other facilities Where construction or operation activities directly impact formal active recreation facilities or community infrastructure facilities not on public land such as schools, child care centres, and aged care centres, consultation must occur with facility operators, owners and user groups of the facilities to understand and, implement any practical measures that can be taken to avoid or minimise impacts. Such measures must provide for the continued operation of each facility (except where the facility is permanently displaced), with suitable access, provision of generally proximate parking comparable to pre-development conditions (where possible), reasonable protection of amenity, and maintenance of the current level and nature of activity, except where otherwise agreed with relevant facility owners.	No displacement of recreation activities from compound
SW1	Discharges and runoff to meet State Environment Protection Policy (Waters) Meet the State Environment Protection Policy (Waters) requirements for discharge and run-off from the project, including by complying with the Victorian Stormwater Committee's Best Practice Environmental Management Guidelines for Urban Stormwater (as published by CSIRO in 1999 with assistance from EPA Victoria and others).	Management surface water discharges, monitoring and runoff associated with Compound activities will be in compliance with requirements as documented in the M80RRA Surface Water Management Plan (SWMP).
SW3	Wastewater discharges to be minimised and approved The Surface Water Management Plan (refer EPR SW5) and OEMP must include requirements and methods for minimising, handling, classifying, treating, disposing and otherwise managing wastewater. Any proposed discharge of wastewater from the site must be approved by the relevant authority prior to discharges occurring and meet the State Environment Protection Policy (Waters) requirements.	Management of surface water discharges and runoff will comply with relevant laws and regulations as documented in the SWMP.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
SW4	Monitor water quality Develop and implement a surface water monitoring program prior to commencement of, and during construction, to assess surface water quality in multiple locations at suitable distances upstream and downstream of works to establish baseline conditions, and enable assessment of construction impacts on receiving waters. The surface water quality monitoring program must be implemented for a period up to three years after commencement of North East Link operation, or a lesser period agreed with the EPA, to assess the discharges and runoff from the project against SEPP (Waters) requirements and confirm the effectiveness of environmental controls. The monitoring program must be developed in consultation with EPA Victoria and the asset owner/manager and as appropriate with reference to applicable policies and guidelines, including SEPP (Waters), Victorian Stormwater Committee's Victoria Best Practice Environmental Management Guidelines for Urban Stormwater (as published by CSIRO in 1999 with assistance from EPA Victoria and others), EPA Victoria Publication 596 Point source discharges to streams: protocol for in-stream monitoring and assessment and Industrial Waste Resource Guideline 701 Sampling and analysis of waters, wastewaters, soils and wastes. The surface water monitoring program is to be used to inform the development and refinement of the Surface Water Management Plan (EPR SW5).	Management surface water discharges, monitoring and runoff associated with Compound activities will comply with requirements as documented in the M80RRA SWMP. M80RRA will develop and implement a surface water monitoring program to assess surface water quality in multiple locations at suitable distances upstream and downstream of works to establish baseline conditions and enable assessment of construction impacts on receiving waters.
SW5	Implement a Surface Water Management Plan during construction Develop and implement a Surface Water Management Plan, in consultation with EPA Victoria, for construction that sets out requirements and methods for: • Best practice sediment and erosion control and monitoring, in general accordance with EPA Victoria publications 275 Construction techniques for sediment pollution control, 1834 Civil construction, building and demolition guide, and Industrial Waste Resource Guideline 701 Sampling and analysis of waters, wastewaters, soils and wastes • Maintaining the key hydrologic and hydraulic functionality and reliability of existing flow paths, drainage lines and floodplain storage Retain existing flow characteristics to maintain waterway stability downstream of construction • Location and bunding of any contaminated material (including tunnel spoil and stockpiled soil) to the 1% AEP flood level and to the requirements of EPA Victoria and the relevant drainage authority • Works scheduling to reduce flood related risks	The SWMP outlines the process and procedures to minimise and monitor surface water impact on nearby waterbodies. The SWMP will inform site specific requirements and the management and mitigation measures in the WEMP for Zone 3100/3200.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	Bunding of significant excavations including tunnel portals and interchanges to an appropriate level during the construction phase Protecting against the risk of contaminated discharge to waterways when working in close proximity to potential pollutant sources (eg landfill or sewer infrastructure) Documenting the existing condition of all drainage assets potentially affected by the works (including their immediate surrounds) to enable baseline conditions to be established and potential construction impacts on these assets to be assessed and managed.	
SW6	Minimise risk from changes to flood levels, flows and velocities Permanent works and associated temporary construction works must not increase overall flood risk at relevant locations or modify the flow regime of waterways without the acceptance of the relevant flood plain manager, drainage authority or asset owner (typically Melbourne Water) and in consultation with other relevant authorities (eg Council, Department of Transport, Parks Victoria, SES, emergency services). Prior to commencement of relevant works, flood risk should be appropriately assessed using modelling of the design of permanent and temporary works to demonstrate the resultant flood levels and risk profile in accordance with Melbourne Water Standards for Infrastructure Projects in Flood- Prone Areas (2019). This modelling analysis is to include sufficient events (at least up to and including the 1% AEP event) and scenarios (eg with and without blockage) to support the estimation of tangible (eg average annual damages) and intangible flood damages. If significant increases in flood risk are predicted for any events analysed, an assessment of overall flood risk considering tangible and intangible flood damages must be prepared and presented with appropriate mitigation measures for the acceptance of the relevant drainage authority or asset owner prior to commencement of construction for the relevant section of the works. If there are significant design changes during construction, the model must continue to be updated, as appropriate to represent those changes.	The M80RRA Flood Emergency Management Plan will be implemented for construction as a Sub-Plan to the CEMP. Flood modelling assessment undertaken to inform design for permanent infrastructure located within floodplains. Further information on flooding regime is discussed in Section 5.
SW7	Develop flood emergency management plans Develop and implement flood emergency management plans for each of construction and operation. Flood emergency management plans are to include but not be limited to measures to manage flood risk to construction sites (including	The M80RRA Flood Emergency Management Plan considers potential impacts including on the Compound, and the process for response to flood risks impacts of flooding. Further details on

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	consideration of scheduling works), the tunnels and tunnel portals including interchanges and substations, and operation, maintenance and emergency management procedures for flood protection works.	potential for flood impacts is provided in Section 5.
SW12	Minimise impacts on irrigation of sporting fields Maintain existing storage and available water supply of a quality that is suitable for the irrigation of sporting fields impacted by the project as necessary in consultation with the impacted stakeholders.	NA
SCC1	Implement a Sustainability Management Plan North East Link Project must set sustainability targets and specify ratings to be achieved under the Infrastructure Sustainability Council of Australia's Infrastructure Sustainability Rating Tool. Contractors must develop and implement a Sustainability Management Plan that contains measures to meet, as a minimum, the sustainability targets and specified ratings.	The M80RRA Sustainability Management Plan is utilised to assess the Compound on the effectiveness of sustainable initiatives implemented within the establishment and operation of the Compound Water efficiencies and rainwater harvesting implemented within the Compound to reduce use of potable water.
SCC2	Minimise greenhouse gas emissions Integrate sustainable design practices which are best practice for major road and tunnel infrastructure projects into the design process and implement these to minimise, to the extent practicable, greenhouse gas emissions arising from construction, operation and maintenance of North East Link. In detailed design, select materials and consider energy and carbon during construction, to target: At least a 30% reduction in carbon emissions from the construction of North East Link against an Infrastructure Sustainability Council of Australia (ISCA) verified base case calculated in accordance with their independent standards (IS v1.2 Ene-1 Level 3 or v2.0 equivalent) Use of a minimum of 50% of renewable energy for electricity used to construct North East Link (IS v1.2 Ene-2 Level 1.5 or v2.0 equivalent) Net zero emissions in the operation and maintenance of North East Link (excluding emissions from traffic) with reference to the IS v2.0 energy and carbon guideline	The M80RRA Sustainability Management Plan will outline the requirements and management measures for implementation of energy efficiency and renewable energy sources that will used to power the Compound to reduce greenhouse gas emission.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	• Reduction of the amount of Portland Cement content in concrete across the project by a minimum of 30% against Green Building Council of Australia reference mix design levels subject to durability and strength requirements.	
SCC4	Minimise and appropriately manage waste Develop and implement management measures for waste (excluding soils) minimisation during construction and operation in accordance with the Environment Protection Act 2017 waste management hierarchy and management options, to address: • Litter management Construction and demolition wastes including, but not limited to, washing residues, slurries and contaminated water • Organic wastes • Inert solid wastes.	The M80RRA Sustainability Management Plan will outline the requirements and management measures for implementation of waste management in accordance with the waste minimisation hierarchy for waste avoidance, and then the highest possible percentage of waste being reused or recycled.
SCC5	Minimise potable water consumption Stormwater, recycled water and groundwater inflow to tunnels or other water sources must be used in preference to potable water for construction activities, including concrete mixing and dust control, where this is available, practicable, of suitable quality, and meets health and safety requirements.	The M80RRA Sustainability Management Plan will outline the requirements and management measures of Compound water efficiencies and rainwater harvesting to be implemented within the Compound to reduce use of potable water.
T2	Transport Management Plan(s) (TMP) Prior to commencement of relevant works, develop and implement Transport Management Plan(s) (TMP) to minimise disruption to affected local land uses, traffic, car parking, public transport (rail, tram and bus), pedestrian and bicycle movements and existing public facilities during all stages of construction. The TMP must be informed and supported by an appropriate level of transport modelling and must include: Requirements for maintaining transport capacity for all travel modes in the peak demand periods • Requirements for limiting the amount of construction haulage during the peak demand periods • A monitoring program to assess the effectiveness of the TMPs on all modes of transport Where monitoring identifies adverse impacts, implement practicable and appropriate mitigation measures	The M80RRA Transport Management Plan (TMP) addresses the transport related concerns that may arise throughout the duration of the construction compound lifecycle and presents the solutions to keep the compound environment safe and limit impact to nearby sensitive receptors.

Relevant EPRs		M80RRA approach to addressing relevant requirements of the EPRs
EPR Code	Detailed Description	
	Consideration of construction activities for other relevant major projects occurring concurrently with construction activities for North East Link and potentially impacting modes of transport in the same area Potential routes for construction haulage and construction vehicles travelling to and from the project construction site, recognising sensitive receptors and avoiding the use of local streets where practicable Suitable measures, developed in consultation with emergency services, to ensure emergency service access is not inhibited as a result of project construction activities Provision of alternative parking where practicable to replace public, private and commuter parking lost as a result of project construction activities Requirements to minimise impacts on local streets, community and commercial facilities by providing parking for construction workers at construction compounds where practicable • Measures to ensure connectivity and safety for all transport network users during construction • Measures to limit the extent of road closures • Consultation with the Department of Transport, relevant transportation authorities and relevant local Councils. A TMP may be split into precincts where appropriate but must consider other precinct TMPs through the Transport Management Liaison Group as per EPR T3. TMPs must be submitted to the relevant authority for approval.	

Appendix B – Letter to Residents

Appendix C – IEA Review and Verification

14/11/2024

Dear Resident,

Temporary construction compound – 2-4 Boyd Street

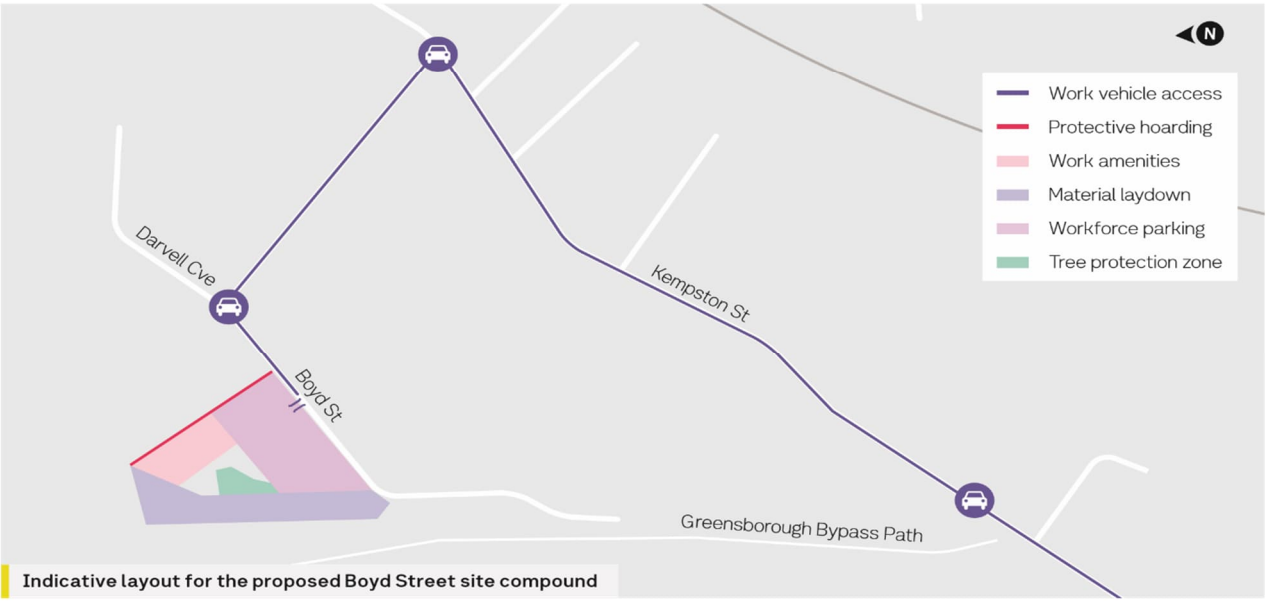
We're completing the M80 Ring Road in Greensborough, including a seamless connection to North East Link.

Works are underway along the M80 Ring Road and Greensborough Bypass to establish worksites, carry out earthworks, relocate utility services, and lay foundations as part of major construction.

To support project works, a temporary construction compound is proposed at 2-4 Boyd Street, Greensborough for workforce amenities, parking, and equipment and materials storage from early 2025 until project completion.

We would like to meet with you to discuss this proposal and seek your feedback to help shape the Construction Compound Plan that we're preparing to manage the impact on the surrounding environment and community.

Our team is available to meet at a time convenient to you. Please call us on **1800 105 105** to arrange a meeting so we can discuss any questions you may have.



Indicative layout for the proposed Boyd Street site compound

bigbuild.vic.gov.au/roads

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

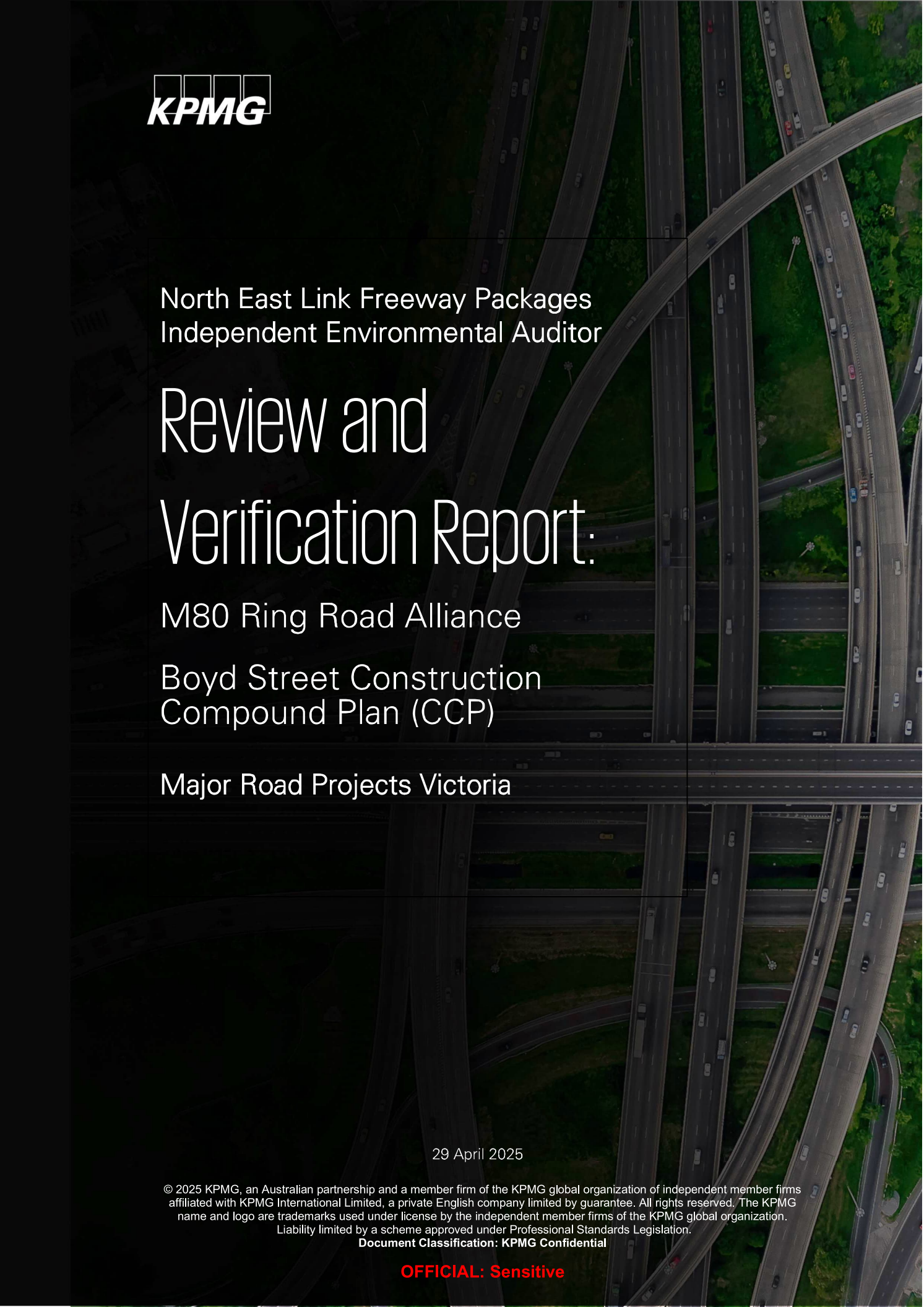
For languages other than English please call 9209 0147

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

Australian Government
BUILDING AUSTRALIA

VICTORIA State Government

Appendix C – IEA Review and Verification of CCP



North East Link Freeway Packages
Independent Environmental Auditor

Review and Verification Report:

M80 Ring Road Alliance

Boyd Street Construction Compound Plan (CCP)

Major Road Projects Victoria

29 April 2025

Document review and approval

Revision	Revision Detail	Author	Date	Reviewed and Approved by
0	Final Report	[redacted]	29/04/25	[redacted]

Contents

Inherent Limitations

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

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

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

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

Third Party Reliance

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

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

1. Introduction

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

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

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

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

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

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

Table 1 - Document subject to IEA Review and Verification assessment

Document	Boyd Street Construction Compound Plan (CCP) (Document Number: NEL-NTH-NNA-3990-EPA-PLN-0004; Revision D; Dated: 23/04/2025) (the Document).
Freeway package	North Package - design and delivery of a new road connection between the Central Package and the M80 Ring Road, consisting of major upgrades to sections of the Greensborough Highway Corridor and Bypass interchange, and significant upgrade to the M80 Ring Road.
Package Alliance	M80 Ring Road Alliance (M80 RRA) - an Alliance comprising MRPV, Acciona Construction Australia Pty Ltd, AECOM Australia Pty Ltd and

	MACA Civil Pty Ltd, which is delivering the North Freeway Package scope of works described above.
Date of IEA assessment	13 February 2025 – 29 April 2025
Other relevant information	A full list of supporting M80 RRA project documentation reviewed as part of this review and verification scope, is provided in Appendix A.

2. Scope and Approach

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

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

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

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

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

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

Revision	Remarks scope of documents	Date submitted by MRPV and M80 RRA to IEA	Date IEA review comments provided to MRPV and M80 RRA	Date Verified by IEA
B	Initial revision submitted to the IEA for review	13/02/2025	26/02/2025	N/A
C	Subsequent revision submitted to the IEA for review following IEA comments on Rev B	25/03/2025	31/03/2025	N/A
D	Subsequent revision submitted to the IEA for review following IEA comments on Rev C	28/04/2025	29/04/2025	29/04/2025

3. IEA Review Findings

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

The IEA has assessed M80 RRA's Boyd Street Construction Compound Plan (CCP) (Document Number: NEL-NTH-NNA-3990-EPA-PLN-0004; Revision D; Dated: 23/04/2025) against the requirements of the Program contract, including the EMF and EPRs, conditions of Program approvals and in general accordance of the approved Urban Design Strategy (insofar as it is applicable to the Document assessed). Any issues and non-compliances identified in previous revisions of the Document reviewed by the IEA have been closed out.

Appendix A - Documents Reviewed

Table A1 - Documents Reviewed

Doc #	Revision	Document Name	Date submitted by MRPV and M80 RRA to IEA
Refer to Section 2, Table 2 for details of Document revisions subject to IEA Review and Verification Assessment.			
01	No revision details provided, as received by the IEA on 13/02/25	Boyd Street CCP Community Consultation Summary (M80 Ring Road Alliance)	13/02/2025
02	No revision details provided, as received by the IEA on 28/04/25	Boyd Street CCP Community Consultation Summary (M80 Ring Road Alliance)	28/04/2025
03	No revision details provided, Date: 17/04/2025	NELP Comment Sheet – Boyd Street CCP (M80 Ring Road Alliance and Department of Transport & Planning (DTP))	28/04/2025

Appendix B - Review and Verification Assessment Comment Register

Appendix B. Review and Verification Assessment Comment Register

Project: North East Link Program

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

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	01	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	Freeways IEA	Condition 4.12.2 a) of the Incorporated Document requires the CCP to include a plan showing the location and layout of each compound and works and operations proposed in each compound. Figure 5 of the CCP does not specify the location of the proposed generator. This location of this item is considered relevant given the proximity to residential receivers and potential noise impacts.	Inc. Doc S4.12	26-02-25	D	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	M80 Ring Road Alliance	Figure 6 shows the compound in its indicative location, including both the generator and water tank. Figure 5 has now been updated to include the generator and water tank for consistency. Noting figure 5 is a floor plan only and does not show the compound in its indicative location.	Inc. Doc S4.12	24-03-25	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	01.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	Freeways IEA	FIEA comment addressed.	Inc. Doc S4.12	31-03-25	D	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	02	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	Freeways IEA	Table 1 of the CCP - there is no Section 3.5. Please update.	Inc. Doc S4.12	26-02-25	O	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	02.01	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	M80 Ring Road Alliance	Updated to Section 3.4	Inc. Doc S4.12	24-03-25	O	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	02.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	Freeways IEA	FIEA comment addressed.	Inc. Doc S4.12	31-03-25	O	N/A	LPE	C	

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Project: North East Link Program

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N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	04	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	Freeways IEA	Condition 4.12.2 d) of the Incorporated Document requires the CCP to avoid, then minimise, then mitigate impacts on sensitive receivers. Table 4 of the CCP does not include reference to the proposed generator, the noise and air quality impacts associated with operation of the generator or the associated design and siting measures which have been considered to minimise noise and air quality impacts.	Inc. Doc S4.12	26-02-25	M	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	04.01	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	M80 Ring Road Alliance	Mobile plant and equipment as well as mechanical equipment are included in table 4, the generator is considered mobile equipment or mechanical equipment and the potential noise impacts of this are addressesed in the design and siting measures column. Extra line items added to Table 4 to address air quality impacts related to mechanical plant and equipment/mobile equipment.	Inc. Doc S4.12	24-03-25	M	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	04.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	Freeways IEA	FIEA comment addressed.	Inc. Doc S4.12	31-03-25	M	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	05	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	Freeways IEA	Condition 4.12.2 b) of the Incorporated Document requires the CCP to provide an estimated duration of activity within each compound. The FIEA notes that table 3 of the CCP contains a summary of construction activities being supported by the compound (i.e., general freeway construction activities), rather than a summary of activities occurring within the compound.	N/A	26-02-25	M	N/A	LPE	O	Yes

Total Items: 46

Appendix B, Review and Verification Assessment Comment Register

Project: North East Link Program

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

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	05.01	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	M80 Ring Road Alliance	The summary of the construction activities occuring within the compound are included in Section 3.2.2.2 (operation of the compound). There is not a reference to Table 3 Section 3.2.2.2 to ensure the duration of the activites are included to address condition 4.12.2 b)	N/A	24-03-25	M	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	05.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	Freeways IEA	FIEA comment addressed.	N/A	31-03-25	M	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	09	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	Freeways IEA	Condition 4.12.2 d) of the Incorporated Document requires the CCP to avoid, then minimise, then mitigate impacts on sensitive receivers, Table 5 of the CCP does not consider air quality impacts associated with the use of the generator (i.e. exhaust fumes) and how these impacts will be controlled, Please provide details in the CCP on how air quality impacts will be managed.	Inc. Doc S4.12	26-02-25	D	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	09.01	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	M80 Ring Road Alliance	Extra line items added to Table 4 to address air quality impacts related to mechanical plant and equipment/mobile equipment. The zone specific WEMP will also include further detailed environmental controls.	Inc. Doc S4.12	24-03-25	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	09.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	Freeways IEA	FIEA comment addressed.	Inc. Doc S4.12	31-03-25	D	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	10	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	Freeways IEA	Page 2 of the CCP states that the description of change as "amendments based on MRPV on FIEA comments". Please update this table as the FIEA did not review or provide comments on Rev A.	Inc. Doc S4.12	26-02-25	O	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	10.01	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	M80 Ring Road Alliance	The reference to the FIEA has been removed in Amendments (page 2). This was incorrect, MRPV reviewed Revision A not the FIEA	Inc. Doc S4.12	24-03-25	O	N/A	LPE	O	

Total Items: 46

Appendix B, Review and Verification Assessment Comment Register

Project: North East Link Program

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

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	10.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	Freeways IEA	FIEA comment addressed.	Inc. Doc S4.12	31-03-25	O	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	11	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	Freeways IEA	Condition 4.12.2 d) of the Incorporated Document requires the CCP to avoid, then minimise, then mitigate impacts on sensitive receivers. Section 7 of the CCP outlines details of a communication strategy and the FIEA has been provided with a separate consultation memo (GC-GC-NTH-NEL-ES-00757). From review of the consultation memo is not clear whether concerns raised by DTP (parking on local streets and the amount of parking available in the compound, compared to the amount of people using the compound) have been addressed.	Inc. Doc S4.12	26-02-25	D	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	11.01	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	M80 Ring Road Alliance	M80RRA have reviewed the level of use of the compound and determined that the existing transportation strategy and on street no parking policy provides sufficient capacity for use of the compound and not parking in local streets, so no changes are required, The Compound only has limited parking and parking will be provided within the construction site as well.	Inc. Doc S4.12	24-03-25	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	B	N/A	11.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	Freeways IEA	FIEA comment addressed.	Inc. Doc S4.12	31-03-25	D	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	03	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	Freeways IEA	Condition 4.12.2 d) of the Incorporated Document requires the CCP to avoid, then minimise, then mitigate impacts on sensitive receivers, Please provide justification as to why power cannot be provided at the compound, which would mitigate potential environmental impacts (noise, air quality and hazchem) associated with proposed generator.	Inc. Doc S4.12	26-02-25	M	N/A	LPE	O	Yes

Total Items: 46

Appendix B. Review and Verification Assessment Comment Register

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N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	03.01	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	M80 Ring Road Alliance	Power is being explored however the power supply was abolished for both 2 and 4 Boyd St prior to the demolition of these houses. The generator was included as part of the noise modelling assessment, a 3m noise wall was recommended to be installed. The 3m noise wall will be installed as per this plan.	Inc. Doc S4.12	24-03-25	M	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	03.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	Freeways IEA	Given the proximity of the CCP to transmission lines, the FIEA would expect that the CCP contains commitments to investigate opportunities to utilise mains power in lieu of a generator, and commit to using mains power should the investigations deems it feasible to do so.	Inc. Doc S4.12	31-03-25	M	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	03.01.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	M80 Ring Road Alliance	The M80RRAs comittment to explore the use of mains power and if feasible proceed with this option instead of the generator has been included in section 3.2.2.1 and 3.2.2.2	Inc. Doc S4.12	28-04-25	M	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	03.01.01.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.D.IFR	N	Freeways IEA	FIEA comment addressed.	Inc. Doc S4.12	29-04-25	M	N/A	LPE	C	

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Project: North East Link Program

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

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	06	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	Freeways IEA	Condition 4.12.2 f) of the Incorporated Document requires the CCP to contain "measures to restore the former use of land used for construction once these activities are complete". Section 6 of the CCP contains indicative visualisations of the Boyd Street Compound following demobilisation at the end of the project in 2028 and states that "it will be handed back in accordance with the permanent design". The FIEA notes that there are no details provided within the CCP regarding specific measures to be implemented as part of demobilisation and restoration i.e., details of revegetation and rehabilitation activities. As such, it is considered that the CCP does not satisfy Condition 4.12.2 f) of the incorporated document.	Inc. Doc S4.12	26-02-25	N	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	06,01	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	M80 Ring Road Alliance	An additional sentence has been added to Section 6 - Where temporary materials and debris from the compound will be removed from the site, options to reuse or recycle materials will be considered. The M80RRA are in the process of completing a planting straetgy for the Project however this is not yet finlaised to include as part of the CCP but is part of the UDLP which is availble to the FIEA and the public.	Inc. Doc S4.12	24-03-25	N	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	06.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	Freeways IEA	The FIEA considers that further information is required to be provided within the CCP to satisfy Condition 4.12.2 f) of the incorporated document. Further information may include references to planting and revegetation measures in accordance with the forthcoming planting strategy and specific elements of the UDLP.	Inc. Doc S4.12	31-03-25	N	N/A	LPE	O	

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N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	06.01.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	M80 Ring Road Alliance	Section 6 updated to reflect theat the site will be handed back in accorandace with the approved UDLP	Inc. Doc S4.12	28-04-25	N	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	06.01.01.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.D.IFR	N	Freeways IEA	FIEA comment addressed.	Inc. Doc S4.12	29-04-25	N	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	07	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	Freeways IEA	Condition 4.12.2 e) of the Incorporated Document requires the CCP to consider whether the land is flood prone. Section 4.4 of the CCP states that "The Boyd Street Compound is located approximately 175 metres south east of the Yando Street main drain area, this location is not considered a flood prone area, the risk of flooding is low," Please confirm that the source of this information would be the Memo: Yando Hydrologic and Hydraulics Existing and Design Conditions (Document No: NEL-NTH-NNA-9003-CFM-MEM-0004, Revision C, dated 24-Sep-2024) and reference relevant sections/ figures from this memo as supporting evidence.	Inc. Doc S4.12	26-02-25	D	N/A	LPE	O	Yes

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N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	07.01	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	M80 Ring Road Alliance	The Flood Emergency Management Plan (FIEA verified management Plan) and the Yando and Kempston modelling have been considered. As the CCP is a document that is approved by the minister and published on the Big Build Website following ministerial approval, Including specific document references that neither the minister nor the public have access too is not something that has been done in any of the CCPs approved by the minister assosciated with NEL. The zone specific WEMPS will include the relevant references to flood modelling that has been completed, and once this CCP is approved by the minister site specific environmental controls and relevant documents will be included as part of the zone specific WEMPS for FIEA review and Verification.	Inc. Doc S4.12	24-03-25	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	07.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	Freeways IEA	FIEA comment addressed. Flooding and associated information will be further managed within the zone specific WEMP.	Inc. Doc S4.12	31-03-25	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	07.01.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	M80 Ring Road Alliance	I believe this comment should be closed based on the above comment.	Inc. Doc S4.12	28-04-25	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	07.01.01.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.D.IFR	N	Freeways IEA	FIEA comment addressed.	Inc. Doc S4.12	29-04-25	D	N/A	LPE	C	

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N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	08	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	Freeways IEA	Condition 4.12.2 d) of the Incorporated Document requires the CCP to avoid, then minimise, then mitigate impacts on sensitive receivers. The FIEA understands that a noise wall is a proposed control measure to minimise noise impacts associated with the use of the compound. Please provide additional evidence that the predicted noise impacts to adjacent residential receivers are acceptable. Further, please confirm that validation noise monitoring will be undertaken during operations to confirm predictions.	Inc. Doc S4.12	26-02-25	D	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	08.01	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	M80 Ring Road Alliance	Noise modelling was completed to confirm that noise emission from proposed works resulted in no exceedences during the compound operation with the sintallation of a 3m noise wall. Validation noise modelling with be inderstaken during operation to confirm predictions and the noise modelling will be included as part of the 3100 3200 WEMP once the CCP is approved.	Inc. Doc S4.12	24-03-25	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	08.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	Freeways IEA	Provide noise modelling data to support the statement that operational activities within the CCP will not exceed relevant criteria at the adjacent residential receiver.	Inc. Doc S4.12	31-03-25	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	08.01.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	M80 Ring Road Alliance	Nosie modelling data will be included in the 3100/3200 WEMP once the CCP is approved. M80RRA belive to have fulfilled the requirement to avoid, then minimise, then mitiagte impacts on sensitive receptos by installing a noise wall based on a noise modelling assessment.	Inc. Doc S4.12	28-04-25	D	N/A	LPE	O	

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N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	08.01.01.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.D.IFR	N	Freeways IEA	FIEA comment addressed. Noise modelling data will be reviewed by the FIEA during the next WEMP update and validation monitoring will be subject to future compliance auditing.	Inc. Doc S4.12	29-04-25	D	N/A	LPE	C	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	12	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	Freeways IEA	Condition 4.12.2 d) of the Incorporated Document requires the CCP to avoid, then minimise, then mitigate impacts on sensitive receivers. Section 7 of the CCP outlines details of a communication strategy and the FIEA has been provided with a separate consultation memo (GC-GC-NTH-NEL-ES-00757). From review of the consultation memo is not clear whether concerns raised by Banyule City Council regarding parking and "other methods of the work force getting to and from the Compound" have been addressed.	Inc. Doc S4.12	26-02-25	D	N/A	LPE	O	Yes
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	12.01	NEL-NTH-NNA-3990-EPA-PLN-0004.B.IFR	N	M80 Ring Road Alliance	M80RRA have reviewed the level of use of the compound and determinded that the existing transportation strategy and on street no parking policy provides sufficient capacity for use of the compound and no project parking in local streets, so no changes are required. The Compound only has limited parking and parking will be provided within the construction site as well. The Project provided additional information to the Council after the meeting that satisfied Banyule Council the compound had satisfactory parking for its use. This was communicated to Banyule Council following the meeting on 18 November 2024 and they had no further comments.	Inc. Doc S4.12	24-03-25	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	12.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	Freeways IEA	Provide evidence to support M80RRA's statement that Banyule Council is satisfied that the compound has satisfactory parking provision.	Inc. Doc S4.12	31-03-25	D	N/A	LPE	O	

Total Items: 46

Appendix B. Review and Verification Assessment Comment Register

Project: North East Link Program

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

Design Package	Document No	Original Revision	Phase	Item	Related Documents	All Docs related to Design Package	Raised By Company	Comments	Reference Contract Clause, Standard, Specification or Legislation	Date	Comment Category	Response Category	Reason Code	Comment Status	Closed out
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	12.01.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.C.IFR	N	M80 Ring Road Alliance	As stated in the consultation memo the M80RRA provided Banyule City Council with an email addressing concerns following this " on 18th November 2024 Banyule Council advised they had no further comment". As Banyule City Council did not highlight any further concerns following M80RRAs email it is assumed that Banyule Council are accepting of the approach.	Inc. Doc S4.12	28-04-25	D	N/A	LPE	O	
N/A	NEL-NTH-FIEA-3990-EPA-CRS-0004	C	N/A	12.01.01.01.01	NEL-NTH-NNA-3990-EPA-PLN-0004.D.IFR	N	Freeways IEA	FIEA comment addressed.	Inc. Doc S4.12	29-04-25	D	N/A	LPE	C	

Total Items: 46

Appendix D – Ministerial Approval

Department of Transport and Planning

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

Ref: SPF-2428

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

Dear Mr Elliott

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

I refer to your request to approve a construction compound plan (CCP) for the Boyd Street construction compound for the North East Link Project (NELP).

Condition 4.12 of the incorporated document requires the preparation of a CCP prior to the use and development of any construction compound for North East Link Project, to the satisfaction of the Minister for Planning.

In accordance with powers delegated to me by the Minister for Planning, I am satisfied that the *Boyd Street Construction Compound Plan (CCP), Rev J*, dated 12 June 2025, complies with this requirement and has therefore been approved.

A copy of the endorsed document is enclosed for your information.

For further information, please do not hesitate to contact me at [redacted]

Yours sincerely

[redacted]

Manager Transport Projects
Infrastructure Assessment

Date: 04/07/2025