


Construction Compound Plan (CCP)

Bulleen Park and Ride Site Compound – Thompsons Road, Bulleen
















Site Amenities & Temporary Works required to facilitate the Early Works Bulleen Park & Ride Bus Station

North East Link Early Works

| | |
|------------------|------------------------------|
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| Revision: | 03 |

PLANNING AND ENVIRONMENT ACT 1987
 BANYULE, BOROONDARA, MANNINGHAM, NILLUMBIK, WHITEHORSE,
 WHITTLESEA AND YARRA PLANNING SCHEMES
 NORTH EAST LINK PROJECT INCORPORATED DOCUMENT,
 DECEMBER 2019
MODIFIED ENDORSED PLAN
 SHEET 1 OF 65
 SIGNED..........FOR
MINISTER FOR PLANNING
 DATE.....27/05/2022.....

Document Approval

| Rev. | Date | Prepared by | Reviewed by | Approved by | Remarks |
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| 00 | 26/03/2021 |  |  |  | Issued for Use. Initial version for approval by DELWP. |
| 01 | 12/10/2021 |  |  |  | Issued for Use. Worker parking added and construction dates updated. Not approved by DELWP. |
| 02 | 28/10/2021 |  |  |  | Issued for Use. Flood risk addressed in addition to Rev 01 changes. Approved by DELWP. |
| 03 | 16/05/2022 |  |  |  | Issued for Use. Shift of compound facilities within site and evening use of compound documented. |
| Signature: | |  |  |  | |

Details of Revision Amendments

Document Control

The Project Director is responsible for ensuring that this plan is reviewed and approved. The Project Environmental Manager is responsible for updating this plan to reflect changes to environmental, legal and other requirements, as required.

The current revision of this Plan shall be held on TeamBinder as a controlled document.

Amendments

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

Revision Details

| Revision | Details |
|----------|--|
| 00 | Issued for Use. Initial version for approval by DELWP. |
| 01 | Issued for Use. Worker parking added and construction dates updated. Not approved by DELWP. |
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Definitions

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| 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 CPB 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. |
| Construction Compound | Long term compounds, 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 Early Works. |
| Early Works | CPB Contractors has been appointed Managing Contractor of the Early Works for the North East Link Project, The Early Works comprises the design development and potential modification, relocation and/or protection of 96 utility services. |
| Eastern Package | North East Link Project (NELP) is divided into various packages of works. Within this CCP document the 'Eastern Package' refers mainly to the Eastern Freeway modification works for the construction of the NELP Project. |
| 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 Early Works under the <i>Environment Effects Act 1978</i> . |
| Environmental Management Framework (EMF) | The EMF is to provide a transparent framework to manage the environmental effects of the Project in order to meet statutory requirements, protect environmental values and sustain stakeholder confidence. The EMF provides clear accountabilities for the implementation of the Environmental Performance Requirements (EPRs) |
| Environmental Performance Requirements (EPRs) | A suite of performance-based environmental standards and outcomes that apply to the design, construction and operation of the Project. Define the minimum environmental outcomes that must be achieved during Project delivery. |
| 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 | The independent party appointed under the Contract (Managing Contractor Early Works) to undertake environmental reviews and environmental audits of project activities including assessing compliance with the EMF. |
| Managing Contractor | CPB Contractors Pty Limited is the Managing Contractor engaged by North East Link Project to manage the delivery of the Early Works Package in accordance with the Managing Contractor agreement. |
| North East Link Project (NELP) | North East Link Project is an organisation within MTIA that is responsible for developing and delivering the project on behalf of the Victorian Government. |
| Open Space | Land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity. |
| Risk | Risk is measured as a combination of the magnitude of potential consequences of an event happening, and the likelihood of the event and associated impact occurring. |
| Sensitive 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 as a consequence of the Project. Sensitive receptors do not include public open space or places of work. |

| | |
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| | |
| Stakeholders | Stakeholders as specifically identified under Clause 4.5.5 (b-c) of the Incorporated Document. This includes relevant Councils, affected utility service providers, Roads Corporation and Melbourne Water. |
| 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 |
| Worksite Environmental Management Plan | A requirement of the Environmental Management Framework, Worksite Environmental Management Plans must be prepared for Delivery Packages of construction works to manage environmental risk. |

Abbreviations and Acronyms

| CPB | CPB Contractors |
|-----------|---|
| CEMP | Construction Environmental Management Plan |
| CCEP | Communication and Community Engagement Plan |
| CC | Construction Compound |
| CCP | Construction Compound Plan |
| CNVMP | Construction Noise and Vibration Management Plan |
| DELWP | Department of Environment, Land, Water & Planning |
| EMF | Environmental Management Framework |
| EMS | Environmental Management System |
| EPA | Environment Protection Authority Victoria |
| EPR | Environmental Performance Requirement |
| FFG | Flora and Fauna Guarantee Act 1998 (Vic) |
| IEA | Independent Environmental Auditor |
| MWC | Melbourne Water Corporation |
| NEL | North East Link |
| NEL EW | North East Link Early Works |
| NELP | North East Link Project |
| NML | Noise Management Level |
| PSA | Planning Scheme Amendment |
| SUP | Shared User Path (Pedestrian & bicycle pathway) |
| TIA | Traffic Impact Assessment |
| TPZ | Tree Protection Zone |
| UDS | Urban Design Strategy |
| WEMP | Worksite Environmental Management Plan |
| 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 Bulleen Park and Ride Construction Compound (CC).

This plan describes the proposed activities, hours of operation, potential environmental and community impacts including mitigation and management controls associated with the construction and operation of the proposed Construction Compound that will support construction of the Bulleen Park and Ride Facility as part of the Early Works package of the North East Link Project.

This Plan is prepared to cover the works for the Bulleen Park and Ride Construction Compound to be located at Koonung Reserve, Thompsons Road, Bulleen which also includes the associated Worker Car Park located north of Koonung Creek east of Bulleen Road, Bulleen.

1.2 North East Link Early Works Overview

CPB Contractors (**CPB**) has been contracted by North East Link Project (**NELP**), a division of the Major Transport Infrastructure Authority, an administrative office in relation to the Department of Transport (Victoria), to provide Managing Contractor services for the North East Link - Early Works Package (**Early Works**).

The Early Works is to be undertaken to facilitate the relocation / protection of utility services to help minimise disruption during delivery of the North East Link Project.

The Early Works comprises the design development and potential modification, relocation and/or protection of 96 Utility Services which shall be impacted by, or are in close proximity to the NEL Project (**Primary Package**). The scope also includes procurement of an Independent Environmental Auditor (**IEA**).

The Early Works have been split into geographic zones northern, primary north, primary south and eastern. Locations of all Early Works compounds have not yet been fully finalised, the currently proposed locations are shown in Table 1.

Table 1: Work Zones - Early Works Package

| Zones | Description | Construction Compounds |
|------------------|--|---|
| 1. Northern | M80 Ring Road to Somers Ave (including Greensborough Bypass) | Lenola St, Macleod Frensham St Reserve, Watsonia |
| 2. Primary North | Lower Plenty Road to Somers Avenue | Borlase Reserve, Yallambie |
| 3. Primary South | Eastern Freeway Road Reserve to Greenaway Street | Greenaway St, Bulleen |
| 4. Eastern | Hoddle Street to Springvale Road | Bulleen Park and Ride, Bulleen (This plan) Carron St, Balwyn North Church Rd, Doncaster |

The following list outlines the Early Works scope:

Utilities relocations

- Power utilities relocations along Lower Plenty Road and Greensborough Road
- Communications utilities relocation along Lower Plenty Road and Greensborough Road
- Gas transmission main relocations along Greensborough road and Lower Plenty Road
- A number of utilities relocations works at Borlase Reserve, Yallambie including sewer reticulation, water mains, a pressure reducing station and Banyule Creek temporary diversion.

- Replacement of a sewer main – YEMS
- Water mains replacement under the Eastern Freeway at Balwyn North at Koonung Creek
- Power relocations in the northern zone at Watsonia, Greensborough Road and the M80
- Communications utilities around the northern zone at Greensborough Road and the M80
- Power relocations around the eastern zone at the Eastern Freeway near Elgar Road
- Communications utilities around the eastern zone at Eastern Freeway near Elgar Road
- All works associated with the above scope

Additional scope works

- Simpson Barracks – tree and vegetation clearing, erection of perimeter fence and fire/patrol roads (hardstand), construction of new buildings, demolition of decommissioned buildings, network communications.
- Sports and recreation facilities at Ford Park, Ivanhoe and Binnak Park, Watsonia North – upgrade to turf with drainage, new pavilions, lighting, car parking, players shelters, spectator facilities, running track, fencing, demolition of decommissioned buildings and redundant infrastructure.
- Bulleen Park and Ride Facility – New premium bus station incorporating multi-level carpark, bus interchange, road network improvements and a public open space 'green roof'.

2. NEL Approvals

2.1 Primary Approvals and Incorporated Document requirements

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

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.

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

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

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

2.2 Secondary Approvals in relation to the Bulleen Park and Ride Construction Compound package

Table 2 details the requirements of all relevant Secondary Approvals that may be required for the Compound. The relevant approvals will be obtained progressively as they are required relative to the works.

In addition to the secondary approvals and prior to the commencement of the development of permanent above-ground buildings or structures, an Urban Design and Landscape Plan (UDLP) must be prepared to the satisfaction of the Minister for Planning. The purpose of the UDLP is to detail the Bulleen Park and Ride project and demonstrate how the development aligns with the approved Urban Design Strategy (UDS), including any relevant elements of the Urban Design Framework Plan, and the Environmental Performance Requirements (EPR) which apply to the NEL Project.

Table 2: Secondary Approvals

| Legislation | Responsible Authority | Approval | Purpose/Location |
|---------------------------------|-----------------------|--|--|
| <i>Wildlife Act 1975</i> | DELWP | Management Authorisation for the salvage and handling of fauna | In the event that works will require the salvage, handling, removal or destruction of wildlife |
| <i>Road Management Act 2004</i> | City of Manningham | Works and Drainage Permit | Local streets associated with the works |

| Legislation | Responsible Authority | Approval | Purpose/Location |
|---|-----------------------|---|---|
| <i>Road Management Act 2004</i> | VicRoads | Working within a road reserve permit | Thompsons Road / Eastern Freeway Ramp |
| <i>Victorian Planning Provisions – Manningham Planning Scheme</i> | DELWP | Removal of native vegetation (to be confirmed based on findings from arborist/ecologist assessment) | Works within the project boundary Note: Any removal of vegetation outside the project boundary which may be required to gain access to project land, would need to be assessed under the Planning Scheme requirements. |

2.3 EMF and EPRs

Figure 1 below illustrates the planning and environment approvals context for this Plan. This Plan is prepared in accordance with the Incorporated Document and its preparation is informed by other relevant project approvals including the EMF and relevant EPRs. This process is described further in the sections below.

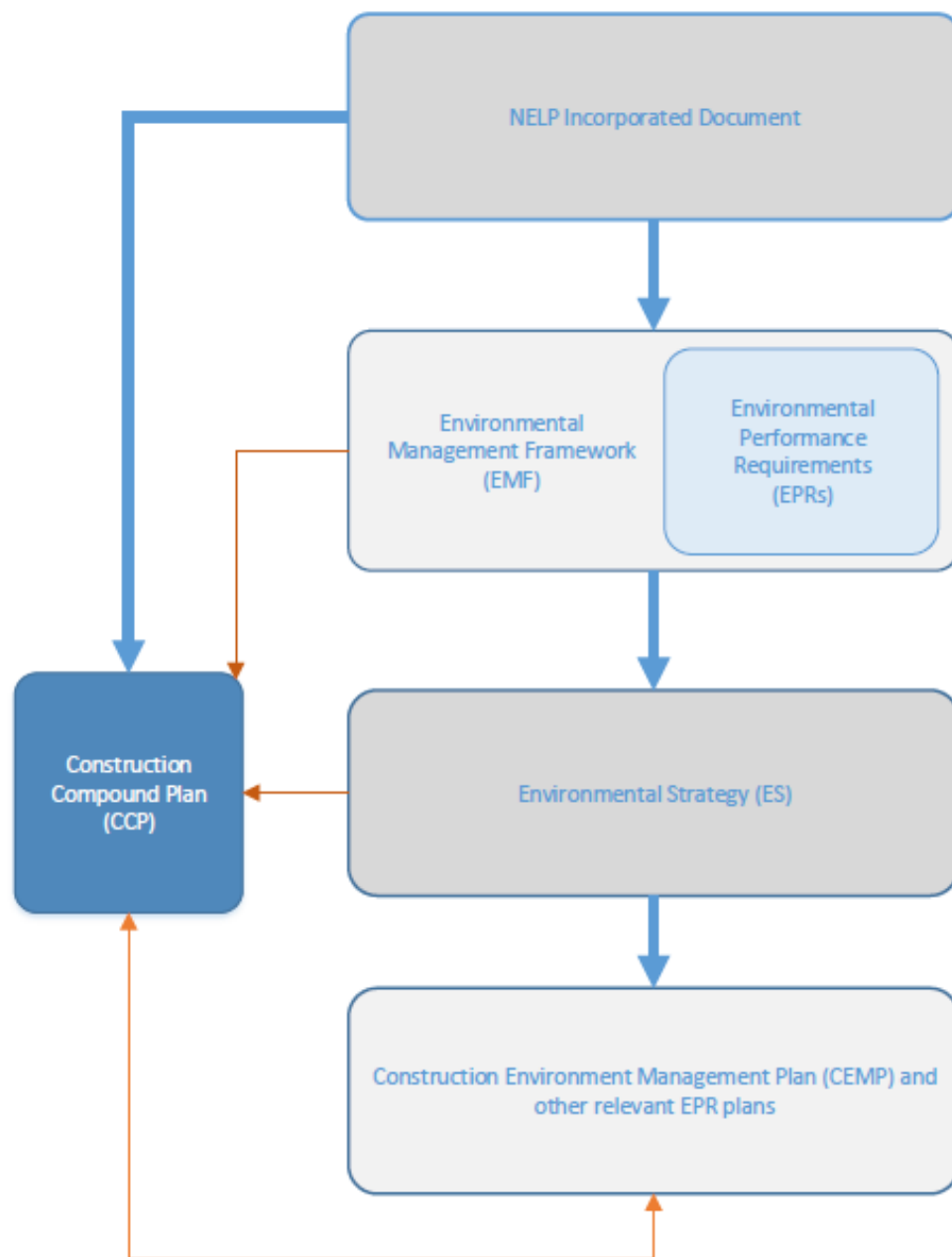


Figure 1: CCP Planning and approvals context

2.3.1 Environmental Management Framework (EMF)

The NEL Project was declared 'Public Works' under the Environment Effects Act 1978 (Vic), requiring NEL to prepare an Environment Effects Statement (EES) for assessment by the Minister for Planning. The EES includes an Environmental Management Framework (EMF) with Environmental Performance Requirements (EPRs), which apply to all works within the project boundary. The EMF provides a transparent and integrated governance framework to manage the planning, environmental and heritage aspects of the works, and outlines the accountabilities for the delivery and monitoring of implementation of the EPRs.

2.3.2 Environmental Strategy and Risk Assessment

The Environmental Strategy states how the Environmental Management Framework (EMF) including EPRs, and the findings of the Environmental Risk Assessment and Environmental Risk Management Strategy will be implemented through the delivery of Early Works and incorporated into the

Construction Environmental Management Plan (**CEMP**) and other management documents (e.g. Worksite Environmental Management Plans, EPR Plans and Urban Design and Landscape Plans).

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

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

2.4 Independent Environmental Auditor (IEA)

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

The EMF states that the IEA shall review and verify contractor's compliance with the EMF, Environmental Strategy, Environmental Performance Requirements and Incorporated Document.

CPB has procured the services of a suitably qualified and experienced IEA through the appointment of Nation Partners to undertake this role for the Early Works Package.

The IEA role includes the verification of 'Unavoidable Works'. Unavoidable works are defined in EPR NV3 and must be verified by the IEA as such for each instance they are undertaken. Unavoidable Works include activities in which the noise from construction during weekend, evening work hours and or the night period do not meet the noise guideline targets in EPR NV3. The Early Works Unavoidable Works procedure is included within the Construction Noise and Vibration Management Plan.

Appendix B contains the IEA verification for this Plan.

2.5 UDS

The Incorporated Document requires NELP to implement an approved Urban Design Strategy (**UDS**), including urban design framework plans. The UDS will provide a consistent framework and guide the built form of permanent above-ground buildings or structures (excluding preparatory buildings and works) associated with the Project. The UDS was approved by the Minister for Planning in March 2020.

2.6 Compliance with the Incorporated Document

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

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

This Plan has been informed by the Early Works Environmental Strategy and requirements of the EPRs as described in Section 2.3.

CPB define Construction Compounds to be long term compounds, including buildings for office, crib meals, ablutions and washing facilities located within fixed a boundary.

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

Table 3: Incorporated Document - relevant clauses for this Plan

| Document Reference | Content requirements | Where addressed |
|--------------------|---|--|
| 4.12.1 | Prior to the use and development of any construction compound, a CCP must be prepared to the satisfaction of the Minister for Planning. | This plan |
| 4.12.2 a) | A plan showing the location and layout of each compound and the categories of works and operations proposed within each compound. | Section 3 |
| 4.12.2 b) | The estimated duration of activity within each compound. | Section 3.6 |
| 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 compounds on such land are not feasible or practical. | Section 3.4 |
| 4.12.2 d) | Demonstration that the compounds (and categories of permissible works within each compound) have been sited to avoid, then minimise, then mitigate, impacts on sensitive uses (including residences, open space, schools, community organisations and sporting and recreation areas). | Section 4.1 Section 4.2 Section 4.3 Section 3.4 |
| 4.12.2 e) | Demonstration that the categories of works proposed within the compounds are appropriate having regard to whether the land is flood prone, including any flood modelling where appropriate, or has any particular environmental sensitivity, and that the works will be suitably managed to address any flood risk. | Section 4.4.3 |
| 4.12.2 f) | Measures to restore the former use of the land used for construction once these activities are complete. | Section 5 |
| 4.12.3 | A CCP may be prepared and approved in stages but a CCP for any stage must be approved before the commencement of use and development for that stage. | This plan |
| 4.12.4 | A CCP may be amended from time to time, to the satisfaction of the Minister for Planning. | Section 7.5 |
| 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. | This plan Section 3 Section 4 Appendix A |

3. Bulleen Park and Ride Construction Compound

This Plan describes the Compound that will be established to support the construction of the Bulleen Park and Ride Facility. The Construction Compound described in this plan is located in Koonung Reserve, Thompsons Road, Bulleen. As part of the Compound, a designated worker parking area is proposed to keep the workers' vehicles out of local streets considering the large number of employees that will be working at the Bulleen Park and Ride site.

In general, the construction compound will feature the establishment of a site staff office, site amenities for the construction team, subcontractors and work force, storage of plant, equipment and laydown for construction materials. While the Worker Car Park will be used only for parking. The overarching location of the construction compound and worker car park in relation to the Bulleen Park and Ride Facility, environmental features and businesses are shown in **Figure 2**.



LEGEND

Park Lands & Recreation facilities

School

Business

Scale 1: 6,000


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Meters

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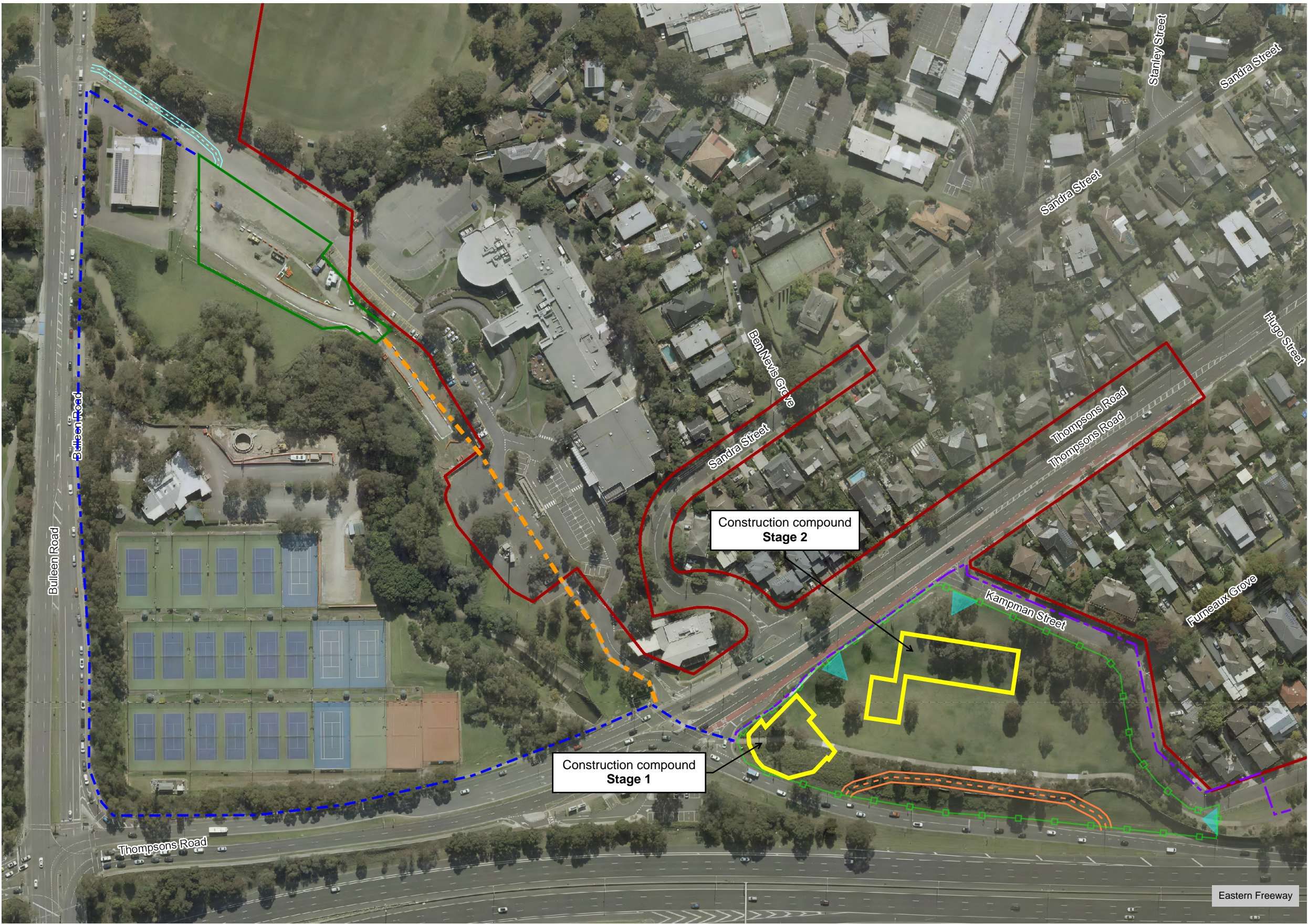
Figure 2: Construction Compound location and Worker Car Park location with nearby sensitive receptors and features

3.1 Description of Site

The Bulleen Park and Ride Construction Compound will be located on the site of Koonung Reserve bordered by Kampman Street, Thompsons Road and the Eastern Freeway on ramp. The worker parking area will be located east of the Bulleen Swim Centre and north of Koonung Creek. The areas CPB will occupy are highlighted in **Figure 3**.

The Construction Compound land is located in the municipality of the Manningham City Council. The site is parkland within the Project Boundary that is being acquired by the North East Link Project to construct the Bulleen Park and Ride Facility. The current location of the compound facilities is shown in **Figure 5** as “Stage 1” will be relocated within the intermediate level of the Bulleen Park and Ride Facility after the carpark has been constructed, as shown as “Stage 2” in **Figure 5**, and the compound land will become part of the road network for the facility. Site working hours and compound operation are detailed in **Section 3.7**.

The Worker Car Park land is located in the municipality of the Manningham City Council. Access agreements for the use of this area are being sought by the North East Link Project.



- Legend
- Project Boundary
 - Road Labels (in beyond 1:2500)
 - Bulleen Park and Ride Primary Work Zone
 - Proposed Primary Site Access
 - Proposed Alternative Site Access Points
 - Proposed pedestrian detour site area
 - Bulleen Park and Ride Construction Compound Location
 - Bulleen Park and Ride Worker Car Park Location
 - Primary site access to the Worker Car Park
 - Bulleen Park and Ride Worker Car Park Walking Route to Site
 - Bulleen Park and Ride Worker Worker Car Park Walking Alternate Route to Site

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CPB Contractors

Figure 3: Bulleen Park & Ride Construction Compound and Worker Car Park

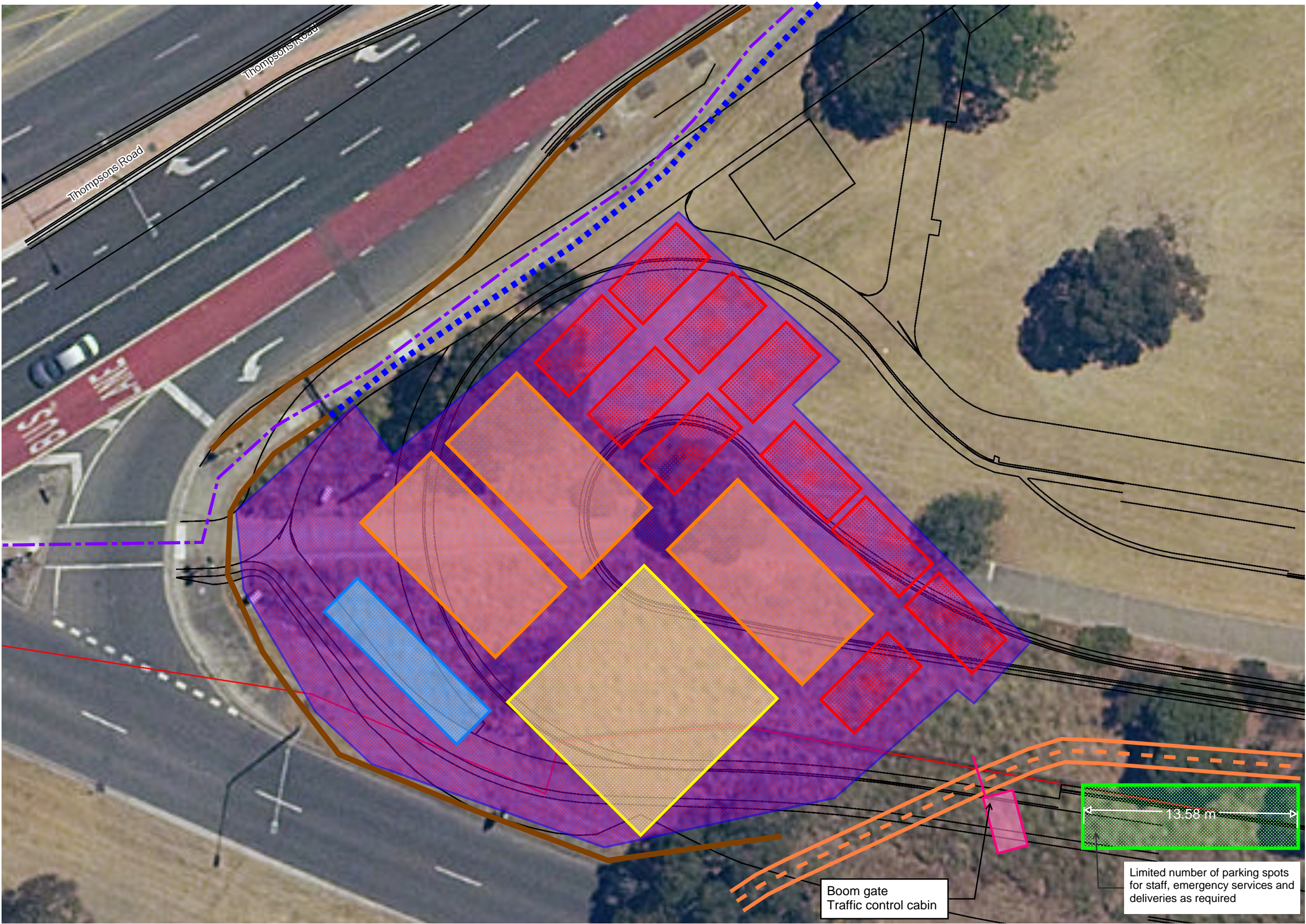
3.2 Detailed Site Plan

The detailed site plan for the Bulleen Park and Ride Construction Compound is shown in **Figure 4** and the Worker Car Park layout in **Figure 6**. The compound will feature office spaces, amenities and a limited number of carpark spaces for both CPB, subcontractor staff, emergency services and deliveries as required. The Construction Compound may also be utilised for storage of permanent and temporary materials, and plant and equipment required to complete the work. Materials may also be stored on the construction site outside of the compound, within the primary work zone shown in **Figure 3**.

Fencing will be installed to delineate the Bulleen Park and Ride primary work zone as shown in **Figure 3**. The Construction Compound will be contained within the primary work zone. Environmental risks associated with establishing the work zone will be contained within the site specific Worksite Environmental Management Plan/s.

The compound facilities will be moved to the intermediate level of the car park building as shown as “Stage 2” in Figure 5. Situated on the level between the lower parking level and the green roof, the intermediate level of the parking structure was selected for use for Stage 2 as it is surrounded by concrete slabs above and below it, is set into a cutting below Thompsons Road, and so will be largely out of the general public sight and provide some shielding for noise. The facilities that will be moved include offices, amenities for personnel including bathrooms, first aid and a meals/crib room. The relocation of facilities is anticipated to begin in July 2022.

Note: Location and details of the compound and work zone may be subject to minor layout changes (i.e., does not result in any increase to environmental risk). These changes will be based on subcontractor preferences in optimising the layout. All minor changes will be in accordance with Section 4: Management of Impacts and Appendix A: EPR Compliance.



- Legend
- Site Hoarding
 - Concrete Barriers
 - Compound Area
 - 12m x 6m Portable Building
 - 12m x 3m Portable Building
 - 6m x 3m Portable Building
 - 12m x 12m Portable Building
 - Vehicle Parking
 - Pedestrian Detour
 - Proposed Primary Site Access Road

Note: Arrangement of buildings and facilities indicative and subject to change

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Scale 1: 250

13 0 6.4 13Meters

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CPB Contractors

Figure 4: Bulleen Park and Ride Construction Compound Site Map



- Legend
- Approved Specific Controls Overlay Boundary
 - Sensitive receivers
 - Bulleen Park and Ride Primary Work Zone
 - 2.4m High Hoarding Alignment
 - 4m High Hoarding Alignment
 - Compound area
 - Offices
 - Meeting room
 - Site amenities
 - Lunch room
 - Changing room
 - Toilets
 - First Aid Room
 - Testing room
 - Health and Safety Representative office
 - Cleaning products storage room
 - Proposed Site Access Road

Note: Arrangement of buildings and facilities indicative and subject to change

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Figure 5: Bulleen Park and Ride Construction Compound facilities relocation



Figure 6: Bulleen Park & Ride Worker Car Park layout

3.3 Traffic and Access

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

A Traffic Impact Assessment (TIA) will be undertaken to determine the impact of the works on Kampman Street, Thompsons Road, the Eastern Freeway On-Ramp and Bulleen Road. The TIA will also document the requirements for the diversion of pedestrians around the compound and sites as relevant, as shown in **Figure 3**. The result of these assessments will be reviewed and approved by the relevant authority (VicRoads or Manningham City Council) under the Road Management Act.

The TIA is currently being finalised with stakeholders.

3.4 Justification of location and use of compound

The Bulleen Park & Ride Construction Compound is proposed on land within the NELP project boundary. The Construction Compound has been sited on land that will be acquired as part of the project and permanently form part of the Bulleen Park and Ride Facility.

In addition to considering the future land use, the location of the construction compound has been selected based on an assessment of avoiding, minimising and mitigating impacts on sensitive receptors. The Bulleen Park & Ride Construction Compound (Stage 1) was deemed to have a minimal impact in terms of the following aspects:

- **Future Land Use:** The Construction Compound will be located on land within the footprint of the Bulleen Park and Ride Facility.
- **Proximity to Works:** The Construction Compound is located on the south-west corner of the site, the future busway turnaround area. This ensures that the compound has been located as far from residential areas as practicable to reduce noise, vibration and lighting impacts to residential sensitive receivers.
- **Sensitive Users:** Consideration has been given to an appropriate long-term pedestrian / cyclist detour around the site for the duration of the construction period.
- **Business Impacts:** Impacts to nearby businesses is expected to be minimal (see **Figure 2** for locations). Nearby businesses include Boroondarra Tennis Centre, Manningham Hotel & the Thompsons Road shopping strip. Impacts to these businesses due to the increased heavy vehicle movements will be managed in consultation with the Manningham City Council.
- **Cultural Heritage:** The area does not feature any direct impacts with identified Aboriginal Cultural Heritage. It is noted that CHMP 15576 Condition 14 applies to this area and any cultural heritage material associated with VAHR7922-1597 (which was salvaged during the CHMP 15576 Complex Assessment) will be repatriated and managed in accordance with the requirements of CHMP conditions.
- **Flooding:** Flood modelling has determined the compound has a minimal risk of flooding. The carpark is within the 1% AEP and will be managed in accordance with the WEMP.
- **Flora and Fauna/Arboriculture:** The compound is situated within the footprint of the Bulleen Park and Ride Facility, the area underneath the compound to ultimately be part of the Busway. This eliminates any additional tree / vegetation clearing to facilitate the compound installation.

The Stage 2 compound facilities will be sited within the intermediate level of the car park building (see **Figure 5** details) because:

- The location allows space within the site to complete remaining construction activities for the Bulleen Park and Ride Facility without needing to develop compound facilities offsite.
- The location will be below the Kampman Street street level, which will help avoid, minimise and mitigate impacts on sensitive uses. Noise and lighting impacts from the compound operation, if any, will be shielded by the topography conditions and hoarding along Thompsons Road and Kampman Street. Also see section 3.2.

Alternative locations were assessed for the Bulleen Park & Ride Construction Compound. These locations included further east into Koonung Reserve, and north of Boroondara Tennis centre, however these locations would increase impacts to sensitive receivers due to the following:

- Additional tree removal due to additional temporary access areas requirements.
- Closer proximity to residents – light, noise and vibration impacts increased.
- Reduction in community space – Cricket oval or greater extent of Shared Use Path (SUP) occupied.
- Additional traffic movements between compound and site during construction

Figure 7 provides an overview of the alternate compound locations reviewed, and **Table 4** provides a summary of the rationale for proposed compound locations.

Table 4: Alternate compound locations assessed

| Option A (proposed compound) | Option B (alternate option) | Option C B (alternate option) |
|---|--|--|
| <ul style="list-style-type: none"> ■ Close to main work area ■ Located within footprint of the works ■ Located within the footprint of reference design for NELP Project ■ Close to Eastern Freeway to minimise access from residential streets | <ul style="list-style-type: none"> ■ Located away from the work zone ■ Located away from residential properties ■ Located in footprint of reference design for NELP Project ■ Close to Eastern Freeway ■ 100+m away from residences | <ul style="list-style-type: none"> ■ Located away from the work zone ■ Compound not impacted by works ■ Greater tree impact ■ Closer to residences ■ Impact is outside of works footprint |

| | | |
|------------------------------|---|---|
| ■ 100+m away from residences | ■ Less open area than Option A | ■ Would impact community space/ oval if adjusted to avoid tree impact |
| | ■ Has a greater traffic impact travelling between compound and works site | |
| | ■ Level and grade require adjustment | |

Therefore, Option A was selected as the primary compound and the alternative options were not pursued. Option B has been selected for additional worker parking only.

The Worker Parking is proposed in an area previously utilised by the Early Works and no vegetation removal is required. Considering the number of employees that will be working at the Bulleen Park and Ride site, the Worker Car Park is located in an area across from the Compound to avoid workers parking in adjoining small local streets.

Alternative locations were assessed for the Worker Parking. These locations included an area east of the Bulleen Park and Ride site in Koonung Reserve and requesting permission to use the Manningham Club carpark, however these locations would increase impacts to sensitive receivers due to the following:

- Additional tree removal due to additional temporary access requirements
- Reduction in community space – extent of Shared User Path (SUP) and parkland occupied
- Reduction in Manningham Club patrons space.



Legend

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Figure 7: Alternate Compound Locations assessed and proposed Worker Car Park Location

3.5 Work Activities

The permissible activities that will occur as part of the Bulleen Park & Ride Construction Compound and Worker Car Park are detailed below and will follow the securing of the site with hoarding, temporary panel fencing or similar approved product as per the Worksite Environmental Management Plans. SUP detours will occur during the establishment of the site fencing with permanent detours in place once the Koonung Trail Alignment is obstructed. These works have been sited to avoid, minimise and mitigate impacts on sensitive users through the risk assessment identification as per Section 4.3.

1. Installation of environmental controls:
 - a) Silt fencing to be installed around the low sides of crushed rock hardstand area, to protect the nearby surface waterbody from runoff.
 - b) Stormwater drains to be protected from sediment by suitable controls (eg: silt socks, silt fencing)
 - c) Spill kits to be located to respond to construction activities including hydraulic hose rupture, chemical storage and refuelling.
 - d) Site exit shall be sealed or stabilised to prevent mud tracking and dust, and street sweepers used as a control.
 - e) Tree Protection Zone to be established and delineated from the site operations.
 - f) Worksite Environmental Management Plan (WEMP) Bulleen Park and Ride Worker Car Park will address all applicable environmental related controls.
2. Compound, on-site car park, haul road and off-site Worker Car Park establishment:
 - a) Tree management procedures and methodology will follow EPA AR1 Tree Removal Plan and AR2 Tree Protection Plan. The definitive tree removal guidance will be outlined in the Worksite Environmental Management Plan (WEMP) for Bulleen Park & Ride. This will feature a site-specific arborist assessment for all trees that are to be removed or protected within the Bulleen Park and Ride Construction Compound.
 - b) Haul roads within project boundary: construction methodologies to be determined, examples of options include placing geofabric/crushed rock, topsoil stripping/excavation to match SUP, or placing steel plates etc.
 - c) Hard stand area to be established through compaction of crushed rock. Crushed rock to be placed and compacted in layers with suitable compaction equipment. A preferred water-based polymer (or other approved means) to be applied to the top layer to ensure binding of finer particles and thus, reduction of dust.
 - d) Compound building to be placed on footings (as per Temporary Works Design).
 - e) It is expected that the polymer may lose integrity with vehicles trafficking over the carpark or haul road. Reapplication of the polymer will occur when this eventuates. Dust will also be managed through the application of water to internal roads and carparks.
 - f) Stabilised or sealed exits to be installed on the haul road to ensure that trucks do not cart unwanted soil or rocks onto public roads. These exits to be in the form of rumble grid, larger diameter crushed rock, or sealed. Street sweepers will be used as needed.
3. Services to be connected to the compound:
 - a) Portable Hybrid generators to be used for site power. Until the Builders pole connection is completed.
 - b) Sewage disposal to be managed through installation of ablution tanks, these will be pumped to a licensed waste facility on a regular basis. Ablution tanks to be above ground and impermeable to ensure no leakage into the surrounding environment.
 - c) Water supply from a nearby hydrant or by truck delivery to potable water tanks, or connection to the water mains if approved by the relevant authorities.

3.6 Timing

The Bulleen Park & Ride Construction Compound and Worker Car Park works are anticipated to begin in Q3-2021. Once the compound and associated Worker Car Park are established, it is estimated they will remain in place until February 2023.

It is expected to take approximately 4 weeks to mobilise and install the site compound. These works will occur during standard working hours.

Table 5: Bulleen Park & Ride Compound and Worker Car Park setup activities and indicative timings

| Section Reference | Work activity | Duration |
|-------------------|---|---|
| 3.5.1 | Environmental controls and temporary fencing <ul style="list-style-type: none"> a) Temporary fencing installation including TPZ establishment b) Silt fencing installation c) Tree removal and clearing d) Spill kit placement | 2 days 2 days 5 days 1 day |
| 3.5.2 | Compound establishment (Stage 1) <ul style="list-style-type: none"> a) Strip and stockpile topsoil b) Haul road installation c) Hardstand area establishment d) Lifting and placement of compound buildings e) Connection of services Compound relocation (Stage 2) <ul style="list-style-type: none"> a) Temporary timber walls installation b) Set up of facilities with the intermediate level of the car park building | 4-5 days 3-5 days 4-5 days 4-5 days 2-3 days 15 days 3-4 days |
| 3.5.2 | Worker Car Park establishment and reinstatement <ul style="list-style-type: none"> a) Establishing Tree Protection Fencing and environmental controls as required b) Stripping topsoil in worker parking area to depth of ~150mm and place geofabric and layers of crushed rock (in areas where required) c) Line marking d) Maintenance of worker parking as required e) Removal of geofabric and crushed rock from worker parking and area reinstatement | 1-2 Days 3-5 Days 1-2 Days Ongoing 5 Days |

3.7 Operation of the Compound

The operation of the Construction Compound (including Worker Car Park) will be in accordance with this Plan and relevant EPRs included in the approved EMF. This Plan has been prepared in reference to the CEMP (NEL-EW-CPB-1990-EEE-PLN-0001), Communication and Communication and Community Engagement Plan (**CCEP**) and Construction Noise and Vibration Management Plan (**CNVMP**).

1. The Construction Compound shall support works to deliver the Bulleen Park & Ride.
2. These work activities and the corresponding environmental implications will be detailed in the Worksite Environmental Management Plan. A general overview of the work activities are outlined below:
 - a. Construction of new premium park and ride facility including a two-level carpark with a green roof, associated bus platforms, ticket counter, waiting areas and bike parkiteer.
 - b. Construction of new road and pedestrian infrastructure including a new intersection on Thompsons Road and a realigned Koonung Creek Trail.
3. In general, the Construction Compound will be used for:
 - a. Amenities for personnel; including buildings for bathrooms, first aid and a meals/crib room.

- b. Management and supervision of works.
 - c. Pre-start meetings.
 - d. Storage of tools, equipment and non-hazardous substances within shipping containers, these will most likely be stored within the work area but has been included within the CCP as a contingency.
 - e. Hazardous substances will be stored in compliance with AS 1940:2017, e.g. bunded containers or similar.
 - f. Storage of vehicles, plant, trucks, and construction materials.
4. Soil stockpiling and materials laydown will be required near the Construction Compound within the adjacent work zone, and include clean fill soil, crushed rock, reinforcement, formwork and other materials required for construction of the facility. The management of spoil will be conducted to meet the relevant regulatory requirements and elements of EPR reference CL1 Spoil Management Plan and SW5 Surface Water Management Plan. No contaminated spoil is expected to be stockpiled within the Bulleen Park & Ride Construction Compound, however if required, will be stored in accordance with the Spoil Management Plan.
 5. Refuelling to be conducted with mini tanker trucks or approved refuelling vehicles. Refuelling must not occur within 30m of a waterway as a result refuelling to occur in the construction carpark and storage area, unless a specific risk assessment has deemed the risk can be managed. Eliminate ignition sources in vicinity of refuelling operations. Switch off engines of plant and vehicles before commencing refuelling. Spill kit to be located in carpark of the compound. This is to ensure it is in close proximity to the refuelling operation.
 6. All haul roads are to be inspected to ensure that the dust suppression integrity is maintained. This is to be undertaken by the construction team throughout compound operation. Site access and egress to the Compound to have stabilised entry points such as rumble grids.

3.7.1 Working Hours

The primary use of the compound (including the Worker Car Park) will align with standard construction hours. There may be instances where the compound and Worker Car Park are required to operate at night to support works associated with utility relocations, Thompsons Rd widening, tie-in works and commissioning. Where night time operation is required the Unavoidable Works procedure will be followed as stated below.

Normal Working Hours:

Monday to Friday 7am to 6pm

Saturday 7am to 1pm

Weekend/evening Working Hours:

Monday to Friday 6pm to 10pm

Saturday 1pm to 10pm

Sunday 7am to 10pm

The construction compound will support extended hours for a limited range of less impactful works in comparison to normal daytime activities within the parking structure including the use of hand-held tools and small plant that are anticipated to comply with the Noise Management Levels (NML) contained within the NELP EPRs as per the noise modelling assessment carried out.

Unavoidable Works:

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

The unavoidable works procedure is most relevant to this Plan during operation of the site compound during night hours. 'Unavoidable works' are defined in EPR NV3 as construction works which cannot occur during normal construction hours due to the nature and constraints of the works. EPR NV3 gives the following examples of unavoidable works; they require road or rail occupations, are emergency or safety works, involve tunneling or demonstrates and justifies a need to operate outside normal working hours and exceed the noise guideline targets. For works to be justified to be unavoidable, they must be verified by the IEA before they proceed and for each instance that they are undertaken.

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

4. Management of Impacts

The compound construction (including Worker Car Park) delivery methodology is established in line with the process of risk management as described in Section 2.3.2. This process is undertaken through identifying sensitive uses, assessing the risks of construction activities to be undertaken, applying the compliance framework (EPRs) and implementing mitigations and controls to manage the identified risks.

Section 4.3 describes the application of controls which are taken from the EPR Plans, CEMP and WEMPs to manage the risks and impacts of the construction activities. Refer to Section 7 for a high-level description of CPB's Environmental Management System (**EMS**), including documents and plans, more information can be found within the CEMP.

4.1 Identification of Sensitive Users

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

The location of the Bulleen Park & Ride Construction Compound may have impacts on the following sensitive users:

- 1) Residents on the following streets
 - a) Kampman Street
 - b) Thompsons Road
 - c) Sandra Street
- 2) Businesses
 - a) BWS Vic / Tas State Office / Training Facility
 - b) Dan Murphy's Bulleen
 - c) Manningham Hotel & Club
- 3) Sports and Recreation Facilities
 - a) Boroondarra Tennis Centre

Section 3.4 justifies the location of the construction compound in reference to avoiding, minimising and mitigation impacts on these sensitive users. These sensitive receptors in relation to the compound placement and the overall construction work boundary can be seen in **Figure 2**.

The consultation and engagement that has occurred and is ongoing in relation to the management of these sensitive receptors is detailed within Section 6.1.

4.2 EPR Compliance

The applicable EPRs have been addressed through development of project specific management plans or procedures and controls that will be implemented across the Early Works and, where applicable, for this Plan. The EPR Plans listed in Table 6 will be developed and implemented for activities associated with the Early Works Package.

EPRs that directly relate to this Plan and a summary of how each relevant EPR will be complied with is detailed in **Appendix A**. Appendix A outlines the proposed compliance documentation, including management plans or documents, consultation, timing and compliance monitoring that will be undertaken by CPB to address relevant EPRs.

Table 6: Early Works Package - EPR Plans

| EPR Sub Plan Number | EPR Sub Plan Name | Relevance to this Plan |
|------------------------------|---|---|
| NEL-EW-CPB-1990-EEE-PLN-0004 | Dust and Air-quality Management and Monitoring Plan (AQ1) | The Dust and Air Quality Management and Monitoring Plan details the overarching management methods and controls in relation to dust and air quality. The operations and activities within the construction compound will adhere to the management plan. |

| EPR Sub Plan Number | EPR Sub Plan Name | Relevance to this Plan |
|------------------------------|--|---|
| NEL-EW-CPB-1990-EEE-PLN-0005 | Tree Removal Plan (AR1) | EPR Plan: Tree Removal Plan outlines the broad Early Works management procedures that will be followed by the construction compound works. Definitive tree removal guidance is outlined in the Bulleen Park and Ride WEMP. This features site specific arborist reports for all trees that are to be removed within Bulleen Park & Ride Construction Compound and work zone. |
| NEL-EW-CPB-1990-EEE-PLN-0006 | Tree Protection Plan (AR2) | EPR Plan: Tree Protection Plan to be followed for the Construction Compound works. This plan outlines management procedures in relation to TPZs. Definitive tree protection guidance will be outlined in the Bulleen Park and Ride WEMP. This will feature site specific arborist reports for all trees that are to be protected within Bulleen Park & Ride Construction Compound and work zone. |
| NEL-EW-CPB-1990-EEE-PLN-0008 | Spoil Management Plan (CL1) | Spoil Management Plan will be used to manage stockpiling, soil categorisation and disposal options for the works within the construction compound. The WEMP will feature the categorisation for the construction compound areas and site-specific spoil management procedures. |
| NEL-EW-CPB-1990-EEE-PLN-0016 | Ground Movement Management Plan (GM2) | The Ground Movement Management Plan is utilised to assess the risk of ground movement from construction and use of the compound. The WEMP will include this risk assessment and document required controls. |
| NEL-EW-CPB-1990-EEE-PLN-0009 | Groundwater Management Plan (GW1) | The Groundwater Management Plan will be used to assess the impacts of the construction compound on the groundwater in the area. Worksite Environment Management Plan will document the site specific controls. |
| NEL-EW-CPB-1990-EEE-PLN-0010 | Archaeological Management Plan (HH2) | The Archaeological Management Plan has been utilised to assess the compound site and there are no heritage places in close proximity. Note: Cultural heritage will be managed under the Cultural Heritage Management Plan (a primary approval – not EPR Plan). |
| NEL-EW-CPB-1990-EEE-PLN-0003 | Construction Noise and Vibration Management Plan (NV3) | The Construction Noise and Vibration Management Plan outlines the monitoring and guidelines to minimise noise impacts on sensitive receptors outlined in Section 4.1. |

| EPR Sub Plan Number | EPR Sub Plan Name | Relevance to this Plan |
|------------------------------|--|---|
| NEL-EW-CPB-1990-EEE-PLN-0011 | Surface Water Management Plan (SW5) | Controls relating to surface water run-off from the construction compound will be established in accordance with the Surface Water Management Plan. |
| NEL-EW-CPB-1990-ESU-PLN-0001 | Sustainability Management Plan (SCC1) | <p>The Sustainability Management Plan is utilised to assess compound sites for sustainable opportunities.</p> <p>This construction compound has an opportunity to undertake sustainable initiatives such as integration of renewable energy, adherence to Wfs-5 Site Compounds in IS version 2.0, and water retention to contribute to the Project's sustainability objectives.</p> |
| NEL-EW-CPB-1990-CTM-PLN-0001 | Transport Management Plan (T2) | Construction compounds have various interface with community-based pedestrians, cyclists and vehicle traffic as well as generating additional traffic due to the introduction of construction workers to the area. The Transport Management Plan addresses the transport related concerns that may arise throughout the duration of the construction compound lifecycle and presents clear solutions in order to keep the compound environment safe |
| NEL-EW-CPB-1990-EEE-PLN-0012 | Flood Emergency Management Plan (SW7) | The Flood Emergency Management Plan will be used to outline the flood risk for the Bulleen Park & Ride Compound and evacuation procedures to manage this. |
| NEL-EW-CPB-1990-PSC-PLN-0001 | Communication and Community Engagement Management Plan (CCEMP) | The works within the Construction Compound will be undertaken as per CCEP. Communication and Community Engagement has been referenced as per Section 6 of this Plan. |

4.3 Risk Assessment Identification of Impacts

The risk to sensitive receptors and the environment has been assessed as part of the preparation of this Plan. Based on the activities detailed in Section 3, the risks below have been identified with proposed controls to manage this risk. These controls shall all be in place prior to commencement of the construction activity to which they relate.

Throughout the Early Works, project inspection, monitoring and auditing shall be conducted as directed in the CEMP and EPR Plans. Environmental Performance Reporting shall be conducted monthly and issued to NELP within the Contract Monthly Report. CPB have Weekly Environmental Inspection Checklists that will be completed to ensure that environmental controls are installed on sites as per the EPRs. The Weekly Environmental Inspection Checklist will be completed at Construction Compound locations on a rotational basis with the other worksites. The main items the checklists will consider for the Construction Compound include the implementation of the controls listed below, management procedures as per Section 4.4 and ensuring that the EPRs are being complied with as per Appendix A.

Table 7: Risk Assessment – Bulleen Park and Ride Construction Compound

| Construction activity | Associated Impact (risk) | Controls |
|--|--|--|
| Aboriginal Cultural Heritage (AH) | | |
| All works | <ul style="list-style-type: none"> Unexpected artefacts being found and potentially destroyed | <ul style="list-style-type: none"> CHMP site induction for any personnel performing works to break ground. Unexpected finds to be managed in accordance with the approved Cultural Heritage Management Plan (CHMP 15576). |
| Air Quality (AQ) | | |
| Haul Road & Hardstand Construction | <ul style="list-style-type: none"> Dust generation causing physical discomfort Deposition on buildings and vehicles causing soiling and aesthetic impacts to sensitive receptors Adverse impact to vegetation | <ul style="list-style-type: none"> Disturbed areas and haul roads to be treated with dust suppressants especially in high risk areas or on high risk days Stockpiles to be monitored, sediment fence at toe of stockpile to minimise sediment runoff Mud tracking and dust on roads to be minimised through use of stabilised site exits such as crushed rock or rumble grids and road sweepers Traffic speed limit of 10km/h to be adhered to on site Environmental Inspection Checklists to be completed as per beginning of Section 4.3. |
| Arboriculture (AR) / Flora and Fauna (FF) | | |
| All works | <ul style="list-style-type: none"> Impacts on trees Adverse impact to native vegetation Adverse impact on fauna and flora | <ul style="list-style-type: none"> All arboriculture and flora and fauna related works to be undertaken as per controls and management procedure outlined in Tree Protection EPR Plan and Tree Removal EPR Plan and CEMP Flora and Fauna sub-plan. Construction Compound and Worker Car Park locations have been selected to avoid |

| Construction activity | Associated Impact (risk) | Controls |
|---|--|---|
| | <ul style="list-style-type: none"> Commitment to minimise impacts on trees may have adverse impacts on the community. | <p>and minimise tree removal as much as possible.</p> <ul style="list-style-type: none"> All plant to remain on haul roads as much as possible to minimise damage to vegetation. For site operations within the drip zone of trees, TPZ to be established through site arborist. TPZ to be delineated with barricading as a 'no-go-zone'. Chapter 25 of the Environment Effects Statement: Ecology has been reviewed to site the compound in a location with minimal impacts to nearby existing ecology Ecological assessment to be completed prior to works as per Section 4.4.1 to determine any sensitive ecological areas in the works proximity. If a threat to an animal is evident, works are to cease. Licensed fauna handlers will be contacted for fauna relocation. |
| Landscape and visual (LV) | | |
| <p>Compound office operation</p> <p>Compound operation (Night Works)</p> <p>Worker Car Park (Night Works)</p> | <ul style="list-style-type: none"> Light spill during the use of compound office and worker Car Park outside of the standard working hours as per Section 3.7.1 resulting in impact on sensitive receptors Impact on nearby fauna habitat by disrupting natural light cycles | <ul style="list-style-type: none"> Site induction to include detail on adhering to office hours and unavoidable works process to meet the requirements of the EMF. Lighting towers will be angled and placed to avoid impact on nearby sensitive receptors Compound lighting to be installed with advice from ecologist to ensure impacts to usual animal behavioural patterns is not impacted due to the compound lighting |
| Noise and Vibration (NV) | | |
| <p>Haul road and hardstand construction</p> <p>Establishment of Compound, buildings and Worker Car Park</p> <p>Grubbing and Clearing</p> <p>Tree Removal Compound and Worker Car Park usage for Night Works</p> | <ul style="list-style-type: none"> Nuisance noise Nuisance vibration Structural damage Community concern / complaint Noise impact from nightly pre-starts and general site usage for night works | <ul style="list-style-type: none"> Undertake construction activities within the nominated hours of work, where possible. Construct and maintain noise barriers to shield significant noise generating activities or plant as required in order to comply with EMF guidelines. Noise monitoring will be conducted in accordance with the noise and vibration monitoring procedure in the CNVMP. |

| Construction activity | Associated Impact (risk) | Controls |
|---|--|---|
| Surface Water (SW) | | |
| Haul road and hardstand construction Establishment of Worker Car Park Operation of compound and buildings | <ul style="list-style-type: none"> Adverse impacts to water quality Adverse impacts to aquatic flora and fauna Damage to property, interference to amenity due to flooding risk Disturbance of watercourse stability, waterway modification Uncontrolled release of poor quality water (turbid, high/low pH, other) | <ul style="list-style-type: none"> Flood Emergency Management Plan to be present and briefed at each construction compound where applicable Silt fences around stockpiles to control sediment runoff |
| Waste Management | | |
| All works | <ul style="list-style-type: none"> Environmental impacts such as spreading of pollution or loss of biodiversity due to incorrect management of waste | <ul style="list-style-type: none"> All wastes including spoil to be classified, stored, tracked, transported and treated in accordance with contractual and regulatory requirements, including the use of licensed transporters and treatment facilities Suitable and sufficient receptacles (bins, skips, tanks, etc.) provided at work areas to facilitate correct segregation of waste. All receptacles to be labelled and used correctly to avoid contamination. |
| Hazardous Materials | | |
| All works | <ul style="list-style-type: none"> Uncontrolled release of hazardous substances from storage containers Hydrocarbon spills | <ul style="list-style-type: none"> Storage and handling of hazardous substances in accordance with AS1940:2017 and Safety Data Sheet (SDS). Hazardous substances stored in a bunded area with minimum holding capacity of 110% of the largest container within the bund or 25% of the total capacity of all containers within it, whichever is the greatest. Spill kits must be located near all hazardous substance storage units Refuelling to be conducted with mini tanker trucks. Refuelling must not occur within 30m of a waterway. Eliminate ignition sources in vicinity of refuelling operations. Switch off engines of plant and vehicles before commencing refuelling. Spill kit to be in close proximity to refuelling operation. |

4.4 Management of Environmental Sensitivities

From the environmental risk and EPR compliance assessment above some aspects of the compound have specific environmental and / or community sensitivities. These sensitivities and their risks and controls are discussed further below. These sensitivities, specifically, ecology, arboriculture, traffic impact, and noise impacts are highlighted because they are relevant to the Bulleen Park & Ride Construction Compound and Worker Car Park.

4.4.1 Ecology

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

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

The ecological assessment will be completed prior to site establishment. A report will be prepared detailing the results of the assessment, requirements for a FFG permit, avoid and minimise statement, offset calculations in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP 2017), and a map showing the location of fauna habitat requiring supervision during site clearing. The ecological assessment will be included in the Bulleen Park & Ride WEMP.

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

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

There are no EMF No-go Zones in the proximity of the construction compound. Any additional No-go Zones established for the construction compound area, such as native vegetation/trees to be retained, are to be fenced. These additional No-go Zones are to be determined by the ecology assessment and shown on the Bulleen Park & Ride WEMP. Any damage to No-go Zone fencing or signage must be reported to supervisor or Environment Manager immediately.

4.4.2 Arboriculture

In regard to arboriculture management for the Construction Compound the following documents will be used to outline management procedures and methodologies in compliance with the EPRs:

- AR1: Tree Removal Plan
- AR2: Tree Protection Plan
- CEMP including the Flora and Fauna sub-plan.

A detailed arborist assessment will be undertaken prior to works commencing to determine the exact extent of tree impacts due to the Construction Compound and the Bulleen Park and Ride Facility.

Prior to any tree removal works an ecological and arborist assessment of the Construction Compound is to be undertaken and records to be taken of proposed removals. All tree removals as per the Tree Removal Plan are to be approved by the State. Coordination of tree removal will be undertaken between the site works team, Project Environmental Representative and a qualified arborist to ensure that tree removal is minimised during the site compound setup works. Records will be maintained for any removals in order to meet EPR AR1.

All trees that will remain in the Bulleen Park & Ride site will be protected by temporary fencing in accordance with the TPZ requirements in the Tree Protection Plan. The TPZ is calculated by multiplying the tree diameter at breast height (1.4m) above ground level by 12.

Tree Protection Fencing where required is to be installed in accordance with AS 4970-2009 Protection of trees on development sites and the following methodology:

- To the extent agreed to with the Environment Team and or the Project Arborist
- Constructed from 1.8m temporary fence panels or paraweb fencing that is secured to metal pickets using fencing wire or similar.
- Braced as required to provide an adequately robust structure, and signage used to designate area as TPZ/No Go Zone.

4.4.3 Flood Risk

The Bulleen Park and Ride Construction Compound location is currently covered by an Land Subject to Inundation (LSIO) overlay. Through early planning works for the North East Link Project and the Bulleen Park and Ride Facility, it has been determined that this LSIO overlay is an old flood extent that predates the construction of the Eastern Freeway and is thus considered out of date.

The existing site conditions have been remodelled, the results showing a much smaller flood extent as an arc of water that covers the low points of the existing reserve, filling up a gully like depression within the reserve.

The Construction Compound is not located within this flood extent. Control of flood waters in the work zone will be managed as part of the Bulleen Park and Ride WEMP.

Council have been made aware of the updated overlay and have no objection to Melbourne water updating their overlays.

The Worker Car Park area will incorporate existing parking and be located adjacent to other existing parking areas. It is covered by a LSIO. This area of the site will be used as a single level, open air parking area for workers with space for up to 120 cars. A preliminary indicative parking arrangement within the designated area is shown in **Figure 6**. This has been endorsed by Manningham City Council. The site will be managed under the Bulleen Park and Ride Worker Car Park WEMP with reference to CPB's Flood Emergency Management Plan, which outlines the predictability of floods in this location and the ability to respond ahead of time to appropriately manage the flood risk. Both plans have been verified by the IEA. In light of the predictability of floods and the current uses of the site and adjacent areas, as well as the mobile nature of vehicles, no further flood modelling is considered necessary and worker parking is considered an appropriate use of the site.

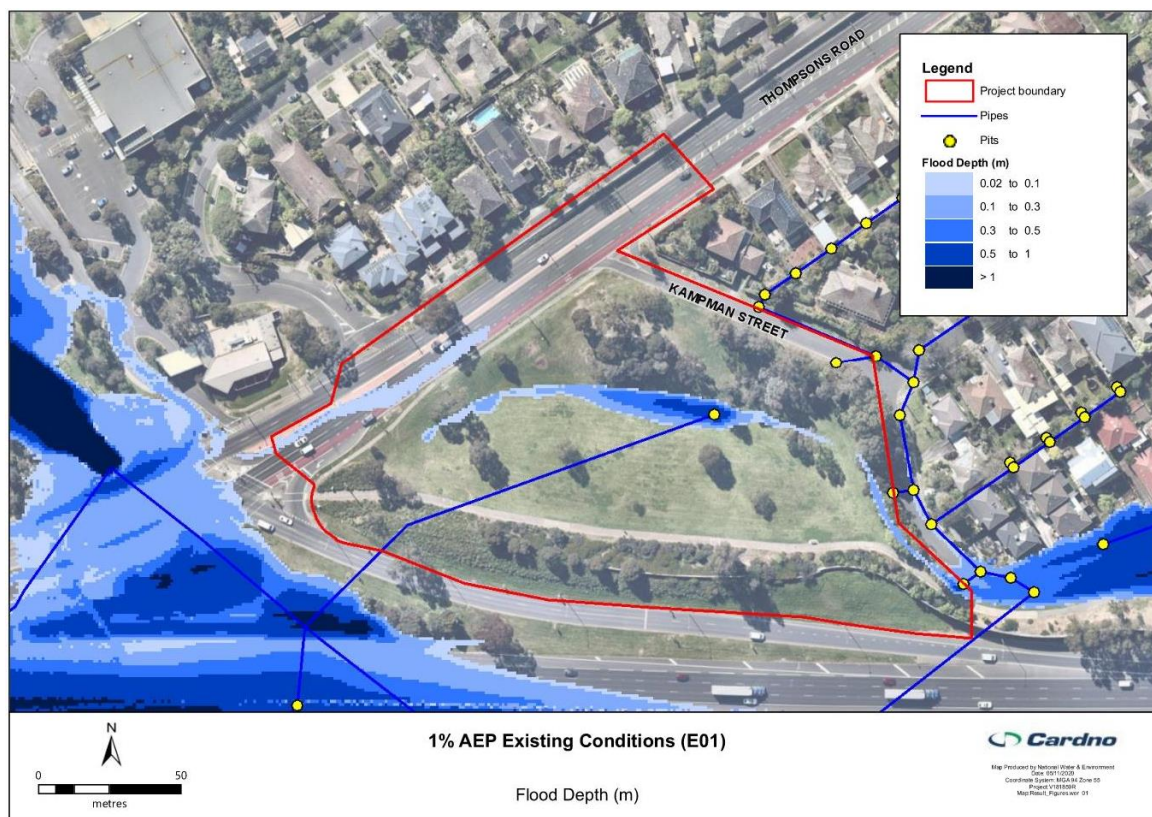


Figure 8: Koonung Reserve – Existing 1% AEP Flood Extent

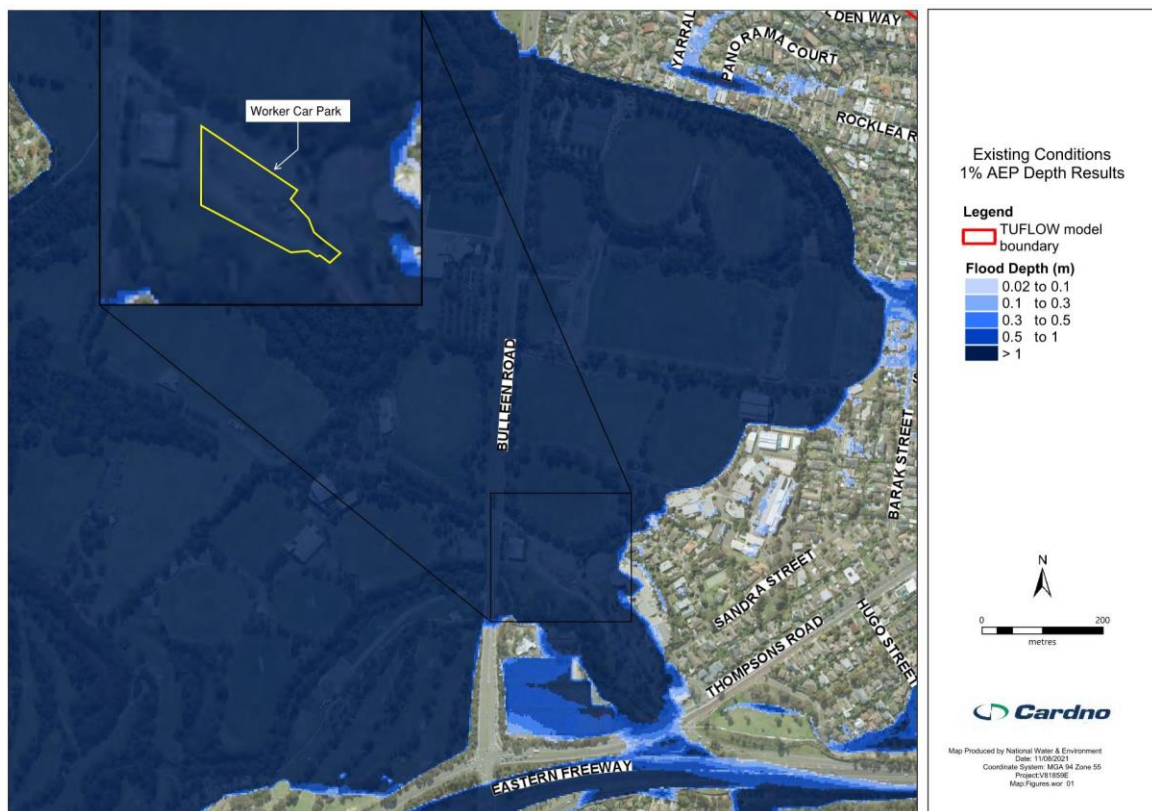


Figure 9: Worker Car Park – Existing 1% AEP Flood Extent

4.4.4 Noise

4.4.4.1 Noise Modelling

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

- Whether the use of multiple plant items simultaneously is proposed
- The existing level of ambient noise in the receiving environment.
- Whether or not night-works will occur at the location
- Duration of works; e.g. is it likely that a receiver will experience multiple days/ nights of exposure to noise from a site?
- Whether use of high impact plant / activities (piling, pipe jacking, hammering, auger, vibratory roller, other tunneling equipment, generators, excavation, rattle gun, compaction etc.) are proposed at the site
- Is the separation distance between the works and the nearest receivers less than 200 metres
- Whether or not there is natural shielding between the works and nearest receivers

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

4.4.4.2 Noise Monitoring

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

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

- In response to community enquiries: Noise monitoring may be undertaken in response to noise related complaints/enquiries to determine compliance with the construction noise limits as specified in Environment Protection Authority Victoria (EPA) Publication 1254, Noise Control Guidelines.
- Out of hours works and checking against noise modelling set for the project: Where scheduled works are outside of normal construction hours and unavoidable works, noise monitoring will be performed to check against background noise levels or against desktop noise modelling predictions.
- Construction spot checks: Construction spot check will be undertaken sporadically, during both day and night works, using a hand-held noise meter or a tripod setup with a noise meter. The measurement must be a 10-minute LAeq with extraneous noise such as road traffic excluded as best as possible for measurement. The LA90 and LA10 should also be recorded.

4.4.5 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 not too many options available to do so for the compound setup and operations as there is not a significant amount of plant to be used. An example of this would be selections of power generators that are silenced.
- Avoid using plant and equipment simultaneously adjacent to sensitive receptors where reasonably practical. The combined noise/vibration levels could be significantly less when sources operate separately.
- Letter drops and or door knocks, where appropriate, to notify receivers of potentially noisy upcoming works, where impacts are expected to be audible, and to discuss proposed mitigation.
- Locating of worker car parking facilities further from houses to reduce disruption to nearby residents caused by vehicle operation and movements during extended working hours.

Additional noise management controls are available as per CNVMP.

4.4.6 Traffic

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

Traffic controllers will be used to assist access to and from the site as required.

Measures to redirect pedestrian and cyclist movements are needed to allow for safe access around the construction work site. The pedestrian and cyclist traffic will be managed via signage and localised detours, in collaboration with the respective Councils and cycle groups where required.

5. Site Demobilisation and Restoration

Stage 1 of the Bulleen Park and Ride Construction Compound is to be constructed on land that will become the bus turn-around area of the Bulleen Park and Ride Facility. When the Stage 1 site compound is removed the crushed rock hardstand will be removed and the footpaths, barriers, asphalt and landscaping that will form part of the facility will be installed.

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

In coordination with NELP, a reinstatement plan will be devised for the Worker Car Park area once it is no longer required.

The Stage 2 Construction Compound facilities will be removed from within the multi-level carpark prior to it opening to the public.

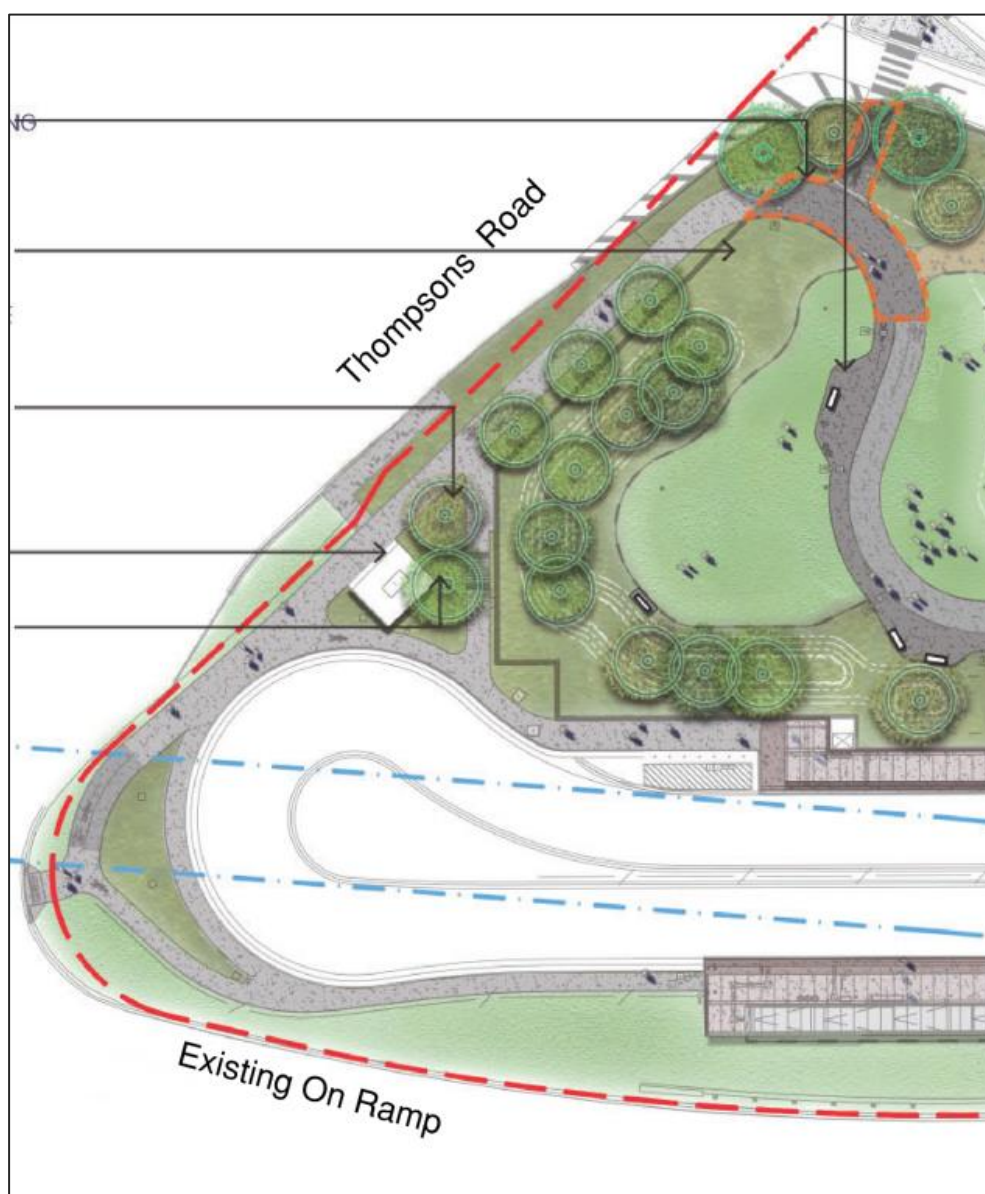


Figure 10: Excerpt from proposed UDLP Plan Showing Bus Turn Around Area

6. Communication Strategy

6.1 Community Consultation

The proposed compound is closest to residents of Kampman Street, Furneaux Grove and Thompsons Road; Residents will be consulted via letter and in person consultation about the overall package of works. Any questions or issues will be discussed and mitigated with impacted residents. The construction compound has been located at the furthest practical point from residents. The Construction Compound Stage 2 location within the intermediate level of the car park building will be below Kampman Street street level. Whilst closer to residences it will not result in any increase to environmental risk.

Manningham City Council and City of Boroondara Council will be consulted through the development and finalisation of this plan, through the NEL EW fortnightly meetings. At these meetings a number of presentations and facilitated consultation sessions will occur in relation to the establishment and the operation of the construction compound. Consultation around traffic management proposals associated with the establishment of the compound is also ongoing, adjustments will be communicated back to councils during consultation sessions.

VicRoads, emergency services and other relevant government agencies will also be consulted through the Traffic Liaison Group meetings.

This level of engagement is consistent with the CCEP and will be detailed in the Community Engagement Action Plans (CEAP) for each work zone. The CEAP will outline the specific stakeholders and sensitive receptors highlighting how they will be impacted by the works. This will be included in the construction work pack documentation.

6.2 Contact Numbers

Community number: 1800 105 105

6.3 Complaints Management

As per the CCEP, community complaints will be managed as detailed in the table below:

Table 8: Enquiries and complaints

| Expectations | How we will meet the Expectations (minimum requirements) | Responsible Person Key Contributor | Deliverables |
|--|--|---|---|
| Procedures are established for effectively dealing with community enquiries and complaints. In adherence to EPR EMF4 | CPB Contractors Enquiry and Complaints Procedures In accordance with <i>AS/NZS 10002-2014 Guidelines for complaint management in organisations</i> , 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. | 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) | Responsible Person Key Contributor | Deliverables |
|--|---|--|---|
| | 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. | | |
| Enquiries and complaints are recorded, acknowledged and resolved in a timely manner as per EPR EMF4. | <p>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:</p> <ul style="list-style-type: none"> ■ 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. <p>CPB Contractors will</p> <ul style="list-style-type: none"> ■ 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. <p>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.</p> <p>As per the project scope requirements, all complaints will include:</p> <ol style="list-style-type: none"> (1) names (where provided); (2) contact details (where provided); (3) time and date of enquiry; (4) nature of enquiry; and (5) response provided; <p>The Early Work's team will notify the State within 2 hours of receiving or becoming aware of any:</p> <ol style="list-style-type: none"> (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: <ol style="list-style-type: none"> (A) the location to which the complaint relates; and (B) the method of contact; and (C) comply at all times with the North East Link Privacy Policy and any associated policies and notify the State immediately of any | <p>Stakeholder and Community Engagement Manager</p> <p>Stakeholder and Community Engagement team</p> <p>Functional Manager(s)</p> | <p>NELP enquiry and complaints procedures adhered to. Monthly report of all enquiries and complaints. Maintain all correspondence in Consultation Manager</p> |

| Expectations | How we will meet the Expectations (minimum requirements) | Responsible Person Key Contributor | Deliverables |
|--------------|---|--|--------------|
| | suspected breaches of privacy or Personal Information held by the State or the Managing Contractor. | | |

7. CPB Contractors Management System

7.1 Environmental Management System (EMS)

The CPB EMS for the Early Works is based on the requirements of the CPB Management System and has been specifically tailored to ensure compliance with Early Works additional Environmental requirements. Further detail on the elements below is available in the CEMP, briefly in regard to the CPB EMS;

The CPB Contractors management system is certified to conform to:

- AS/NZS ISO 14001:2016 Environmental management systems – Requirements with guidance for use.

The CPB Management System has been developed and implemented to ensure a consistent approach to project delivery. The management system comprises the following components:

- Policy, Project Management Plan, Procedures and Work Instruction,
- Tools are preformatted documents such as forms and templates that are required to be completed as part of a Procedure.
- Knowledge documents are reference material to provide context, additional information or guidance to a Policy or Procedure.
- Business Applications are the software tools used to manage our business and support our operations.

7.2 Improvement

In addition to specifying the day-to-day environmental management of a project, each CCP details activities to be performed to deliver continual improvement in environmental performance.

Continual improvement is achieved through constant measurement and evaluation, audit and review of the effectiveness of this Plan and adjustment and improvement, project environmental outcomes, and CPB Contractors EMS.

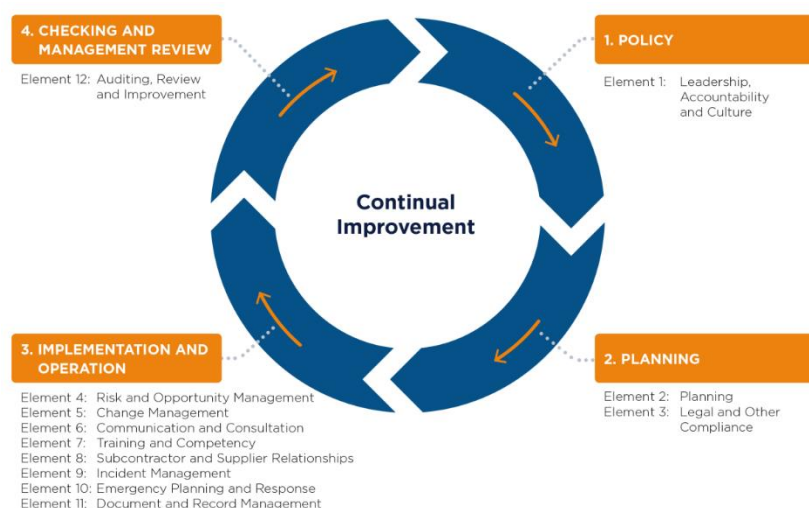


Figure 11: Continual Improvement Mechanism

7.3 CEMP

A CEMP (NEL-EW-CPB-1990-EEE-PLN-0001) has been prepared to manage the environmental risks from construction activities related to the North-East Link Early Works Project. All works within this Plan shall be undertaken in accordance with the CEMP

7.4 WEMP

Worksite Environment Management Plans Bulleen Park & Ride Hoarding & Noise Wall (NEL-EW-CPB-1500-EEE-PLN-0001), Bulleen Park & Ride Bus Facility (NEL-EW-CPB-1500-EEE-PLN-0002) and Bulleen Park & Ride Worker Car Park (NEL-EW-CPB-1500-EEE-PLN-0004) have been prepared for the construction activities associated with the establishment of this Construction Compound, Worker Car Park, and Bulleen Park & Ride works.

7.5 Review of CCP

A CPB internal review of this Plan will be conducted on a six-monthly basis or when specifically directed by the State or when there is a change in compound activities or operations. This is to ensure consistency of the works with the details and management procedures outlined in this Plan.

Appendix A: EPR Compliance

Table 9 shows aspects that are relevant to this Plan, additional EPRs are relevant to the Early Works but these are not listed here unless relevant to this Plan.

Table 9: EPR Compliance – CCP Bulleen Park & Ride

| EPR Category | EPR | Compliance | Timing, Consultation & Approval |
|--------------------------------|-------------|---|--|
| Environmental Management (EMF) | EMF1 | CPB maintains an EMS that conforms to the Australian Standard AS/NZS ISO 14001:2016. This Plan will be delivered in accordance with the Environmental Strategy and Management Plans for the Early Works Package | Systems will be maintained throughout the establishment, operation and decommissioning of the construction compound Section 7 of this Plan describes CPB's EMS |
| | EMF2 | CPB has prepared Environmental Strategy and Management Plans | Management Plans will be maintained as per EMF throughout the establishment, operation and decommissioning of the construction compound Section 7 of this Plan describes CPB's EMS |
| | EMF3 | CPB has appointed an Independent Environmental Audit (IEA) | IEA will be retained throughout the establishment, operation and decommissioning of the construction compound |
| | EMF4 | CPB operates a complaints management system consistent with AS/NZS 10002:2014 and this system shall be implemented for this Plan and the Early Works Package | Systems will be maintained throughout the establishment, operation and decommissioning of the construction compound Section 6 of this Plan describes CPB's Communication Strategy |
| Aboriginal Heritage (AH) | AH1 | All works shall be managed in accordance with the approved Cultural Heritage Management Plan (CHMP 15576). CPB shall comply with the CHMP requirements and in consultation with the Registered Aboriginal Party and Aboriginal Victoria | Compliance throughout the establishment, operation and decommissioning of the construction compound AH aspects will be covered within CEMP and WEMPs Relevant personnel (breaking ground) must complete a cultural heritage induction undertaken by the Registered Aboriginal Party (Wurundjeri) before starting works. Registered Aboriginal Party conduct audits and inspections where relevant |

| EPR Category | EPR | Compliance | Timing, Consultation & Approval |
|------------------------------|--------------|--|---|
| Dust and Air quality (AQ) | AQ1 | All works shall be managed in accordance with the Dust and Air Quality Management and Monitoring Plan | Compliance throughout the establishment, operation and decommissioning of the construction compound AQ aspects will be covered within EPR Plans and WEMPs EPA consultation for relevant aspects Site inductions cover this aspect Site environmental inspections for CCP |
| | AQ6 | Incentives to be provided for contractors and subcontractors through the Invitation to Tender (ITT) process to preferentially select on-road heavy vehicles for haulage that comply at a minimum with the Euro V European emission standards. | The 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. |
| | AQ2-5 | Not applicable to this Plan's scope | - |
| Arboriculture (AR) | AR1 | The WEMP to feature a detailed arborist assessment that will be undertaken prior to works commencing to determine the exact extent of tree impacts due to the Construction Compound and the Bulleen Park and Ride Facility. Tree Removal Plan and Tree Protection Plan to outline the high-level management procedures that the project will employ in relation to tree management. | Compliance throughout the establishment, operation and decommissioning of the construction compound High level AR management procedures to be outlined in Tree Removal and Tree Protection Plans. The WEMP to feature specific tree removal and tree protection zones for the compound. Site inductions and training cover this aspect Site environmental inspections for CCP |
| | AR2 | Trees or vegetation shall be managed in accordance with the Tree Protection Plan | As above TPZ will be installed in accordance with AS 4970-2009 Protection of trees under advice of site arborist |
| | AR3 | Not applicable to this Plan's scope | - |

| EPR Category | EPR | Compliance | Timing, Consultation & Approval |
|--------------------------------|-------------------|--|--|
| Business (B) | B5 | Minimisation and rectification of damage or impacts on third party property and infrastructure to occur in coherence to the Ground Movement Management Plan. | Not applicable – no ground movement impacts |
| | B3, B4, B6 | To minimise access and amenity impacts on businesses impacted by the Bulleen Park & Ride Construction Compound; | A community notification will be delivered to each of the businesses impacted. This is to explain the location and function of the site compound. In particular, traffic and parking arrangements will be communicated to the businesses. |
| | B7 | Protect or, where required, relocate utility assets to the reasonable satisfaction of the service provider and/or asset owners. | Relocation of utility assets to not occur as part of the setup or operation of construction compound. Existing assets will be protected in accordance with utility asset owner requirements. |
| | B1, B2, B8 | Attending business liaison groups (B8) Providing information for the business disruption mitigation plan (B1) or business relocation strategy (B2) | CPB to input (support NELP) where required for these EPRs. This may be in the form of attending Business liaison groups and providing information for the business disruption mitigation plan or business relocation strategy. |
| Contamination and Soil (CL) | CL1-CL4 | All spoil shall be managed in accordance with the Spoil Management Plan (CL1). | Worksite Environmental Management Plan to detail location of stockpiles, overview of spoil categorisation and management of different spoil types. |
| | CL5 | Manage chemicals, fuels and hazardous materials | Compliance throughout the establishment, operation and decommissioning of the construction compound Hazardous materials aspects covered in CEMP Sub-plan (CL5) and WEMP Site inductions and training cover this aspect Site environmental inspections for CCP |
| | CL6 | Not applicable to Early Works (operational EPR). | - |

| EPR Category | EPR | Compliance | Timing, Consultation & Approval |
|----------------------|------------------|---|--|
| Flora and Fauna (FF) | FF1, FF3 | Will be achieved through implementation of the Flora and Fauna Sub-plan of the CEMP and the controls listed within | Compliance throughout the establishment, operation and decommissioning of the construction compound FF aspects will be covered within CEMP Sub-plan and WEMPs Site inductions and training cover this aspect Site environmental inspections for CCP Ecology assessment prior to works commencement |
| | FF2 | Where possible the removal of native vegetation and fauna habitat shall be minimised through the siting and design of the construction compounds. | Ecological assessment to be undertaken prior to compound works, Section 4.4.1 to outline the procedure in regard to minimising impacts on native vegetation and fauna habitat. |
| | FF5 | Where species protected under the Environment Protection and Biodiversity Conservation Act 1999 or Flora and Fauna Guarantee Act 1988 are potentially impacted the relevant approvals or translocation plans must be in place | Ecology assessment prior to works commencement, FFG Permit obtained by CPB where required |
| | FF4, FF9 | Erosion and sediment controls to be installed as documented in this CCP. They will also be summarised in the WEMP. | CCP outlines implementation of environmental mitigation measures to control run off prior to commencement of site preparation activities. |
| | FF6 | Groundwater Dependent Ecosystems will not be impacted upon by compound works. Only shallow excavations will be required for compound placement. | - |
| | FF7, FF10 | No Matted Flax-lily or Studley Park Gums located within the area of this Plan | - |
| | FF8 | Minimise intense noise and vibration impacts on Australian Grayling is not applicable as the site is removed from the Yarra River | - |

| EPR Category | EPR | Compliance | Timing, Consultation & Approval |
|--------------------------|----------------------|--|---------------------------------|
| Groundwater (GW) | GW1, GW3, GW5 | Not applicable during CCP works as there are no excavations that will encroach on groundwater. Only shallow excavations will be required for the levelling of ground for hardstand and haul road construction. | - |
| | GW2, GW4 | Not applicable during CCP works as there are no excavations that will encroach on groundwater. Only shallow excavations will be required for the levelling of ground for hardstand and haul road construction. | - |
| Ground movement (GM) | GM1 | Not applicable to CCP works – see below | - |
| | GM2, GM3, GM4 | Ground movement is attributed to settlement due to large excavation depths. The construction compound establishment will have shallow excavations that are compacted to ensure a stable hardstand for the site buildings. No ground movement as a result of settlement is expected to occur. | - |
| Historical Heritage (HH) | HH1 | Not applicable, no heritage located within or nearby the Construction Compound | - |
| | HH2 | Not applicable as no heritage located within or nearby the Construction Compound | - |

| EPR Category | EPR | Compliance | Timing, Consultation & Approval |
|---------------------------|-------------------|---|--|
| | HH3 HH4 HH5 | Not applicable as no heritage located within or nearby the Construction Compound | - |
| Land Use Planning (LP) | LP1 | The location of the compound has been selected to minimise the impact to residents and to allow works to be undertaken in the adjacent locations. | The impacts to residents have been minimised in terms of reducing the site footprint and avoiding use of land that is sensitive to public amenity. |
| | LP2 – LP5 | These EPR's relate to the design of permanent works and are not applicable to the construction compound works in this plan. | - |
| Landscape and Visual (LV) | LV1 | Not applicable to CCP works, relates to permanent above-ground buildings or structures | - |
| | LV2, LV3 | The temporary and construction works shall be located, designed and carried out in accordance with this Plan. The UDS guidance will inform and manage construction impacts. | Perimeter fencing to be installed around the Bulleen Park and Ride work zone. |
| | LV4 | Not applicable to CCP works, operation only | - |
| | NV3 | All works will be carried out to minimise construction noise impacts to sensitive uses (residences) | All works shall meet noise limits within NV3 Unavoidable Works process to be followed for night works |

| EPR Category | EPR | Compliance | Timing, Consultation & Approval |
|---------------------------|---|---|--|
| Noise and Vibration (NV) | NV4, NV10 | All noise aspects shall be managed in accordance with the CNVMP | <p>Compliance throughout the establishment, operation and decommissioning of the construction compound</p> <p>Community engagement as per CCEP</p> <p>NV aspects covered in EPR Plans, CEMP and WEMPs</p> <p>EPA consultation for relevant aspects</p> <p>CNVMP shall be applicable to this Plan</p> <p>Noise modelling to inform the anticipated controls required to adhere to the noise management levels as per CNVMP.</p> <p>Mitigations as per CNVMP during works (including monitoring)</p> <p>Site inductions and training cover this aspect</p> <p>Site environmental inspections for CCP</p> |
| | NV1, NV2, NV5 – NV7, NV11 – NV16 | Not applicable during Early Works or CCP works | - |
| | NV8, NV9 | There is not expected to be any vibration impacts on amenity and structures from this Construction Compound. | - |
| Social and Community (SC) | SC1, SC3, SC4 | The requirement to develop and implement a Communications and Community Engagement Plan will ensure SC1 and SC4 is appropriately managed in accordance to the EPRs | <p>Compliance throughout the establishment, operation and decommissioning of the construction compound</p> <p>SC aspects will be covered within CEMP and WEMPs</p> <p>Site environmental inspections for CCP</p> |
| | SC2, SC5 | Responsibility of NELP. CPB to provide input where required. As per SC2, minimising the extent of construction compound land occupation is to be achieved by CPB with NELPs assistance. | Bulleen Park and Ride Construction Compound is to be occupied for the majority of the Bulleen Park & Ride construction period |

| EPR Category | EPR | Compliance | Timing, Consultation & Approval |
|--------------------|------------------------------------|---|--|
| | SC6, SC7, SC8 | Not applicable to CCP works. | - |
| Surface Water (SW) | SW1, SW3, SW5 | Discharge is not anticipated during the works within this Plan. | Compliance throughout Early Works and to a lesser extent CCP SW aspects will be covered within CEMP and WEMP Site environmental inspections for CCP |
| | SW6, SW7 | These EPRs relate to flood risk which doesn't apply to this Construction Compound | - |
| | SW4, SW8 – SW10 | Not applicable to CCP works | - |
| | SW13 | Consideration of climate change is not applicable to the short-term nature of this construction compound. Will be considered in the design of the Bulleen Park and Ride Facility. | - |
| | SW2, SW11, SW12, SW14, SW15 | Not applicable to Early Works or CCP works | - |
| | SCC1, SCC4, SCC5 | A Sustainability Management Plan will be prepared in accordance with SCC1 and will provide management procedure to comply with SCC4 and SCC5 | Compliance throughout the establishment, operation and decommissioning of the construction compound The construction compound has an opportunity to undertake sustainable initiatives such as integration of renewable energy, adherence to Wfs-5 Site Compounds in IS version 2.0, and |

| EPR Category | EPR | Compliance | Timing, Consultation & Approval |
|---|-----------------------|--|--|
| Sustainability and Climate Change (SCC) | | | water retention to contribute to the Project's sustainability objectives |
| | SCC2 | Greenhouse Gas emissions will be minimised through connecting the Construction Compound to electrical mains and purchasing green power where possible rather than using generators. If generators are required, hybrid generators are preferred. | Green power or hybrid generators to be included in ITTs (Invitation to Tenders) for the site compounds. |
| | SCC3 | Not applicable to Early Works or CCP works | - |
| Traffic and Transport (T) | T2 | Traffic shall be managed in accordance with the Transport Management Plan | Compliance throughout the establishment, operation and decommissioning of the construction compound Consultation with Department of Transport and Councils Transport aspects will be covered within TMP and WEMP Site environmental inspections for CCP |
| | T1, T3, T4, T5 | Not applicable to CCP works | - |

Appendix B: IEA Verification

**nation
partners**

SOLUTIONS
FOR COMPLEX
PROJECTS

**NELEW IEA Review and
Verification Audit:
Construction Compound
Plan - Bulleen Park and
Ride Site Compound –
Thompsons Road, Bulleen** 17 May 2022

—
NELP and CPB Contractors
Pty Ltd

VERIFICATION
STATEMENT AND
REVIEW REPORT

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Document title

NELEW IEA Review and Verification Audit:
Construction Compound Plan - Bulleen Park
and Ride Site Compound – Thompsons Road,
Bulleen

Version

1.0

Date

May 2022

Prepared by

[Redacted]

Approved by

[Redacted] (EPA Accredited Industrial Facilities
Auditor)

File name

NP18124 NELEW IEA Verification Statement and
Review Report – CCP Bulleen Park and Ride –
220517

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NELEW IEA Review and Verification Audit: Construction Compound Plan (CCP) - Bulleen Park and Ride Site Compound – Thompsons Road, Bulleen



1. Introduction

Nation Partners Pty Ltd (Nation Partners) is the Independent Environmental Auditor (IEA) for the North East Link (NEL) Early Works (EW), pursuant to the Environmental Management Framework (EMF) approved by the Minister for Planning.

This IEA Verification Statement and Review Report is associated with the Review and Verification Audit of CPB's Construction Compound Plan (CCP) - Bulleen Park and Ride Site Compound – Thompsons Road, Bulleen (herein referred to as CCP Bulleen Park and Ride) and provides the:

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

Refer to the *NELEW IEA Review and Verification Audit: Construction Compound Plan - Bulleen Park and Ride Site Compound*, dated 26 March 2021, for the IEA's previous review and verification of Revisions A and C of the CCP Bulleen Park and Ride.

Refer to the *NELEW IEA Review and Verification Audit: Construction Compound Plan - Bulleen Park and Ride Site Compound*, dated 8 October 2021, for the IEA's previous review and verification of Revisions 00.01 and 00.02 of the CCP Bulleen Park and Ride.

Refer to the *NELEW IEA Review and Verification Audit: Construction Compound Plan - Bulleen Park and Ride Site Compound*, dated 28 October 2021, for the IEA's previous review and verification of Revision 02 of the CCP Bulleen Park and Ride.

2. Verification Statement

Nation Partners Pty Ltd, in its capacity as Independent Environmental Auditor (IEA) for the North East Link (NEL) Early Works (EW) pursuant to the Environmental Management Framework (EMF) approved by the Minister for Planning, verifies that CPB Contractors Pty Ltd's (CPB) Construction Compound Plan (CCP) - Bulleen Park and Ride Site Compound – Thompsons Road, Bulleen (Document #: NEL-EW-CPB-1500-EPA-PLN-0001; Revision: 03; Dated: 16/05/2022) complies with the Project contract including the EMF and Environmental Performance Requirements (EPRs), conditions of Project approvals, and is in general accordance with the approved Urban Design Strategy (as applicable to the verified document).

3. Review Scope and Approach

Review of the CCP Bulleen Park and Ride considered applicable Project contract requirements associated with the following:

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

The approach undertaken for the Review and Verification Audit of the CCP Bulleen Park and Ride comprised:

- First version of the document submitted to the IEA:
 - Review of the document considering whether those Project contract requirements addressed in the document had been addressed adequately, including taking into account technical adequacy and effectiveness of actions proposed to comply with the EMF and EPRs; and,
 - Undertake a cross-check of the document against the Project contract requirements to identify conditions that had: either not been addressed; or were not considered to have been adequately addressed within the document.
- Subsequent versions of the document submitted to the IEA:
 - Review of the document considering whether findings/comments from the previous IEA review and Project contract requirements had been addressed adequately in the latest version of the document, including taking into account technical adequacy and effectiveness of actions proposed to comply with the EMF and EPRs.
- Findings arising from review of each revision of the document were represented as comments on a Comments Review Sheet (refer to Section 4 and Appendix A).
- Findings/comments arising from review of each revision of the document were subsequently returned to CPB to be addressed accordingly.
- Provision of this report, including the Verification Statement, once the findings/comments were considered by the IEA to have been adequately addressed by CPB.
(Note: no subsequent versions of this document were required to be submitted to the IEA. Refer to Table 3.1 and Section 4. for further details.)

Details of the CCP Bulleen Park and Ride revisions subject to this Review and Verification Audit are provided in Table 3.1.

Table 3.1: CCP Bulleen Park and Ride revisions subject to this IEA Review and Verification Audit

| Revision | Remarks/scope of document | Date submitted by CPB to IEA | Date IEA review findings/ comments provided to CPB | Date verified by IEA |
|----------|--|------------------------------|--|----------------------|
| 03 | Amended document submitted to IEA for review | 16/05/2022 | 17/05/2022 | 17/05/2022 |

Details of the CCP Bulleen Park and Ride revisions subject to previous Review and Verification Audit are provided in Table 3.2.

Table 3.2: CCP Bulleen Park and Ride revisions subject to previous IEA Review and Verification Audit

| Revision | Remarks/scope of document | Date submitted by CPB to IEA | Date IEA review findings/ comments provided to CPB | Date verified by IEA |
|----------|--|---|--|----------------------|
| A | Initial document submitted to NELP and IEA for review | 28/01/2021 | 10/02/2021 | Not verified |
| C | Revised following IEA findings/comments on Rev A | 19/03/2021 and subsequently replaced by CPB on 24/03/2021 | 25/03/2021 | 26/03/2021 |
| 00.01 | Amended to include the worker carpark | 07/09/2021 | 21/09/2021 | Not verified |
| 00.02 | Revised following IEA findings/comments on Rev 00.01 | 04/10/2021 | 08/10/2021 | 08/10/2021 |
| 02 | Amended to clarify potential extent of flooding impact | 28/10/2021 | 28/10/2021 | 28/10/2021 |

4. IEA Review Findings

For findings associated with previous CCP Bulleen Park and Ride revisions refer to previous IEA Verification Statement and Review Reports dated 26 March 2021, 8 October 2021, and 28 October 2022.

The IEA's review did not identify any findings associated with the CCP Bulleen Park and Ride Revision 03 and consequently the IEA has verified this revision, as outlined in Table 3.1.



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