Boral Batch Plant Construction Compound Plan (CCP)

Site Amenities & Temporary Works required to facilitate the Boral Batch Plant.

North East Link – Primary Package

Document number:	NEL-CNT-SDC-2990-EPA-PLN-0012
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Details of Revision Amendments

Document Control

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

Amendments

Any revisions or amendments must be approved by the Project Manager and/or client before being distributed / implemented.

Revision Control

Revision	Details	Date
A	Issued for Review	25/08/2023
B	Updated in response to IREA comments	11/09/2023
0	Rev 0 was issued to DTP for Approval, however DTP RFI was received	14/09/2023
C	Rev C has been updated in response to DTP RFI	26/09/2023
0	Issued for Approval	27/10/2023

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Definitions and Abbreviations

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

Term/Abbreviation	Definition
	accountabilities for the implementation of the Environmental Performance Requirements (EPRs)
Environmental Performance Requirements (EPRs)	A suite of performance-based environmental standards and outcomes that apply to the design, construction, and operation of the Project. Define the minimum environmental outcomes that must be achieved during Project delivery.
EMS	Environmental Management System
EPA	Environment Protection Authority Victoria
FFG	Flora and Fauna Guarantee Act 1998 (Vic)
Incorporated Document	GC98 - The delivery of the Project is facilitated by the Incorporated Document under the Banyule, Boroondara, Manningham, Whitehorse, Whittlesea, and Yarra Planning Schemes approved December 2019.
Independent Environmental Auditor (IEA)	The independent party appointed by the Victorian Government to undertake environmental reviews and environmental audits of project activities including assessing compliance with the EMF. The Independent Environmental Auditor is a component of the Independent Reviewer and Environmental Auditor role.
Independent Reviewer and Environmental Auditor (IREA)	The Independent Reviewer and Environmental Auditor is appointed by the Victorian Government to perform two roles: review and environmental audit. The review role involves independent review of project activities including design reports, construction packages, and design and construction management. The Independent Environmental Auditor role is described above.
North East Link Project (NELP)	North East Link Project is an organisation within MTIA that is responsible for developing and delivering the project on behalf of the Victorian Government.
M&E	Mechanical and Electrical
MWC	Melbourne Water Corporation
NEL	North East Link
NELP	North East Link Project
NML	Noise Management Level
Open Space	Land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity.
PP	Primary Package
PPP	Public Private Partnership
Primary Package	Design, financing, construction, and commissioning of the Works, including 6.5km twin three or four-lane tunnels, with interchanges at Manningham and Lower Plenty Roads and upgrades to Greensborough and Bulleen Roads.
Project Co	Spark North East Link Pty Limited as trustee of the Spark North East Link Trust
PSA	Planning Scheme Amendment
Project or North East Link	The North East Link project approved under the Incorporated Document.
Project boundary	The project boundary encompasses the area within which the project will be developed and is the area that is referenced in the Incorporated Document.
RAP	Registered Aboriginal Party
Reserve	Land reserved for community or public purposes.

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

1 Introduction

1.1 Purpose of the Plan

The purpose of this Construction Compound Plan (CCP) is to comply with the requirements of Clauses 4.12.1 and 4.12.2 of the North East Link Project Incorporated Document (Incorporated Document) and regulate the use and development of the Boral Batch Plant Construction Compound. Note the Boral Batch Plant itself is not subject to approval, just the associated Construction Compound buildings. The development and operation of the Boral Batch Plant will be carried out in accordance with the approved Environmental Management Framework (EMF) and associated Environmental Performance Requirements (EPRs).

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

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

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

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

1.1.1 Primary Approvals and Incorporated Document Requirements

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

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

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

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

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

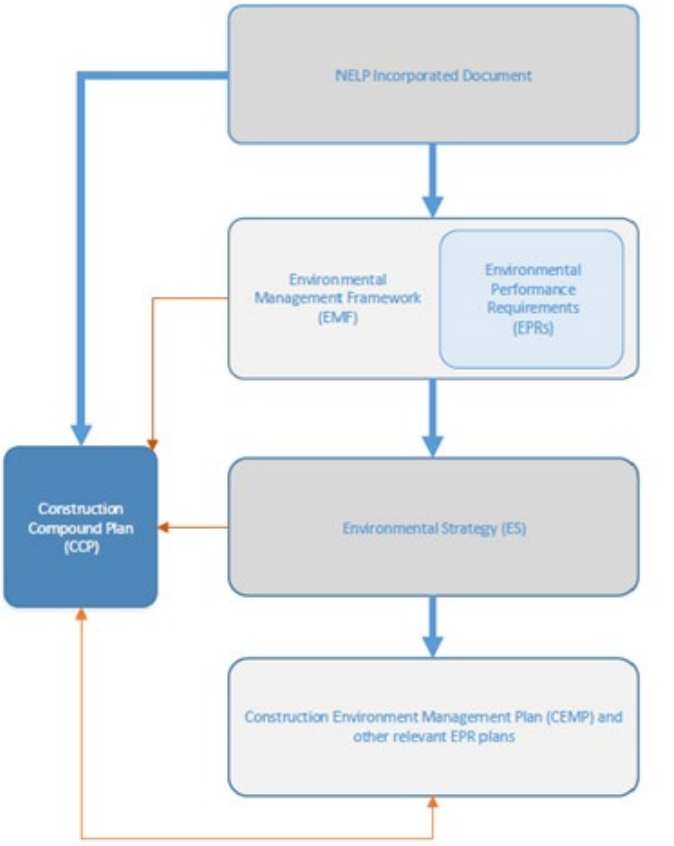

Figure 1: CCP Planning and Approvals Context

1.1.2 Incorporated Document

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

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

- CCP to be prepared in accordance with the requirements of Clause 4.12 of the Incorporated Document.
- Preparation of CCP to the satisfaction of the Minister for Planning.
- Presentation of the current version on a clearly identifiable Project website once Independent Environmental Auditor (IEA) verification and Minister for Planning acceptance of this Plan has been achieved.

Clause 4.12 of the Incorporated Document outlines requirements for CCPs, including content requirements. These requirements are summarised in Table 1, with a cross reference to where they are addressed in this Plan. Unless the Minister for Planning has provided an exemption, CCPs are required for all Construction Compounds (as defined in 1.1) associated with construction of the NEL Project.

Table 1: Incorporated Document - Relevant Clauses for this Plan

Document Reference	Content Requirements	Where Addressed
4.12.1	Prior to the use and development of any construction compound, a CCP must be prepared to the satisfaction of the Minister for Planning.	This plan
4.12.2 a)	A plan showing the location and layout of each compound and the categories of works and operations proposed within each compound.	Section 3
4.12.2 b)	The estimated duration of activity within each compound.	Section 1.2 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 that alternatives which reduce the impact of the compound on such land are not feasible or practical.	Section 2
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
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
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.	n/a staging approach not proposed
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 construction compounds must be located and operated in accordance with the approved CCP and relevant EPRs included in the approved EMF.	Section 1.1 Section 8

1.1.3 Secondary Approvals for the Boral Batch Plant Construction Compound Facilities

Table 2 details the requirements of all relevant Secondary Approvals that may be necessary to establish the Compound.

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

Table 2: Secondary Approvals

Legislation	Responsible Authority	Approval	Purpose/Location	Application to this CCP
Wildlife Act 1975	DEECA	Management Authorisation for the salvage and handling of fauna	If works will require the salvage, handling, removal, or destruction of wildlife	Prior to any clearing operations, Arborist and Ecology inspections will be performed to identify any fauna habitats.

Legislation	Responsible Authority	Approval	Purpose/Location	Application to this CCP
Flora and Fauna Guarantee Act 1988	DEECA	Permit/s to take protected species.	Ecology assessments will address the need for a permit to remove protected flora where applicable	Prior to any clearing operations, Arborist and Ecology inspections will be performed to identify any protected flora.
Road Management Act 2004	City of Manningham	Working within a road reserve permit	Local streets associated with the works	Not required No changes or impacts to local streets.
Road Management Act 2004	Department of Transport	Working within a road reserve permit	Bulleen Road may require a road reserve permit.	Not required Workplace Traffic Management plan will detail all relevant access requirements for the Construction Site
Heritage Act 2017	Heritage Victoria	Permit/s to impact places on Victorian Heritage Register (VHR), and consents for impacts on places on the Victorian Heritage Inventory (VHI).	In the event that a works will impact on a registered place.	Not required No VHI or VHR places identified at the site
Victoria Planning Provisions – Manningham Planning Scheme	DEECA	North East Link Incorporated Document conditions, including native vegetation removal and Environmental Performance Requirements.	Works within the project boundary. No removal of native vegetation required as site has previously been cleared.	Prior to any clearing operations, Arborist and Ecology inspections will be performed to identify any protected flora. NVR permits will be obtained prior to any vegetation removal occurring.
Aboriginal Heritage Act 2006		Compliance with CHMP requirements	The Compound location is located immediately adjacent to culturally sensitive areas including Yarra River banks and Bolin Bolin precinct	There are no CH overlays impacted by the compound Notifications to RAP of pending works CHMP inductions required for any ground breaking activities
Melbourne Water (Flood Impact Assessment)	Melbourne Water	Letter of No Objection to have compound within the flood overlay	Part of the Compound is within the LSIO and hence subject to flood inundation.	Flood modelling of both temporary and permanent works required

1.2 Purpose of the Compound

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

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

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

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

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

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

Locations of the current proposed compounds that will support the construction activities for the NEL Primary Package are listed in Table 1. Separate CCPs have been prepared covering these construction areas as indicated in Table 3.The planned period of occupation of this Boral Batch Plant Compound in Manningham is provided in Table 4.

Table 3: Construction Compound Plans - Primary Package

Construction Site	Construction Compound Plans	Construction Activity Supported
Southern	▪ Civil/ Structural/ Roads Compound ▪ Cut and Cover Compound (including car park)	Comprises the Bulleen cut and cover structure, including the land bridge and the southern ventilation building.
Manningham	▪ Mobilisation Compound (Demobilised Q1, 2023) ▪ Structural/ M&E Compound ▪ SEM Compound ▪ **Boral Batch Plant Compound – This Plan**	Comprises the Manningham cut and cover structures, the SEM Tunnel site installations and the operations and maintenance building, and the Boral Batch Plant.
Northern	▪ Mobilisation Compound (Demobilised Q1, 2023) ▪ Structures Compound	Comprises the Lower Plenty cut and cover structures.

Construction Site	Construction Compound Plans	Construction Activity Supported
	▪ Civil and Roads Compound ▪ TBM Compound ▪ Vent Office Compound ▪ Winsor Reserve Compound	Comprises the Watsonia trench and TBM launch structures and site installations, and the ventilation building in front of Simpson Barracks. Loading of TBM spoil for offsite disposal.

Four individual CCPs have been developed for compounds in the Manningham Area. Whilst the compounds are located within close proximity to each other the requirement for four compounds are based upon:

- Each compound supports construction activities different to the others:
  - Structural M&E Compound supports civil structural works, Tunnelling fit out works and associated building works
  - SEM Compound Supports Sequential excavation method (SEM) of tunnelling followed
  - Boral Batch Plant Compound supports office / crib buildings associated with the Boral Batch Plant
- Each compound requires supervisory and engineering staff located immediately adjacent to the works to directly manage all aspects of the works including WHS requirements
- Surface workers and subsurface workers are always segregated in their on-site facilitates due to the difference in nature of their works and the significant controls to strictly manage underground employees
- SEM support compound (Vent Office) is further separated due to the nature of the plant and machinery directly supported by the compound and to remove unnecessary interaction of personnel and plant as required by WHS legislation

The compounds cannot be consolidated into a single compound because:

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

Table 4: Indicative Timeframes

Compound Milestones	Timing
Mobilisation activities commencing	Q3 2023
Occupation of the compound	Q3 2023
Demobilisation & Restoration	Q1 2027

2 Justification of Location and Use of Compound

The selection of the location of the compound was cognisant of the following factors and constraints:

- The land lies within the designated Project Boundary
- The compound can maintain operability until project completion and is not subject to a further move.
- Access to compound via existing arterial road infrastructure only (Manningham Road)
- The compound is not on public land.
- Be of sufficient size to allow its safe operation for the intended purpose of the compound.
- Be of sufficient size to provide the intended function for the workforce in the one locality.
- Does not impede existing pedestrian and vehicular access.
- Is within proximity of major public transport facilities for workforce accessibility and to minimise personal vehicle traffic.
- No impacts to existing businesses (commercial and retail) including no impacts on existing street exposure, vehicular and pedestrian access, and parking amenities.

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

- **Future Land Use:** The Compound will be located on land within the footprint of the Primary Package works.
- **Proximity to Works:** Although the construction compound is within proximity to residential areas, the compound is placed as far as practicable to reduce noise, vibration, and lighting impacts.
- **Sensitive Receptors:** As the construction compound is within proximity to residential areas, the compound is placed as far as practicable to reduce noise, vibration, and lighting impacts. All existing footpath and cyclist connectivity will be maintained where practical and safe to do so.
- **Business Impacts:** Impacts to businesses due to the increased heavy vehicle movements will be managed in consultation with Manningham City Council.
- **Cultural Heritage:** The area does not feature any direct impacts with identified Aboriginal Cultural Heritage (CHMP 15576).
- **Flooding:** The compound is subject to Land Subject to Inundation Overlay (LSIO) and the car park is subject to the Urban Floodway Zone. The permanent works levels of the site raise the area to provide 1:100-year flood immunity, as the Compound hardstand will sit on the protected level.
- **Flora and Fauna/Arboriculture:** The compound is located on land outside of the footprint of the permanent design and no additional vegetation removal is required for compound establishment as the site has previously been cleared. The preferred compound location is located outside of adjacent ‘No-go’ zones (where vegetation removal is not approved). No vegetation clearing will be undertaken outside of the project boundary, or within ‘no-go’ zones, without prior approval.

Table 5: Details of Implementation – Boral Batch Plant Compound

Incorporated Document Requirement	Details of Implementation – Boral Batch Plant Compound
Avoid	Avoids impact on recreational activities by using only designated project land within the project boundary and sited as far from existing public facilities as reasonably practicable
Minimise	Minimises traffic impacts by using access to the site from Manningham Road (DTP Controlled) and not Council controlled roads
Mitigate	Mitigates impacts to local road uses by maintaining all access via Manningham Road Mitigates flooding risk by raising the permanent works levels of the site to provide 1:100-year flood immunity, as the Compound hardstand will sit on the protected level.

2.1 Alternative Compound Locations

There were no alternate areas within or adjacent to the project site that were considered to accommodate the Construction Compound due to adjacent 'No-go' zones and special constraints suitable to meet the requirements of site facilities adjacent to critical work areas. The Construction Compound location was also dictated by the position of the Boral Batch Plant itself, which could only be accommodated in this location so as not to intercept with critical construction works occurring in proximity (associated with the diversion, diaphragm walls or ramp construction).

The Boral Batch Plant Compound is situated within the designated Project boundary and has been sited to avoid, minimise and mitigate impacts to sensitive uses, noting this location was selected as this site has previously been established for construction, while also being the only location to physically fit the crib rooms and facilities in the vicinity of the aforementioned works. There were no alternate areas within or adjacent to the project site that were considered to accommodate the Boral Batch Plant Compound due to current critical construction activities occurring (which the operation of the Boral Batch Plant will support) and special constraints suitable to meet the requirements of site facilities adjacent to critical work areas.

Table 6 below summarises key reasons the site is the preferred location for the Compound.

Table 6: Key Reasons for Site Selection

Description	Preferred Location
Is the site within the permanent footprint of the works or has the site been allocated for use as a temporary works facility?	Yes. The Compound is located inside of permanent construction footprint.
Has the land been permanently acquired for the construction of the development activities?	Yes. Land available from June 2022 and will remain available until the conclusion of construction.
Is the land available when the compound is required to be constructed?	Yes. Land available from June 2022 and will remain available until the conclusion of construction.
Is the land required for use for another function (as part of the construction site) noting the use as a compound would make the construction works non-viable?	No. The site will only be used for the purposes of a Construction Compound throughout the construction process.

Description	Preferred Location
Is access to the compound available from existing road network with suitable access to State controlled roads?	Yes. Mitigates impacts to Manningham Road using internal roads where possible.
Is the site immediately adjacent to the works area?	Yes. Minimises vehicle movements on site during construction.
Are any trees required to be removed for the purposes of temporary facilities only (in additional to Construction Site requirements)?	No. This area has previously been cleared for construction.
Would the compound at this location impede construction of the works including diaphragm walls and structural concrete works?	No. Compound location is completely separated from project construction works.
Is the site subject to flooding and covered by a LSIO?	Yes
Can the flooding of the site be mitigated?	Yes Flooding impacts can be mitigated appropriately through appropriate siting of compound facilities. The hardstand level sits above local flood level.

Table 7 provides a high-level assessment of site and associated facilities.

Table 7: Site Selection Assessment

Impact	Avoid?	Minimise?	Mitigate?	Comment
Future Land Use	✓			Located within the footprint of design for NELP Project The site forms part of the Primary Package footprint and will be developed in accordance with the approved UDLP
Proximity to Works	✓			Improved safety outcome for workers with greater separation between plant and people Located within footprint of the preliminary design for NELP Project.
Sensitive Receptors	✓			Not directly adjacent to residences or sensitive receptors.
Business Impacts	✓			Unlikely to impact local business
Cultural Heritage	✓			CHMP prepared for the site
Flooding		✓		The compound is located primarily outside the flood impacted area. The compound hardstand sits above the local flood level (Reduced Level (RL) 18.6) at RL 19.4.
Flora and Fauna/ Arboriculture		✓		The previous use of the land is commercial. The buildings were removed as part of the Bulleen Industrial Zone demolition scope. The compound location is outside of the 'No-go' zones where it is specified vegetation removal is not approved. No

Impact	Avoid?	Minimise?	Mitigate?	Comment
				vegetation clearing will be undertaken outside of the project boundary, or within 'no-go' zones, without prior approval. The area is within the Significant Landscape Overlay, however no additional vegetation removal is required for compound establishment as the site has previously been cleared.

3 Boral Batch Plant Construction Compound

3.1 Site Context

The Boral Batch Plant Compound will support the major structural concrete pours over the Watsonia, Lower Plenty, Manningham and Bulleen sites. The site is located on Manningham Road to provide key access to all the project sites.

The Boral Batch Plant Compound is inclusive of parking for Boral plant operators, testers and drivers.

The land is in the municipality of Manningham City Council. The compound is within the project boundary previously known as Bulleen Industrial Zone.

The indicative Compound location within the Manningham Construction Site is shown in Figure 2.

Figure 2: Indicative Compound Location and Manningham Construction Site

3.2 Compound Description

The below section (including Figure 3) outlines the compound and facilities within their context, their purpose and what construction activities the compound will support. Location and details of the compound may be subject to minor layout changes if generally in accordance with the approved CCP. These changes will be based on subcontractor optimisation of the compound layout.

In line with the definition of a Construction Compound (Section 1.1), a summary of compound inclusions for each compound is outlined as follows:

The **Boral Batch Plant Compound** is a single-storey facility and is proposed to contain the following facilities:

- Office facilities for white collar supervisory and support staff
- Training/prestart room for blue collar workers
- Lunch & crib sheds
- Male and Female Ablution facilities
- First Aid Room
- Barriers & temp fencing
- Hardstand, blocks, and pads to land and tie down sheds as required
- Services connections – Water, Power
- Minor Car park

The Boral Batch Plant Compound uses by Boral are:

- Office Amenities for white collar workforce
- Blue-collar Workforce Amenities including buildings for bathrooms, first aid and a meals/crib room
- The holding of site safety briefings each morning
- Localised staff car parking
- Materials Storage, generally in containers, or where the storage of materials outside of the compound would create a security risk
- Hazardous substances will be stored and bunded as appropriate.
- Storage of tools, equipment, and non-hazardous substances within shipping containers

The construction activities that are supported by the Boral Batch Plant Compound are:

- Boral Concrete Batch Plant operations (pre-mix concrete supply and testing for the NEL project)

The access paths, pedestrian walkways and roads shown on Figure 3 form part of the construction site and are not part of this compound plan.

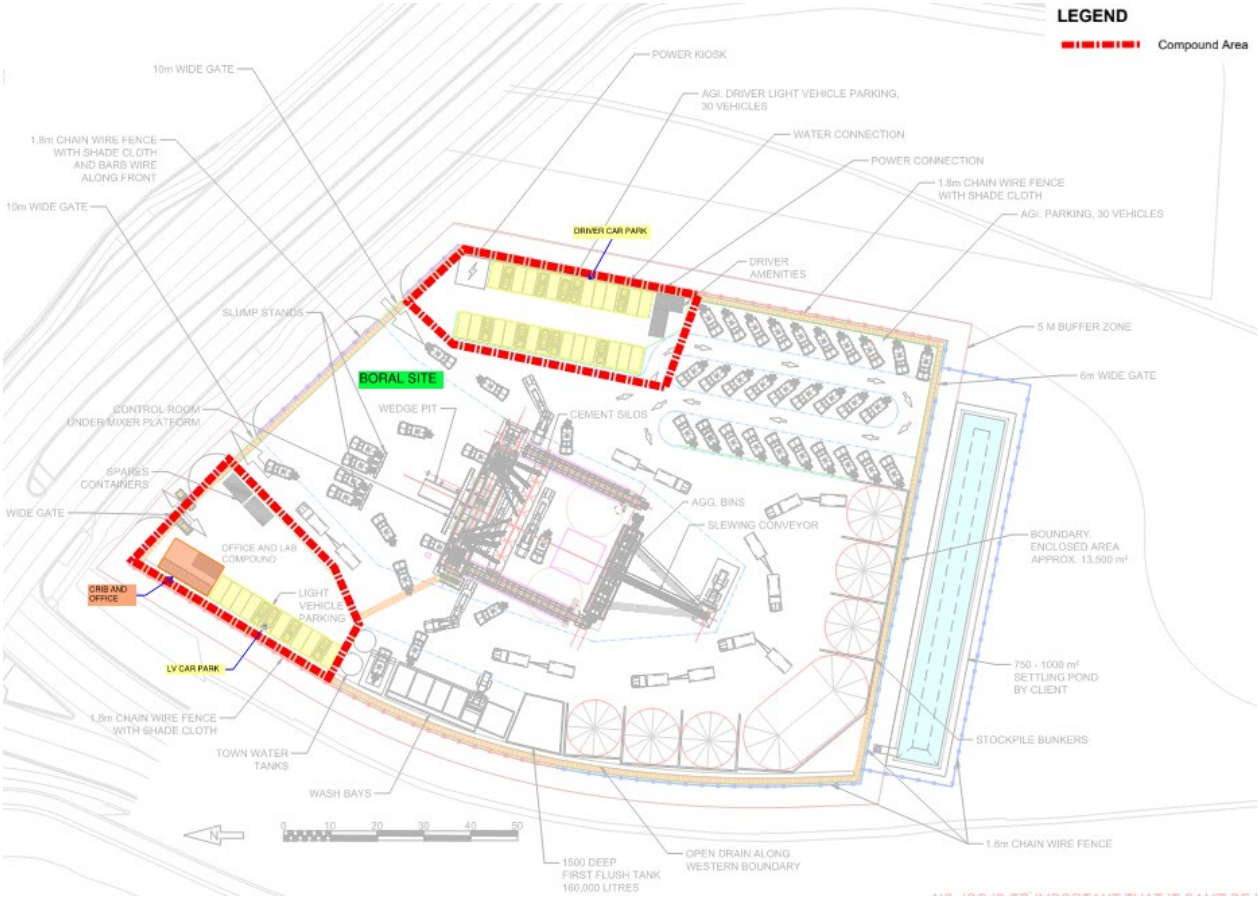

Figure 3: Boral Batch Plant Compound Site Layout

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

The Boral Batch Plant Compound shall support works to deliver pre-mix concrete to the NEL project. These work activities and the corresponding environmental implications will be detailed in the Worksite Environmental Management Plan (WEMP).

The following activities would typically occur in the compound:

- Amenities for personnel; including buildings for bathrooms, first aid and a meals/crib room.
- Management and supervision of works.
- Pre-start meetings.
- Car parking and minor deliveries.
- Storage of vehicles, plant trucks, and construction materials.
- Storage of hazardous substances.
- Storage of tools, plant & equipment, and non-hazardous substances within shipping containers.
- Dismantlement of the compound after occupation.

The primary use of the compound facilities will align with normal working hours as defined in the EPRs.

Normal Working Hours:

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

Where night-time operation is required the Unavoidable Works procedure of the CNVMP will apply. A summary of the Unavoidable Works procedure is provided as follows:

Unavoidable Works:

Unavoidable works will be required for activities supporting underground tunnelling operations.

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

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

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

3.3 Duration

The establishment works of each compound are anticipated to begin in Q3 2023.

Once established, the compound will remain in place until the supported construction activities are completed (expected Q1 2027), after which the site will be reinstated to the requirements of the approved UDLP.

It is expected to take approximately 8 weeks to establish the main compound including the car parks as outlined in Table 8. These works will occur during normal working hours.

Table 8: Boral Batch Plant Compound (setup activities and indicative timings)

Compound	Occupation	Mobilisation Duration	Work Activities
Boral Batch Plant	Q3 2023 – Q1 2027	Commencing Q3 2023 8-week duration to install compound	Week 1: ▪ Setup environmental controls & monitoring for air, noise, and vibration as per the WEMP ▪ Temporary fencing, hoarding & site delineations ▪ Survey and set out ▪ Install vehicle rumble grid ▪ Level, hardstands & haul roads (Plant equipment such as dozer, grader, watercart, rollers) ▪ In ground services & connections commenced including trenching Week 2-3 ▪ Permanent fencing, internal access & barriers established (Temporary fencing dismantled) ▪ Crossovers, Gates & stabilise entry and exit points. ▪ Prep car parks, line marking, signs, stops etc. ▪ Concrete walkways, footings, and blocks

Compound	Occupation	Mobilisation Duration	Work Activities
			▪ Land and assemble all compound sheds Week 3-8: ▪ Build covered ways ▪ Wiring, roofing & plumbing ▪ Installation of security lighting ▪ Provision and establishment of minor landscaping ▪ Installation of safety barriers (for access and egress roads & delineation of pedestrian / vehicular traffic)

3.4 Detailed Site Plan

The detailed site plan for the Compound provides further detail on the facilities being mobilised that will be utilised by Boral staff and subcontractors.

Fencing and hoarding will be installed to delineate the construction site from surrounding land as shown in Figure 4.

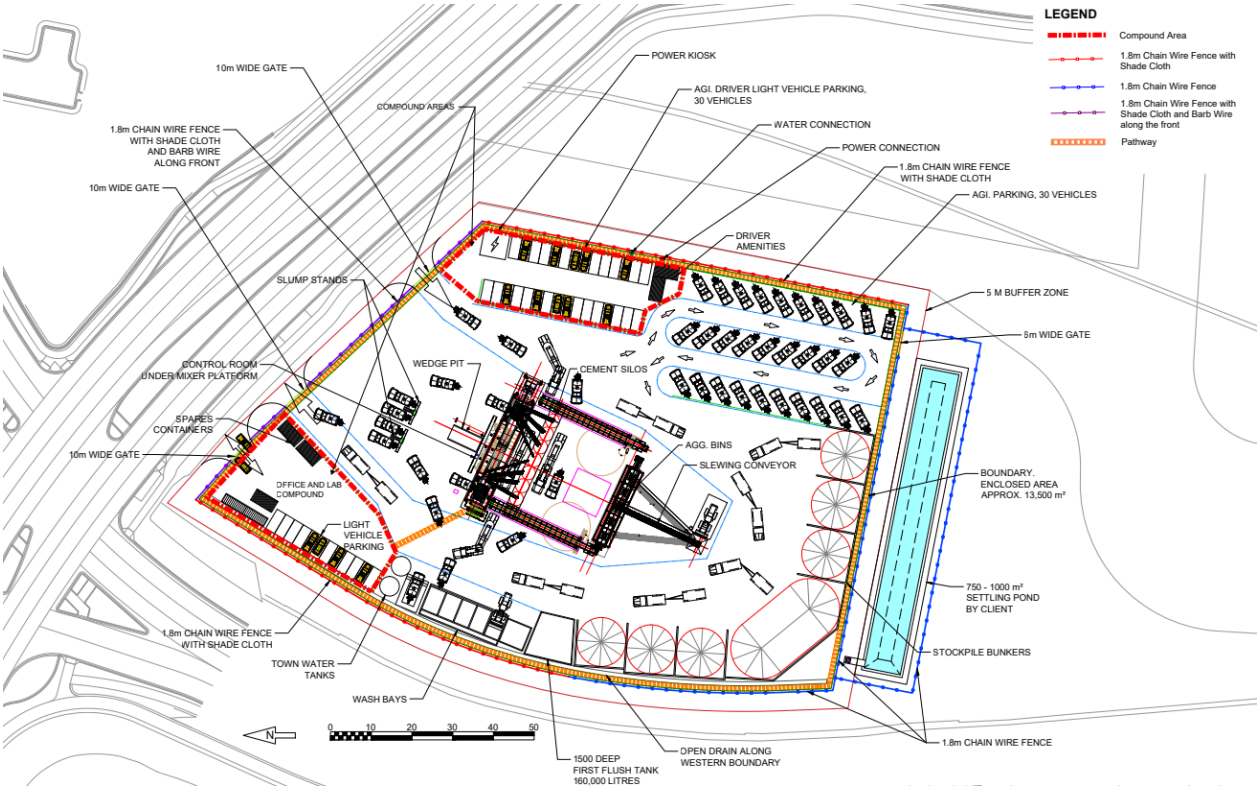

Figure 4: Detailed Site Plan

4 Management of Potential Impacts to Sensitive Uses

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

4.1 Identification of Sensitive Receptors

Clause 4.12.2 (d) of the Incorporated Document requires demonstration that the compound has been sited to avoid, then minimise, then mitigate impacts on sensitive receptors (Refer to Section 2).

The location of the Compound may have impacts on the following sensitive receptors:

Residents on the following streets:

- Bulleen Road

Businesses:

- Bulleen Art & Garden
- Heide Museum of Modern Art

EMF No Go Zones:

- Bolin Bolin Billabong (Culturally Significant)
- Rear of 49 Greenaway Street

Environmental:

- Yarra River
- River Red Gum

Figure 5 shows the compound location in relation to the surrounding area and sensitive receptors.

Further details on measures that will be taken to mitigate impacts on sensitive receptors in accordance with relevant EPRs is provided in Section 4.2. Section 4.3 includes a discussion of how selection of the site seeks to avoid, minimise, and mitigate impacts on these sensitive receptors.

The consultation and engagement are ongoing in relation to the management of these sensitive receptors and is detailed within Section 7.

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

Figure 5: Construction Site Location with Nearby Sensitive Receptors

4.2 Risk Assessment and Identification of Potential Impacts

The risk to sensitive receptors and the environment has been assessed as part of the preparation of this Construction Compound Plan. The applicable EPRs have been addressed through development of project specific management plans or procedures and controls that will be implemented across the Primary Package and, where applicable, for this Plan. The EPR Plans listed in Table 9 have been developed and implemented for activities associated with the Primary Package.

Table 9: Primary Package - Management Plans Required by the EPR

Required Management Plans	Relevance to this Plan
Spoil Management Plan (CL1)	A Spoil Management Plan will be used to inform the management of spoil including but not limited to; stockpiling, soil categorisation, transportation and disposal associated with works within the construction compound. Site specific soil management guidance will be outlined in the Manningham WEMP.
Ground Movement Plan (GM2)	The Ground Movement Management Plan is utilised to assess the risk of ground movement from construction and use of the compound. This plan will inform site specific management controls in the Manningham WEMP.
Groundwater Management Plan (GW4)	The Groundwater Management Plan will be used to assess the impacts of the construction compound on the groundwater in the area. This plan will inform site specific management controls in the Manningham WEMP.
Archaeological Management Plan (HH2)	The Archaeological Management Plan will be used to assess the potential for impacts of the construction compound on historical heritage places. Note: Cultural heritage will be managed in accordance with the approved Cultural Heritage Management Plan (15576).
Construction Noise and Vibration Management Plan (NV4)	The Construction Noise and Vibration Management Plan outlines the monitoring and guidelines to minimise noise impacts on sensitive receptors outlined in Section 5.2. Definitive noise and vibration management guidance will be outlined in the Manningham WEMP. These documents will be informed further by noise and vibration assessments where required associated with Manningham construction site and its surrounds.
Surface Water Management Plan (SW5)	The Surface Water Management Plan outlines guidelines to minimise surface water impact on nearby waterbodies. This plan will inform site specific management controls in the Manningham WEMP.
Sustainability Management Plan (SCC1)	The Sustainability Management Plan is utilised to assess compound sites for sustainable opportunities and defines the obligations of all compounds relevant to sustainability such as the use of green power, water use minimisation and rainwater tanks
Transport Management Plan (T2)	The compound has various interface with community-based pedestrians, cyclists and vehicle traffic as well as generating additional traffic due to the introduction of construction workers to the area. The Transport Management Plan addresses the transport related concerns that may arise throughout the duration of the construction compound lifecycle and presents clear solutions to keep the compound environment safe and limit impact to nearby sensitive receptors.
Tree Removal Plan (AR1)	The Tree Removal Plan outlines the broad Primary Package management procedures that will be followed by the construction compound works.

Required Management Plans	Relevance to this Plan
	Definitive tree removal guidance will be outlined in the Manningham WEMP. These documents will be informed by site specific arboricultural and ecological reports for all trees that are to be removed associated with the Manningham Compounds.
Tree Canopy Replacement Plan (AR3)	The Tree Canopy Replacement Plan guides the replacement of the tree canopy in compliance with relevant Environmental Requirements.
Flood Emergency Management Plan (SW7)	The Flood Emergency Management Plan considers impacts to the compound including the process for response to flood risks impacts of flooding. Manningham Construction Site is subjected to flood risk and may require site specific flood management controls Including flood modelling of the temporary facilities which are subject to Melbourne Water acceptance of impacts and other mitigation conditions including items such as: ▪ Modelling of the temporary facility to determine potential upstream and downstream impacts. ▪ Raising of compound buildings where necessary. ▪ Fencing to consider flow path (hoarding not to impact flows). ▪ Storage of materials in bunder containers or within areas with flood bunding. ▪ Plant and equipment to be parked in areas with elevated levels and out of flow paths.
Communication and Community Engagement Management Plan (CCEMP) (SC3)	The works within the construction site will be undertaken as per CCEP. Communication and Community Engagement Plan has been referenced as per Section 7 of this Plan.

Based on the activities detailed in Section 3, the risks below have been identified with proposed controls to manage this risk associated with compound mobilisation activities.

From the assessment, some aspects of compound establishment and operation have specific environmental and / or community sensitivities. These sensitivities, specifically air quality, ecology, arboriculture, landscape and visual, noise, surface water and waste impacts are highlighted because they are most relevant. Environmental risks and controls listed below will be further informed by pre-construction environmental assessments, these controls will then be contained in the WEMP associated with the construction activity.

All risk ratings assessed by considering likelihood and consequence of each risk in the context of the specific site locations.

Table 10: Risk Assessment

Relevant EPRs to this Compound	Environmental Aspect	Potential Risks	Initial Risk Level
AH1	Aboriginal Heritage (AH)	Unexpected discovery and potential disturbance or impact to cultural heritage	Low
AQ1, AQ6	Air Quality (AQ)	Dust generation causing potential human health impacts Deposition on buildings and vehicles Odour	Low
AR1, AR2, AR3, FF1, FF2, FF3, FF4, FF5, FF6	Arboriculture (AR) / Flora and Fauna (FF)	Tree Clearing has been completed. No retained trees left in the area.	Low

Relevant EPRs to this Compound	Environmental Aspect	Potential Risks	Initial Risk Level
LV2, LV3	Landscape and visual (LV)	Light spill during the use of compound office outside of the normal working hours resulting in impact on sensitive receptors	Low
NV3, NV4, NV10	Noise and Vibration (NV)	Nuisance noise generated by operation of the compound Community concern / complaint Noise impact from morning pre-starts The compound will likely operate outside normal hours	Med
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW12, SW14, SW15, CL5	Surface Water (SW) / Contaminated Soil (CL)	Adverse impacts to water quality Adverse impacts to aquatic flora and fauna Disturbance of watercourse stability, waterway modification Damage to property, interference to amenity and risk of life due to flooding risk Uncontrolled release of poor quality water (turbid, high/low pH, other) Adverse impacts arising from storage of hazardous goods storage	Med
LP1	Land Use Planning	Land use impact to residents	Low
SC1, SC2, SC3, SC4, SC6, B1, B2, B3, B4, B5, B6, B7, B8	Social and Community/ Business	Impacts on formal active recreation, education, and other facilities Amenity impacts on businesses impacted by the Compound Damage to utility assets Impacts to nearby businesses	Med
SCC1, SCC2, SCC4, SCC5	Sustainability and Climate Change	Environmental impacts associated with waste facilities at the compound Environmental impacts associate with resource consumption Greenhouse gas emissions from electricity use Water supply impacts through potable water	Low
T2, T5	Traffic and Transport	Impacts to the community in relation to pedestrian and cyclist infrastructure, shared user pathways, public transport routes. Parking and access to local roads. Impacts to operational capacity of the local road network and intersections. Management of traffic into and out of the site	Med

These risks including controls and mitigation strategies will be further detailed in the WEMP applicable to this work area. The WEMP details the specific requirements and controls to avoid and mitigate environmental impacts resulting from the Construction Compound activities.

4.3 Design and Siting Measures to Reduce Potential Impacts

The Boral Batch Plant compound is situated within the designated Project Boundary and work activities have been located to avoid impacts to sensitive receptors where possible.

As outlined in Section 4.1 and Section 4.2, potential impacts associated with establishing and operating the compound have been identified considering sensitive receptors and compound establishment and operational activities and compliance with EPRs.

5 Management of Flood Risk and Impacts to Environmental Sensitivities

5.1 Flood Risk and Management

The compound is subject to Land Subject to Inundation Overlay (LSIO) (refer to Figure 6) and the car park is subject to the Urban Floodway Zone. The permanent works levels of the site raise the area to provide 1:100-year flood immunity, as the Compound hardstand will be constructed at RL 19.4 above the local flood level at RL 18.6.

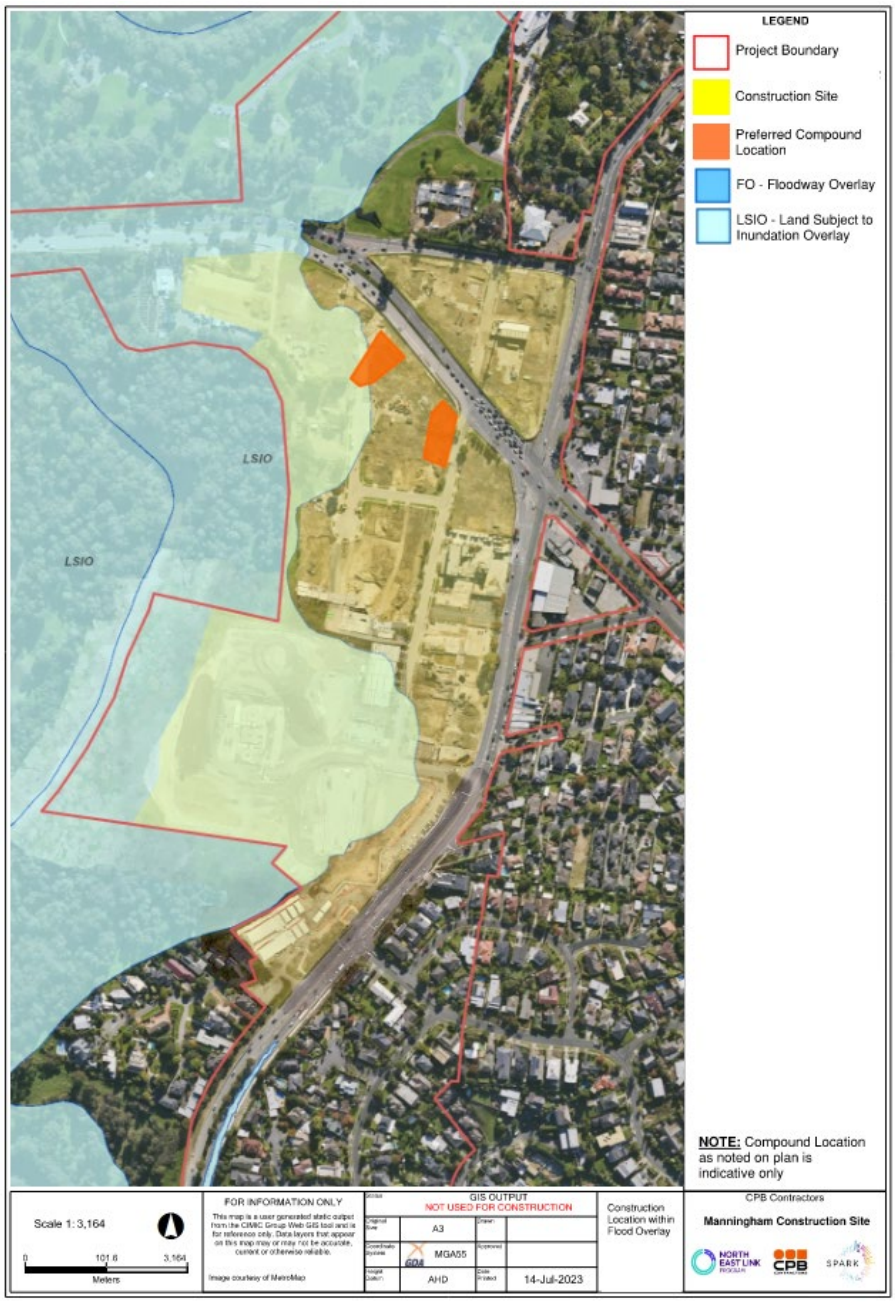

Figure 6: LSIO flood mapping

5.2 Environmental Sensitivities

From the environmental risk and EPR compliance assessment, some aspects of the compound have specific environmental and / or community sensitivities. These sensitivities and their risks and controls are addressed in Table 11. Controls are further included in WEMPs applicable to this work area.

Table 11: Residual Risk Assessment

Relevant EPRs to this Compound	Potential Risks	Initial Risk Level	Key Controls	Residual Risk Level
Aboriginal Heritage (AH)				
AH1	Unexpected discovery and potential disturbance or impact to cultural heritage	Low	▪ All works shall be managed in accordance with the approved Cultural Heritage Management Plan (CHMP 15576). Spark will comply with the CHMP requirements and in consultation with the Registered Aboriginal Party and First Peoples – State Relations. ▪ Cultural heritage inductions will be provided for all personnel involved in ground disturbing activities associated with the establishment works for the compound. ▪ Notification to the RAP prior to any ground breaking activities	Low
Air Quality (AQ)				
AQ1, AQ6	Dust generation causing potential human health impacts Deposition on buildings and vehicles Odour	Low	Controls will be informed by management plans required by the EPR (Table 9) and included in further detail in the Manningham WEMP. ▪ Dust generation will be kept to a minimum when establishing the compound. ▪ Construction compounds to be asphalted/ sealed roads to minimise dust associated with vehicle movements. ▪ During construction of compounds, dust mitigation techniques will be used including water cart to minimise impacts on sensitive receptors. ▪ Mud tracking and dust on roads to be minimised through use of stabilised site exits established prior to the construction of the compound. ▪ A rumble grid will be installed at site entry and exit points. ▪ Weather conditions when compound establishment activities occur will reduce the risk of nuisance dust been generated Incentives will be devised to seek to increase the proportion of on-road heavy vehicles that comply at a minimum with Euro V European emission standards within the project's construction haulage fleet over the construction life of the project.	Low
Arboriculture (AR) / Flora and Fauna (FF)				
AR1, AR2, AR3, FF1, FF2, FF3,	Trees at this location have previously been	Low	Trees at this location have previously been cleared for construction, and as such, specific controls are not required for Arboriculture or Flora and Fauna. If required, controls will be informed by management plans required	Low

FF4, FF5, FF6	cleared for construction		by the EPR (Table 9) and included in further detail in the WEMP. The compound will not adversely impact the River Red Gum.	
Landscape and Visual (LV)				
LV2, LV3	Light spill during the use of compound office outside of the normal working hours resulting in impact on sensitive receptors	Low	▪ Where the compound is in operation outside normal hours, lighting towers/security lighting will be angled and placed to avoid impact on nearby sensitive receptors. ▪ Perimeter fencing/hoarding to be installed around the Manningham construction site.	Low
Noise and Vibration (NV)				
NV3, NV4, NV10	Nuisance noise generated by operation of the compound Community concern / complaint Noise impact from morning pre-starts The compound will likely operate outside normal hours	Med	**Noise Modelling** Noise modelling will be conducted for the Construction Compound as per the CNVMP considering the following factors: ▪ Whether the use of multiple plant items simultaneously is proposed. ▪ The existing level of ambient noise in the receiving environment. ▪ Whether or not night-works will occur at the location. ▪ Duration of works; e.g. is it likely that a receptor will experience multiple days/ nights of exposure to noise from a site? ▪ Whether use of high impact plant / activities (piling, pipe jacking, hammering, auger, vibratory roller, other tunnelling equipment, generators, excavation, rattle gun, compaction etc.) are proposed at the site. ▪ Whether or not there is natural shielding between the works and nearest receptors. The aim of the construction noise modelling is to determine whether predicted noise levels will exceed Noise Management Levels for site scenarios and the expected level of exceedance. The noise model outputs shall be used to inform of any additional mitigations that should be implemented. Noise mitigations and controls are outlined in the CNVMP based on the findings of noise models. **Noise Monitoring** Based on the results from the noise modelling, noise monitoring will be undertaken during works at select locations. These locations are to include the closest sensitive receptors that will be impacted by the works. Noise monitoring results shall be used to validate the model, inform actions, mitigations and controls as required	Low

			and results will be provided to NELP for review as requested or required, on a regular basis. Throughout the duration of the project noise monitoring will be undertaken during the following instances: ▪ In response to community enquiries: Noise monitoring may be undertaken in response to noise related complaints/enquiries to determine compliance with the construction noise limits as specified in Environment Protection Authority Victoria (EPA) Publication 1834: Civil construction, building and demolition guide. ▪ Out of hours works and checking against noise modelling set for the project: Where scheduled works are outside of normal working hours noise monitoring will be performed to check against background noise levels or against desktop noise modelling predictions. ▪ Construction spot checks: Construction spot checks will be undertaken sporadically, during both day and night works, using a hand-held noise meter or a tripod setup with a noise meter. **Noise Mitigation Measures** As per CNVMP, noise is to be minimised as much as reasonably possible throughout all construction works. As a result, the following noise controls will be implemented where reasonable throughout all compound setup and operations. ▪ Site inductions – environmental inductions shall include introduction to noise limits and controls, hours of work, locations of sensitive receptors. ▪ Set site entry and egress points as far from sensitive receptors as practically possible. ▪ Behavioural practices – toolbox training to encourage the minimisation of noisy behaviour including shouting or loud radios, no dropping materials from height and slamming of door. ▪ Selection of plant considers noise impacts and quieter plant is selected (where possible). There are few options available to do so for the compound setup and operations as there is not a significant amount of plant to be used. An example of this would be selections of power generators that are silenced. ▪ Avoid using plant and equipment simultaneously adjacent to sensitive receptors where reasonably practical. The combined noise/vibration levels could be significantly less when sources operate separately. During operation there is sufficient space on site for truck staging, noting the site isn't adjacent to sensitive receptors so low impact is expected. ▪ Letter drops and or door knocks, where appropriate, to notify receptors of potentially noisy upcoming works, where impacts are expected to be audible, and to discuss proposed mitigation. Additional noise management controls are available as per CNVMP.	

			Controls will be informed by management plans required by the EPR (Table 9) and included in further detail in the WEMP. ▪ All works shall meet noise guideline target levels within NV3. ▪ If unavoidable works are required, the process as outlined in Section 3.2 of CCP is to be followed. ▪ Out of hours works and checking against noise modelling set for the project: Where scheduled works are outside of normal working hours and unavoidable works, noise monitoring will be performed to check against background noise levels or against desktop noise modelling predictions if required. ▪ Further pre-construction assessment to be undertaken to assess construction related noise in combination with compound operation. ▪ Trucks will enter and exit from site using approved arterial roads. Most works will occur during approved working (daytime) hours. ▪ Residents will be advised through works notifications of requirements for night works. Noise monitoring will take place during night works. ▪ Spark has a respite and relocation policy in place to support residents through works taking place outside approved hours / for unavoidable works. ▪ Workers will be inducted and trained through ongoing pre-starts and toolbox talks about behaviour expectations to minimise impacts on neighbours.	
Surface Water (SW)				
SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW12, SW14, SW15, CL5	Adverse impacts to water quality Adverse impacts to aquatic flora and fauna Disturbance of watercourse stability, waterway modification Damage to property, interference to amenity and risk of life due to flooding risk Uncontrolled release of poor	Med	A Desktop Assessment has been made using relevant NEL Tender flood modelling. The Boral Batch Plant Compound is situated within the 1% (1 in 100) AEP flood extent of the Yarra River floodplain with existing flood depths of up to 2m (Figure 6). The permanent works levels of the site raise the area to provide 1:100-year flood immunity, as the Compound hardstand will be constructed at RL 19.4 above the local flood level at RL 18.6, which therefore mitigates the flooding risk associated with this CCP. The Yarra floodplain has a response time of at least a day due to the vast water volume required before the river spills its banks into the floodplain. It takes at least a day for water to flow to this location from the upper catchment. Due to this, construction compound areas will have time to anticipate flooding and prepare accordingly. The flood risk will be managed through implementation of the Flood Emergency Response Management Plan (FERMP). Controls will be informed by management plans required by the EPR (Table 9) and included in further detail in the WEMP.	Low

	quality water (turbid, high/low pH, other) Adverse impacts arising from storage of hazardous goods storage		▪ The Compound is partially within Land Subject to Inundation (LSIO) overlay. ▪ Monitoring water quality for baseline and construction where required ▪ Installation of controls prior to construction of the compound as per WEMP, including drainage controls to be installed to prevent water quality impacts of the Yarra. ▪ Activities/ temporary structures within the compound will be situated away from drainage points as far as practical. ▪ Materials will be stored in containers which can be craned to higher ground in the event of rising water levels ▪ The car parks will remain closed to all vehicles in an instance of rising water levels ▪ All Hazardous materials will be stored in appropriately self-bunded and ventilated storage containers to ensure any potential of spill is contained within the bund. ▪ The hazardous material storage containers will be craned to higher ground in the event of rising water levels with these containers given priority over standard storage materials ▪ Spill Kits and relevant SDS will be available at the location of each Hazchem storage container ▪ Compliance with AS 1940:2017, Dangerous Goods Act 1985 and Dangerous Goods (Storage and Handling) Regulations 2012.	
CL5	Storage of Hazardous Substances	Med	▪ All Hazardous materials will be stored in appropriately self-bunded and ventilated storage containers to ensure any potential of spill is contained within the bund. ▪ The hazardous material storage containers will be craned to higher ground in the event of rising water levels with these containers given priority over standard storage materials. ▪ Spill kits and relevant SDS will be available at the location of each Hazchem storage container.	Low
Land Use Planning				
LP1	Land use impact to residents	Low	The impacts to residents have been minimised in terms of occupying existing land acquired for the Project.	Low
Social and Community Business				
SC1, SC2, SC3, SC4, SC6, B1, B2, B3, B4, B5, B6, B7, B8	Impacts on formal active recreation, education and other facilities including child care centres	Med	Refer to Section 4 regarding working with sensitive receptors, residents, local Council and attending Business Liaison Groups (B8). The Business Disruption Mitigation Plan will be developed (B1) and Spark will contribute to the Business Relocation Strategy (B2). ▪ Protect or, where required, relocate utility assets to the reasonable satisfaction of the service provider and/or asset owners.	Low

	Amenity impacts on businesses impacted by the Compound Damage to utility assets Impacts to nearby businesses			
Sustainability and Climate Change				
SCC1, SCC2, SCC4, SCC5	Environmental impacts associated with waste facilities at the compound Environmental impacts associated with resource consumption Greenhouse gas emissions from electricity use Water supply impacts through potable water	Low	Controls will be informed by management plans required by the EPR (Table 9) and included in further detail in the WEMP. ▪ Greenhouse Gas emissions and potential impacts from energy use and water use (potable water usage). ▪ Project has a target of 60% office waste diversion. ▪ Rainwater tanks to be added where space allows. ▪ Connecting the Construction Compound to electrical mains and purchasing green power. ▪ A Sustainability Management Plan will be prepared in accordance with SCC1 and will provide management procedure to comply with SCC4 and SCC5. ▪ Suitable and sufficient receptacles (bins, skips, tanks, etc.) provided at the compound to facilitate correct segregation of waste. All receptacles to be labelled and used correctly to avoid contamination. ▪ No overfilling of bins on site, regularly scheduled waste disposal. ▪ Include sustainability opportunities that contribute towards Spark's sustainability targets associated with the compound facilities including car parks and concrete walkways (e.g., recycled asphalt pavement, recycled content (excluding recycled asphalt pavement), absolute reduction in material use for pavement, use of carbon neutral or low-carbon products), Site offices - opportunity for achieving ISv2.1 WFS-4 Sustainable Site Facilities credit.	Low
Traffic and Transport				
T2, T5	▪ Impacts to the community in relation to pedestrian and cyclist infrastructure, shared user pathways, public transport	Med	A Work Site Traffic Management Plan (WTMP) and supporting drawings will be developed in accordance with EPR T2 addressing the traffic engineering characteristics of each compound, with due consideration to all modes of movement, access arrangements, car parking, construction vehicle movement, pedestrian and cyclist infrastructure and public transport provisions. A Traffic Impact Assessment (TIA) will further support the documentation investigating impact to the operational	Low

	routes. parking and access to local roads. ▪ Impacts to operational capacity of the local road network and intersections		capacity of the adjacent road network along with the abovementioned considerations. This documentation will be subject to review and approval by the Relevant Road Authorities under the Road Management Act 2004 and will be approved prior to commencement of establishment of the compound. Controls will be informed by management plans required by the EPR (Table 9) and included in further detail in the WEMP. ▪ Sufficient off-street parking to be established within site boundary and adjacent to the compound for associated workforce and visitors. The compound will be self-sufficient with parking provided on-site ▪ Worksite Traffic Management Plans (WTMPs) detailing site layout and any impacts to amenity will be subject to review and approval by the Responsible Road Authority. ▪ WTMPs illustrating changes to the road network operational capacity will be supported by traffic analysis where relevant ▪ Existing bus stops located adjacent to the compound will be maintained and available to the public and workforce or alternate arrangement implemented as approved by the Relevant Road Authority. ▪ Site inductions will detail impacts of construction traffic on the local community. Parking in residential streets and business surrounding the site will not be permitted. Staff will be encouraged to use public transport. ▪ Existing pedestrian & cyclist arrangements to be maintained or alternate arrangement implemented as approved by the Relevant Road Authority. ▪ Project communications strategy will keep community informed of forthcoming changes. ▪ Access to Local Roads	

These risks including controls and mitigation strategies will be further detailed in the WEMP applicable to this work area. The WEMP details the specific requirements and controls to avoid and mitigate environmental impacts resulting from the Construction Compound activities.

6 Demobilisation and Restoration

The compound is located within the designated Project Boundary that is currently undergoing detailed design. No compound establishment or operations are proposed outside the designated Project Boundary.

Once established, the compound will remain in place until the end of the project (or until the supported construction activities are completed) (expected Q1 2027). At the time of demobilisation, the compound site will be restored to the requirements of the approved UDLP.

The compound will be demobilised once supported site activities are completed. Where temporary materials from the compound are removed from site, options to reuse or recycle materials will be considered.

7 Communication Strategy

7.1 Community Consultation

An overarching Communications and Community Engagement Management Plan (CCEMP) has been developed and approved for the North East Link Primary Package.

Where activities require detours, changes to property access or impacts to parking, Spark will engage with key stakeholders as the works are being planned.

As per the CCEMP, community notifications are developed by the Spark Communications and Community Engagement (CCE) team. All communications collateral must be approved by Project Co within two business days, the State within 10 business days, and distributed to residents 10 business days prior to construction starting.

A CCE Advisor will be available throughout the works and for all community interactions. This includes possible media enquiries which should be immediately referred to the CCE representative on site. Media enquiries will be forwarded directly to the State via the Spark Senior Communications Manager.

7.2 Contact Numbers

Big Build Contact Centre: 1800 105 105

7.3 Complaints Management

Table 12: Complaint Management Requirements and Responsibilities

Expectations	How we will meet the Expectations (Minimum Requirements)	Key Contributor	Deliverables
Procedures are established for effectively dealing with community enquiries and complaints. In adherence to EPR EMF4	**Contractors Enquiry and Complaints Procedures** In accordance with *AS/NZS 10002-2014 Guidelines for complaint management in organisations*, and EPR EMF4 the complaint management system ensures guidelines are in place for the effective and consistent handling of complaints related to the operations of our projects. This process is not applicable to disputes referred for resolution under contractual arrangements or for employment-related disputes. Resolving complaints at the earliest opportunity in a way that respects and values the person's feedback, can be one of the most important factors in recovering the person's confidence about our organisation and the services we provide. It can also help prevent further escalation of the complaint. A responsive, efficient, effective, and fair complaint management system can assist an organisation to achieve this. The system applies to all staff receiving or managing complaints from the public	Stakeholder and Community Engagement Manager Stakeholder and Community Engagement team Functional Manager(s)	Procedures delivered and verified in CCEP

Expectations	How we will meet the Expectations (Minimum Requirements)	Key Contributor	Deliverables
	made to or about us, regarding our services, staff, and complaint handling.		
Enquiries and complaints are recorded, acknowledged, and resolved in a timely manner as per EPR EMF4.	**Project Enquiries and Complaints** Consultation Manager will be used as the register for all complaints and enquiries. At a minimum, the following information will be recorded: Interactions via the project number Interactions via the project email address Interactions received via the project webpage Interactions in person Interactions via all other means. Spark Contractors will ▪ resolve all complaints, enquiries, or contacts where they refer to an issue directly related to the works ▪ adhere to the agreed escalation process ▪ notify the PM immediately (for a complaint) or within 24 hours (for all other classifications) if the complaint, enquiry, or contact cannot be resolved or if not directly relevant to the works. All information Captured will be managed in accordance with privacy policies. Complaints and enquiries will be incorporated into monthly reporting and used to identify current and emerging issues that require action. Outstanding enquiries and issues will be discussed at weekly project team meetings. As per the project scope requirements, all complaints will include: 1. names (where provided); 2. contact details (where provided); 3. time and date of enquiry; 4. nature of enquiry; and 5. response provided; The Principal Package team will notify the State within 2 hours of receiving or becoming aware of any:	Stakeholder and Community Engagement Manager Stakeholder and Community Engagement team Functional Manager(s)	NELP enquiry and complaints procedures adhered to. Monthly report of all enquiries and complaints. Maintain all correspondence in Consultation Manager

Expectations	How we will meet the Expectations (Minimum Requirements)	Key Contributor	Deliverables
	1. Significant community and Stakeholder issues related to the Works (including issues that will likely lead to impacting the project's reputation and safety matters); 2. Enquiries that may affect the projects reputation; 3. Complaints received, including the information collected on the Consultation Manager Stakeholder Management Database as set out in section 11.6(b), as well as: a. The location to which the complaint relates; and b. The method of contact; and c. Always comply with the North East Link Privacy Policy and any associated policies and notify the State immediately of any suspected breaches of privacy or Personal Information held by the State or the Principal Contractor.		

8 Spark Environmental Management System

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

The Spark EMS (Figure 7) follows the standard Plan-Do-Check-Act approach to environmental management.

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

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

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

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

Figure 7: Spark Environmental Management System Framework

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

8.1 Environmental Strategy

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

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

- A summary of key approvals applicable to the NEL Project and how these are complied with and managed.
- A summary of each EPR and how these will be complied with including proposed actions, timing, consultation, proposed management plans and evidence of compliance (a summary is provided in Section 4 of this plan and in Table 11).
- An overview of the management documents that will be prepared to support the implementation of this Plan and other environmental documentation.

8.2 Construction Environmental Management Plan (CEMP)

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

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

The environmental management requirements of the CEMP and sub plans will be implemented to address relevant localised requirements of each construction compound, including through the preparation and implementation of Worksite Environmental Management Plans (WEMPs). The WEMPs will cover each construction compound and the relevant construction activities that are supported by the compounds.

Implementation of the WEMPs is supplemented by Spark environmental management procedures. These procedures include environmental inspection checklists that will be applied to monitor the installation and maintenance of environmental controls for each construction compound, in accordance with environmental controls and mitigation measures of the CEMP, and environmental management sub plans. This will also be conducted to monitor compliance of the applicable EPRs (as listed in Table 10 and in Table 11).

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

8.3 Environmental Management Framework (EMF)

The EES includes an EMF and EPRs, which apply to all works within the project boundary. The EMF provides a transparent and integrated governance framework to manage the planning, environmental and heritage aspects of the compound works, and outlines the accountabilities for the delivery and monitoring of implementation of the EPRs.

8.4 Worksite Environmental Management Plan (WEMP)

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

8.5 Independent Review and Environmental Auditor (IEA)

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

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

The IEA needs to verify all instances of Unavoidable works as defined in EPR NV3.

Appendix A contains the IEA verification for this Plan.

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

9 Review

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

Additionally, this plan will be reviewed in accordance with the CEMP.

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

Appendix A. IREA Verification

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

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

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

Reference: TX-CNT-AAA-03144

Tuesday, 09 October 2023

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

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

Dear Jim and Paul,

Re: Review and verification of Boral Batch Plant Construction Compound Plan (CCP)

The IREA has reviewed the Boral Batch Plant Construction Compound Plan (CCP) NEL-CNT-SDC-2990-EPA-PLN-0012) Rev C in accordance with the PSDR Part F1 Section 1.11.

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

Yours sincerely,

David Baigent
IREA Project Director
AAAJV