

APPENDIX A ENVIRONMENTAL PERFORMANCE REQUIREMENTS

The EES included an extensive list of EPRs that set the environmental standards the project must achieve. The EPRs were refined by the proponent throughout the course of the IAC hearing in response to submissions and evidence. The proponent tabled 'Version 6' of the EPRs to the IAC on the final day of the hearing. The IAC produced a table at Appendix F of its report, where it set out its recommended changes to this version of the EPRs. Both versions of the EPRs are presented in Table A2 (overleaf), along with further recommendations that I have made, as a result of my assessment. All versions are presented to provide readers an insight into the evolution of the EPRs over the course of the EES process. EPRs are provided in categories as indicated by an identifier listed in Table A1.

The EPRs use the phrases 'to the satisfaction of' and 'in consultation with'. An example is 'The Environmental Management Strategy covers the construction and operations phases of the Project and is to be prepared to the satisfaction of the Minister for Planning'. This example means that the Minister for Planning needs to approve the Environmental Management Strategy. An example for 'in consultation with' is 'Develop and undertake an ambient air quality monitoring program in consultation with EPA to measure the air quality impacts'. This example means that the proponent must consult EPA to inform its development and implementation of the ambient air quality monitoring program.

The incorporated document will require the proponent's Environmental Management Strategy to outline how the EPRs will be implemented including setting out the process and timing for development of plans and procedures required by the EPRs.

Table A1. Environmental performance requirement ID.

ID	EPR
EMP	Environmental management framework
AQP	Air quality
BP	Business
CHP	Cultural heritage (historical)
CSP	Contaminated soil and spoil
EP	Ecology
GGP	Greenhouse gas
GMP	Ground movement and land stability
GWP	Groundwater
LPP	Land use and planning
LVP	Landscape and visual
NVP	Noise and vibration
SP	Social and community
SW	Surface water
TP	Transport
WMP	Waste management

Table A2: Assessment of environmental performance requirements.

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
		Environmental management framework			
EMP1	All	<p>Environmental Management Strategy Prepare an Environmental Management Strategy to provide an overarching framework to address Environmental Requirements including relevant environmental Laws, Key Approvals, Approval conditions, the Environmental Performance Requirements (EPRs). The Environmental Management Strategy covers the construction and operations phases of the Project and is to be prepared to the satisfaction of the Minister for Planning under the Incorporated Document applicable to the Project.</p> <p>The Environmental Management Strategy must incorporate an Environmental Management System that complies with AS/NZS ISO 14001: Environmental management systems – requirements with guidance for use for construction and operation.</p>	<p>Environmental Management Strategy Prepare an Environmental Management Strategy to provide an overarching framework to address Environmental Requirements including relevant environmental Laws, Key Approvals, Approval conditions, the Environmental Performance Requirements (EPRs). The Environmental Management Strategy covers the construction and operations phases of the Project and is to be prepared to the satisfaction of the Minister for Planning under the Incorporated Document applicable to the Project.</p> <p>The Environmental Management Strategy must incorporate an Environmental Management System that complies with AS/NZS ISO 14001: Environmental management systems – requirements with guidance for use for construction and operation.</p> <p><u>The approved EMS must be made publicly available.</u></p>	IAC recommendation supported with minor amendment to ensure that the EMS is publicly available on a website.	<p>Environmental Management Strategy Prepare an Environmental Management Strategy to provide an overarching framework to address environmental requirements including relevant environmental laws, key approvals, approval conditions, the environmental performance requirements (EPRs). The Environmental Management Strategy covers the construction and operations phases of the project and is to be prepared to the satisfaction of the Minister for Planning under the Incorporated Document applicable to the project.</p> <p>The Environmental Management Strategy must incorporate an Environmental Management System that complies with AS/NZS ISO 14001: Environmental management systems – requirements with guidance for use for construction and operation.</p> <p>The approved EMS <u>Environmental Management Strategy</u> must be made publicly available <u>on a clearly identifiable website for at least five years after the commencement of operation of the project.</u></p>
EMP2	All	<p>Environmental Management Plans Prepare and implement a Construction Environmental Management Plan (CEMP), Worksite Environmental Management Plans (WEMPs), Operations Environmental Management Plan (OEMP) and other plans as required by the Environmental Performance Requirements (EPRs) in accordance with the Environmental Management Strategy.</p> <p>The development of the Environmental Management Strategy, the CEMP, the WEMPs and OEMP must include consultation with relevant councils, VicRoads, Melbourne Water, EPA Victoria and other authorities as relevant. These consultation processes must be described in the Environmental Management Strategy.</p> <p>The CEMP must be prepared in accordance with EPA Victoria Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996).</p>	<p>Environmental Management Plans Prepare and implement a Construction Environmental Management Plan (CEMP), Worksite Environmental Management Plans (WEMPs), Operations Environmental Management Plan (OEMP) and other plans as required by the Environmental Performance Requirements (EPRs) in accordance with the Environmental Management Strategy.</p> <p>The development of the Environmental Management Strategy, the CEMP, the WEMPs and OEMP must include consultation with relevant councils, VicRoads, Melbourne Water, EPA Victoria and other authorities as relevant. These consultation processes must be described in the Environmental Management Strategy.</p> <p>The CEMP must be prepared in accordance with EPA Victoria Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996) <u>and must be to the satisfaction of the IREA.</u></p>	IAC recommendation supported with minor amendment.	<p>Environmental Management Plans Prepare and implement a Construction Environmental Management Plan (CEMP), Worksite Environmental Management Plans (WEMPs), Operations Environmental Management Plan (OEMP) and other plans as required by the Environmental Performance Requirements (EPRs) in accordance with the Environmental Management Strategy.</p> <p>The development of the Environmental Management Strategy, the CEMP, the WEMPs and OEMP must include consultation with relevant councils, VicRoads, Melbourne Water, EPA Victoria and other authorities as relevant. These consultation processes must be described in the Environmental Management Strategy.</p> <p>The CEMP must be prepared in accordance with EPA Victoria Publication 480, Environmental Guidelines for Major Construction Sites (EPA 1996). <u>The CEMP and OEMP must be prepared to the satisfaction of the IREA.</u></p>
EMP3	Pre-construction, construction, operation	<p>Environmental compliance Appoint an Independent Reviewer and Environmental Auditor to review and approve the CEMP and OEMP to ensure compliance with the Environmental Management Strategy and EPRs and to undertake environmental audits of compliance with the approved Environmental Management Strategy, CEMP, WEMPs and OEMP. The IREA must produce six monthly audit reports to the State during construction for provision to the Minister of Planning and other approval authorities as appropriate.</p>	<p>Environmental compliance Appoint an Independent Reviewer and Environmental Auditor to review and approve the CEMP and OEMP to ensure compliance with the Environmental Management Strategy and EPRs and to undertake environmental audits of compliance with the approved Environmental Management Strategy, CEMP, WEMPs and OEMP. The IREA must produce six monthly audit reports to the Minister for Planning <u>Minister for Planning</u> during construction for provision to the Minister of Planning and other approval authorities as appropriate. <u>Audit reports must be made publicly available.</u></p>	IAC recommendation supported with minor amendment.	<p>Environmental compliance Appoint an Independent Reviewer and Environmental Auditor to review and approve the CEMP and OEMP to ensure compliance with the Environmental Management Strategy and EPRs and to undertake environmental audits of compliance with the approved Environmental Management Strategy, CEMP, WEMPs and OEMP. The IREA must produce six monthly audit reports <u>which Western Distributor Authority must forward</u> to the Minister for Planning during construction and other approval authorities as appropriate. Audit reports must be made publicly available.</p>
EMP4	Pre-construction, construction	<p>Complaints management system Prior to the commencement of works, other than preparatory works as referred to in the Incorporated Document), develop and implement a process for the recording, management, and resolution of complaints from affected stakeholders consistent with Australian Standard AS/NZS 100002: 2014 Guidelines for Complaint Management in Organisations.</p> <p>The complaints management system must be consistent with the Communications and Community Engagement Plan required under EPR SP2.</p>	EPR supported.	Version 6 EPR supported.	<p>Complaints management system Prior to the commencement of works, other than preparatory works as referred to in the Incorporated Document), develop and implement a process for the recording, management, and resolution of complaints from affected stakeholders consistent with Australian Standard AS/NZS 100002:2014 Guidelines for Complaint Management in Organisations.</p> <p>The complaints management system must be consistent with the Communications and Community Engagement Plan required under EPR SP2.</p>
		Air quality			
AQP1	Detailed design, operation	<p>Tunnel ventilation system design Design and implement a tunnel ventilation system to meet the requirements of the SEPP (AQM) and in accordance with the</p>	<p>Tunnel ventilation system design Design, and implement <u>and maintain</u> a tunnel ventilation system to meet the requirements of the SEPP (AQM) and in accordance with the</p>	Recommend that the EPR is confined to design and construction as tunnel ventilation will	<p>Tunnel ventilation system design Design, implement and maintain <u>and construct</u> a tunnel ventilation system to meet the requirements of the SEPP (AQM) and in accordance with the requirements of the EPA Victoria Works Approval.</p>

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
		requirements of the EPA Victoria Works Approval.	requirements of the EPA Victoria Works Approval.	be operated in accordance with the EPA discharge license. Pollution control equipment is discussed in this EPR as it is a design matter.	including provision for retrofitting of tunnel ventilation pollution control equipment if subsequently required.
AQP2	Detailed design, operation	Zero portal emissions Design and implement a tunnel ventilation system to achieve zero portal emissions.	EPR supported.	Version 6 EPR supported.	Zero portal emissions Design and implement a tunnel ventilation system to achieve zero portal emissions.
AQP3	Detailed design, operation	In tunnel air quality Design and implement a tunnel ventilation system to introduce and remove air from the tunnels to meet in tunnel air quality requirements for carbon monoxide (CO) listed below including provision for the retrofitting of pollution control equipment. Achieve a longitudinal air velocity in the Tunnels not exceeding 10 metres/second. In tunnel air quality must meet the following CO standards: <ul style="list-style-type: none"> • Maximum peak value of 150ppm • 15 min. average of 50ppm • 2-hour average of 25ppm. 	In tunnel air quality Design and implement a tunnel ventilation system to introduce and remove air from the tunnels to meet in tunnel air quality requirements for carbon monoxide (CO) and best practice standards for NO₂ listed below including provision for the retrofitting of pollution control equipment. installation of tunnel ventilation pollution control equipment to reduce pollutant emission levels at the tunnel exhaust to the metropolitan background level; or another level agreed with the EPA. Achieve a longitudinal air velocity in the Tunnels not exceeding 10 metres/second. In tunnel air quality must meet the following CO standards: <ul style="list-style-type: none"> • Maximum peak value of 150ppm • 15 min. average of 50ppm • 2-hour average of 25ppm. • In tunnel air quality standard for NO₂ of 0.5 ppm as a rolling 15-minute average. • Apply best practice Australian management techniques to minimise impact on health from in tunnel exposure to PM_{2.5} and PM₁₀. 	Remove reference to installation of tunnel pollution control equipment. Retrofitting pollution control equipment is provided for in EPR AQP1.	In tunnel air quality Design and implement a tunnel ventilation system to introduce and remove air from the tunnels to meet in tunnel air quality requirements for carbon monoxide (CO) and best practice standards for NO ₂ listed below. including installation of tunnel ventilation pollution control equipment to reduce pollutant emission levels at the tunnel exhaust to the metropolitan background level; or another level agreed with the EPA. Achieve a longitudinal air velocity in the Tunnels not exceeding 10 metres/second. In tunnel air quality must meet the following CO standards: <ul style="list-style-type: none"> • Maximum peak CO value of 150ppm • 15-min. average CO value of 50ppm • 2-hour average CO value of 25ppm • 15-minute average NO₂ value of 0.5 ppm. Apply best practice Australian management techniques to minimise impact on health from in tunnel exposure to PM _{2.5} and PM ₁₀ .
AQP4	Construction, operation	Ambient air quality monitoring Develop and undertake an ambient air quality monitoring program to measure the air quality impacts of West Gate Tunnel Project, including at least one year of monitoring before operation, and five years post opening of the Freeway, or such lesser period as agreed with EPA Victoria. Results of the monitoring are to be made publicly available on a website related to the project, or through EPA Victoria's Air Watch website on a quarterly basis.	Ambient air quality monitoring Develop and undertake an ambient air quality monitoring program in consultation with the EPA to measure the air quality impacts of West Gate Tunnel Project, including at least one year of monitoring before operation, and five years post opening of the Freeway Project , or such lesser period as agreed with EPA Victoria. Results of the monitoring are to be made publicly available on a website related to the Project, or through EPA Victoria's Air Watch website on a quarterly basis.	Recommend monitoring during the entire construction period and inclusion of specific monitoring sites.	Ambient air quality monitoring Develop and undertake an ambient air quality monitoring program in consultation with EPA to measure the air quality impacts of West Gate Tunnel Project, including at least one year of monitoring during construction before operation , and five years post opening of the Project, or such lesser lesser period as agreed with EPA Victoria at the following air quality monitoring station locations: <ul style="list-style-type: none"> • Millers Road (north of the West Gate Freeway), Brooklyn • Primula Avenue, Brooklyn • Donald McLean Reserve, Spotswood • Francis Street, Yarraville • Woods Street, Yarraville • Yarraville Gardens, Yarraville. Results of the monitoring are to be made publicly available on a website related to the project, or through EPA Victoria's Air Watch website on a monthly basis.
AQP5	Operation	In-tunnel air quality and ventilation structure emissions compliance Monitor the in-tunnel air quality and ventilation structure emissions during operation of the ventilation system to demonstrate compliance with EPR AQP3, SEPP (Air Quality Management) and the EPA Victoria licence to the satisfaction of EPA Victoria. Report the monitoring results publicly on a quarterly basis for five years post opening of the Freeway or such lesser period as agreed with EPA Victoria. Take remedial action if Environmental Requirements are not met, in consultation with EPA Victoria.	In-tunnel air quality and ventilation structure emissions compliance Monitor the in-tunnel air quality and ventilation structure emissions during operation of the ventilation system to demonstrate compliance with EPR AQP3, SEPP (Air Quality Management) and the EPA Victoria licence to the satisfaction of EPA Victoria. Report the monitoring results publicly on a quarterly basis for five years post opening of the Freeway Project or such lesser period as agreed with EPA Victoria. Take remedial action if Environmental Requirements are not met, in consultation with to the satisfaction of EPA Victoria.	Recommend direct cross-reference to standards set out in APQ3.	In-tunnel air quality and ventilation structure emissions compliance Monitor the in-tunnel air quality and ventilation structure emissions during operation of the ventilation system to demonstrate compliance with EPR AQP3, SEPP (Air Quality Management) and the EPA Victoria licence to the satisfaction of EPA Victoria. Report the monitoring results publicly on a quarterly basis for five years post opening of the Project or such lesser lesser period as agreed with EPA Victoria. Take remedial action, to the satisfaction of EPA Victoria, if standards outlined in AQP3 Environmental Requirements are not met, to the satisfaction of EPA Victoria.

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
AQP6	Construction	<p>Air quality during construction</p> <p>Manage construction activities in accordance with EPA Victoria Publication 480 Guidelines for Major Construction Sites, to maintain air quality to a standard which does not prejudice the health and amenity of nearby residents, open spaces and community facilities.</p> <p>Develop and implement an Air Quality Management and Monitoring Plan (AQMMP) including in respect of dust, odour, and construction vehicle emissions to minimise impacts during construction, including setting out requirements and methods for:</p> <ul style="list-style-type: none"> Identifying sources and nature of airborne pollutants Identifying the location of sensitive receptors Monitoring Mitigation options to minimise impacts on local air quality Procedures for record keeping and reporting. 	<p>Air quality during construction</p> <p>Manage construction activities in accordance with EPA Victoria Publication 480 Guidelines for Major Construction Sites, to maintain air quality to a standard which does not prejudice the health and amenity of nearby residents, open spaces and community facilities.</p> <p>Develop and implement an Air Quality Management and Monitoring Plan (AQMMP) <u>as part of the CEMP</u> including in respect of dust, odour, and construction vehicle emissions to minimise impacts during construction, including setting out requirements and methods for:</p> <ul style="list-style-type: none"> Identifying sources and nature of airborne pollutants Identifying the location of sensitive receptors Monitoring Mitigation options to minimise impacts on local air quality Procedures for record keeping and reporting. 	IAC recommendation supported.	<p>Air quality during construction</p> <p>Manage construction activities in accordance with EPA Victoria Publication 480 Guidelines for Major Construction Sites, to maintain air quality to a standard which does not prejudice the health and amenity of nearby residents, open spaces and community facilities.</p> <p>Develop and implement an Air Quality Management and Monitoring Plan (AQMMP) as part of the CEMP including in respect of dust, odour, and construction vehicle emissions to minimise impacts during construction, including setting out requirements and methods for:</p> <ul style="list-style-type: none"> Identifying sources and nature of airborne pollutants Identifying the location of sensitive receptors Monitoring Mitigation options to minimise impacts on local air quality Procedures for record keeping and reporting.
AQP	Operation		<p>Roadside air quality</p> <p><u>Implement a roadside monitoring program for PM_{2.5} that is designed in consultation with EPA and the community (program co-design). Results of the monitoring are to be made publicly available daily on an accessible website or through EPA's Air Watch website.</u></p>	IAC recommendation not supported. The amended AQP4 will adequately address roadside monitoring.	
AQP7	Operation		<p>Roadside air quality mitigation strategy</p> <p><u>Develop and implement a roadside air quality mitigation strategy, to the satisfaction of the EPA, for specific locations that are shown to have deteriorating air quality as a result of the Project.</u></p>	IAC recommendation supported.	<p>Roadside air quality mitigation strategy</p> <p>Develop and implement a roadside air quality mitigation strategy, to the satisfaction of the EPA, for specific locations <u>where post-construction monitoring shows are shown to have deteriorating a significant deterioration of</u> air quality as a result of the Project.</p>
		Business			
BP1	Detailed design, construction	<p>Damage or impacts on third party property and infrastructure</p> <p>Through detailed design and construction, design and construct the works to minimise, to the extent practicable, impacts to, and interference with, third party property and infrastructure and to ensure that infrastructure and property is protected during construction and operation. Any damage caused to property or infrastructure as a result of the Project must be appropriately remedied in consultation with the property or asset owner.</p>	<p>Damage or impacts on third party property and infrastructure</p> <p>Through detailed design and construction, <u>and in consultation with relevant land owners and parties as necessary</u>, design and construct the works to minimise, to the extent practicable, impacts to, and interference with, third party property and infrastructure and to ensure that infrastructure and property is protected during construction and operation. Any damage caused to property or infrastructure as a result of the Project must be appropriately remedied in consultation with the property or asset owner.</p>	IAC recommendation supported.	<p>Damage or impacts on third party property and infrastructure</p> <p>Through detailed design and construction, and in consultation with relevant land owners and parties as necessary, design and construct the works to minimise, to the extent practicable, impacts to, and interference with, third party property and infrastructure and to ensure that infrastructure and property is protected during construction and operation. Any damage caused to property or infrastructure as a result of the Project must be appropriately remedied in consultation with the property or asset owner.</p>
BP2	Detailed design, construction	<p>Access and amenity for business and commercial facilities</p> <p>Access to and amenity for potentially affected business and commercial facilities must be protected, where practicable, by responding to the Project urban design principles and vision and implementing the principles of Crime Prevention Through Environmental Design.</p> <p>Any reduction in the level of access, amenity or function of any business or commercial facility must be minimised to the duration necessary to carry out the relevant construction related works. Potentially affected business and commercial facilities must be provided with adequate notification of potential impacts and temporary access arrangements.</p> <p>All permanent access to business and commercial facilities affected by the works is to be restored, or relocated as agreed with the relevant property owner, including associated landscaping and restoration works, and temporary access arrangements put in place for the duration of construction must be removed when construction has ceased.</p>	<p>Access and amenity for business and commercial facilities</p> <p>Access to, and amenity <u>of, for</u> potentially affected business and commercial facilities must be protected, where practicable, by responding to the Project urban design principles and vision and implementing the principles of Crime Prevention Through Environmental Design.</p> <p>Any reduction in the level of access, amenity or function of any business or commercial facility must be minimised to the <u>extent and duration</u> necessary to carry out the relevant construction related works. Potentially affected business and commercial facilities must be provided with adequate notification of potential impacts and temporary access arrangements. <u>Emergency access must be maintained at all times.</u></p> <p>All permanent access to business and commercial facilities affected by the works is to be restored, or relocated as agreed with the relevant property owner, including associated landscaping and restoration works, and temporary access arrangements put in place for the duration of construction must be removed when construction has ceased.</p>	IAC recommendation supported.	<p>Access and amenity for business and commercial facilities</p> <p>Access to, and amenity of, potentially affected business and commercial facilities must be protected, where practicable, by responding to the Project urban design principles and vision and implementing the principles of Crime Prevention Through Environmental Design.</p> <p>Any reduction in the level of access, amenity or function of any business or commercial facility must be minimised to the extent and duration necessary to carry out the relevant construction related works. Potentially affected business and commercial facilities must be provided with adequate notification of potential impacts and temporary access arrangements. Emergency access must be maintained at all times.</p> <p>All permanent access to business and commercial facilities affected by the works is to be restored, or relocated as agreed with the relevant property owner, including associated landscaping and restoration works, and temporary access arrangements put in place for the duration of construction must be removed when construction has ceased.</p>
BP3	Construction	<p>Screening</p> <p>Screening must be erected at the boundary of construction sites that adjoin residential or commercial properties, consistent with the</p>	<p>Screening</p> <p>Screening must be erected at the boundary of construction sites that adjoin residential or commercial properties, consistent with the</p>	IAC recommendation supported.	<p>Screening</p> <p>Screening must be erected at the boundary of construction sites that adjoin residential or commercial properties, consistent with the</p>

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		surrounding context, in consultation with affected property owners and occupiers.	surrounding context, in consultation with the relevant local councils , affected property owners and occupiers.		surrounding context, in consultation with the relevant local councils, affected property owners and occupiers.
BP4	All	<p>Impacts on operation of community, private recreation and council facilities</p> <p>Where the operation of community, private recreation and council facilities is directly impacted by the Project, mitigation and management measures must be implemented in consultation with the appropriate stakeholders including the relevant local council to minimise these impacts to the extent practicable.</p>	<p>Impacts on operation of community, private recreation and council facilities <u>and services</u></p> <p>Where the operation of community, private recreation and council facilities <u>and services are</u> is directly impacted by the Project, mitigation and management measures must be implemented in consultation with the appropriate stakeholders including the relevant local council to minimise these impacts to the extent practicable.</p>	IAC recommendation supported.	<p>Impacts on operation of community, private recreation and council facilities and services</p> <p>Where the operation of community, private recreation and council facilities and services are directly impacted by the Project, mitigation and management measures must be implemented in consultation with the appropriate stakeholders including the relevant local council to minimise these impacts to the extent practicable.</p>
BP5	Pre-construction, construction	<p>Business Involvement Plan</p> <p>As part of the Communications and Community Engagement Plan (see EPR SP2), develop and implement a Business Involvement Plan, in consultation with affected local Councils, affected businesses, relevant local trader association, and other affected stakeholders, in advance of works (other than preparatory works as referred to in the Incorporated Document) commencing.</p> <p>Councils and affected stakeholders (including affected businesses and relevant local trader association) are to be consulted on progress of construction activities, including significant milestones, potential impacts, mitigation measures, changed traffic and parking conditions, and other matters which are of interest or concern to them. The plan must also include but not be limited to:</p> <ul style="list-style-type: none"> • Identification of relevant stakeholders • Procedures to disseminate information regarding the construction schedule, construction progress, key milestones, changes in traffic and parking conditions and environmental management measures • Procedures to engage with stakeholders including affected businesses and relevant local trader associations, and through which affected businesses and relevant local trader associations can provide comment or feedback in relation to environmental management or delivery of the Project • Procedures that would be implemented to resolve any issues or disputes that may arise between parties relating to the environmental management or delivery of the Project • Procedures to minimise impact on access to business and commercial premises during construction and to restore permanent access (refer BP2). 	<p>Business Involvement Plan</p> <p>As part of the Communications and Community Engagement Plan (see EPR SP2), develop and implement a Business Involvement Plan, in consultation with affected local Councils, affected businesses, relevant local trader association, and other affected stakeholders, in advance of works (other than preparatory works as referred to in the Incorporated Document) commencing.</p> <p>Councils and affected stakeholders (including affected businesses and relevant local trader association) are to be consulted on progress of construction activities, including significant milestones, potential impacts, mitigation measures, changed traffic and parking conditions, and other matters which are of interest or concern to them. The plan must also include but not be limited to:</p> <ul style="list-style-type: none"> • Identification of relevant stakeholders • Procedures to disseminate information regarding the construction schedule, construction progress, key milestones, changes in traffic and parking conditions and environmental management measures • Procedures to engage with stakeholders including affected businesses and relevant local trader associations, and through which affected businesses and relevant local trader associations can provide comment or feedback in relation to environmental management or delivery of the Project • Procedures that would be implemented to resolve any issues or disputes that may arise between parties relating to the environmental management or delivery of the Project • Procedures to minimise impact on access to business and commercial premises during construction and to restore permanent access (refer BP2). 	EPR supported with minor amendments to include publication of the plan on the project website.	<p>Business Involvement Plan</p> <p>As part of the Communications and Community Engagement Plan (see SP2), develop and implement a Business Involvement Plan, in consultation with affected local Councils, affected businesses, relevant local trader association, and other affected stakeholders, in advance of works <u>commencing</u> (other than preparatory works as referred to in the Incorporated Document) commencing.</p> <p>Councils and affected stakeholders (including affected businesses and relevant local trader association) are to be consulted on progress of construction activities, including significant milestones, potential impacts, mitigation measures, changed traffic and parking conditions, and other matters which are of interest or concern to them. The plan must <u>be published on the project website for the duration of construction and</u> also include but not be limited to:</p> <ul style="list-style-type: none"> • Identification of relevant stakeholders • Procedures to disseminate information regarding the construction schedule, construction progress, key milestones, changes in traffic and parking conditions and environmental management measures • Procedures to engage with stakeholders including affected businesses and relevant local trader associations, and through which affected businesses and relevant local trader associations can provide comment or feedback in relation to environmental management or delivery of the Project • Procedures that would be implemented to resolve any issues or disputes that may arise between parties relating to the environmental management or delivery of the Project • Procedures to minimise impact on access to business and commercial premises during construction and to restore permanent access (refer BP2).
BP6	Detailed design, construction	<p>Utility assets</p> <p>Through detailed design and construction, minimise impacts on utility assets, to the extent practicable, including but not limited to:</p> <ul style="list-style-type: none"> • Stormwater and sewer assets • Electricity transmissions assets (overhead and underground lines) • Gas and fuel pipelines • Communications lines (e.g. fibre optic cables). <p>To the extent relocations are required to facilitate the Project, protect and where required, modify utility assets to the satisfaction of asset owners.</p>	<p>Utility assets</p> <p>Through detailed design and construction, minimise impacts on utility assets, to the extent practicable, including but not limited to:</p> <ul style="list-style-type: none"> • Stormwater and sewer assets • Electricity transmissions assets (overhead and underground lines) • Gas and fuel pipelines • Communications lines (e.g. fibre optic cables <u>and VicRoads trunk fibre</u>). <p>To the extent relocations are required to facilitate the Project, protect and where required, modify utility assets to the satisfaction of asset owners.</p>	IAC recommendation supported.	<p>Utility assets</p> <p>Through detailed design and construction, minimise impacts on utility assets, to the extent practicable, including but not limited to:</p> <ul style="list-style-type: none"> • Stormwater and sewer assets • Electricity transmissions assets (overhead and underground lines) • Gas and fuel pipelines • Communications lines (e.g. fibre optic cables and VicRoads trunk fibre). <p>To the extent relocations are required to facilitate the Project, protect and where required, modify utility assets to the satisfaction of asset owners.</p>
BP7	Detailed design, construction	<p>Gas utilities</p> <p>Unless agreed otherwise with the asset owner, ensure that:</p> <ul style="list-style-type: none"> • No works are undertaken within 3.0 metres of any licensed transmission gas pipeline or underground regulating station • Subject to the requirement below, clearances to all gas assets are as per the Conditions of Works as detailed in SP AusNet Technical Standards TS2607.1, TS2607.2 and TS2607.3, as amended or 	EPR supported.	Version 6 EPR supported.	<p>Gas utilities</p> <p>Unless agreed otherwise with the asset owner, ensure that:</p> <ul style="list-style-type: none"> • No works are undertaken within 3.0 metres of any licensed transmission gas pipeline or underground regulating station • Subject to the requirement below, clearances to all gas assets are as per the Conditions of Works as detailed in SP AusNet Technical Standards TS2607.1, TS2607.2 and TS2607.3, as amended or

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		<p>replaced from time to time</p> <ul style="list-style-type: none"> Risk assessments and safety studies detailing the impact on gas network infrastructure are completed in accordance with AS2885, which is the Standards Australia standard for the design, construction, testing, operations and maintenance of gas and petroleum pipelines that operate at pressure in excess of 1050 kPa, as amended or replaced from time to time. 			<p>replaced from time to time</p> <p>Risk assessments and safety studies detailing the impact on gas network infrastructure are completed in accordance with AS2885, which is the Standards Australia standard for the design, construction, testing, operations and maintenance of gas and petroleum pipelines that operate at pressure in excess of 1050 kPa, as amended or replaced from time to time.</p>
BP8	Detailed design, construction	<p>Business disruption</p> <p>Minimise disruption to businesses to the extent practicable from temporary occupation of land.</p>	EPR supported.	Version 6 EPR supported.	<p>Business disruption</p> <p>Minimise disruption to businesses to the extent practicable from temporary occupation of land.</p>
BP9	Detailed design, construction	<p>Business acquisition process</p> <p>Minimise disruption to businesses to the extent practicable from the acquisition of interests in land, and work with business and land owners to endeavour to reach agreement on the terms for possession of the land.</p>	EPR supported.	Version 6 EPR supported.	<p>Business acquisition process</p> <p>Minimise disruption to businesses to the extent practicable from the acquisition of interests in land, and work with business and land owners to endeavour to reach agreement on the terms for possession of the land.</p>
		Cultural heritage			
CHP1	Detailed design, construction	<p>Cultural Heritage Management Plan</p> <p>Comply with and implement the Cultural Heritage Management Plan (CHMP) approved under the <i>Aboriginal Heritage Act 2006</i>.</p>	EPR supported.	Version 6 EPR supported.	<p>Cultural Heritage Management Plan</p> <p>Comply with and implement the Cultural Heritage Management Plan (CHMP) approved under the <i>Aboriginal Heritage Act 2006</i>.</p>
CHP2	Detailed design, pre-construction, construction	<p>Design and construction to minimise impacts on heritage</p> <p>Undertake detailed design of the permanent and temporary works to minimise impacts where practicable, on historic cultural heritage in consultation with Heritage Victoria and relevant local councils.</p> <p>Prior to commencement of works that affect heritage structures, features or places, develop and implement in consultation with the relevant heritage authority:</p> <ul style="list-style-type: none"> Physical protection measures for heritage structures, features and places as appropriate A methodology for any required dismantling, storage or reinstatement of heritage fabric (with reference to the ICOMOS Burra Charter 2013). 	<p>Design and construction to minimise impacts on heritage</p> <p>Undertake detailed design of the permanent and temporary works to minimise impacts where practicable, on historic cultural heritage in consultation with Heritage Victoria and relevant local councils.</p> <p>Prior to commencement of works that affect heritage structures, features or places, develop and implement in consultation with the relevant heritage authority:</p> <ul style="list-style-type: none"> Physical protection measures for heritage structures, features and places as appropriate A methodology for any required dismantling, storage or reinstatement of heritage fabric (with reference to the ICOMOS Burra Charter 2013). 	Recommend use of the phrase 'heritage places' to ensure consistency with the Burra Charter and reference to the Heritage Act 2017.	<p>Design and construction to minimise impacts on heritage</p> <p>Undertake detailed design of the permanent and temporary works to minimise impacts where practicable, on historic cultural heritage the cultural heritage values of heritage places in consultation with Heritage Victoria and or relevant local councils (as applicable).</p> <p>Prior to commencement of works that affect heritage structures, features or places, develop and implement in consultation with the relevant heritage authority:</p> <ul style="list-style-type: none"> Physical protection measures for heritage structures, features and places as appropriate A methodology for any required dismantling, storage or reinstatement of heritage fabric (with reference to the ICOMOS Burra Charter 2013). <p>Note: The project must meet the requirements of the Heritage Act 2017 (formerly Heritage Act 1995)</p>
CHP3	Pre-construction, construction	<p>Archaeological Management Plan</p> <p>Develop an Archaeological Management Plan detailing measures to avoid, minimise, mitigate or manage disturbance of archaeological sites and values affected by the works. Undertake investigations in accordance with the Guidelines for Investigating Historical Archaeological Artefacts and Sites, Heritage Victoria 2014 and to the satisfaction of the Executive Director, Heritage Victoria.</p> <p>The Management Plan must include:</p> <ul style="list-style-type: none"> Requirements for background historical research, excavation methodology, research design, reporting and artefact management and analysis The incorporation of strategies relating to the protection of sites of archaeological interest in relevant master plans Protocols for managing previously unidentified historical archaeological sites discovered during the works. 	EPR supported.	Version 6 EPR supported.	<p>Archaeological Management Plan</p> <p>Develop an Archaeological Management Plan detailing measures to avoid, minimise, mitigate or manage disturbance of archaeological sites and values affected by the works. Undertake investigations in accordance with the Guidelines for Investigating Historical Archaeological Artefacts and Sites, Heritage Victoria 2014 and to the satisfaction of the Executive Director, Heritage Victoria.</p> <p>The Management Plan must include:</p> <ul style="list-style-type: none"> Requirements for background historical research, excavation methodology, research design, reporting and artefact management and analysis The incorporation of strategies relating to the protection of sites of archaeological interest in relevant master plans Protocols for managing previously unidentified historical archaeological sites discovered during the works.
CHP4	Construction	<p>Monitoring of heritage sites and places</p> <p>Undertake vibration monitoring during construction within an appropriate distance (as determined by a technical assessment) of heritage sites and places on the Victorian Heritage Register (VHR) at risk of impact and monitor their condition during and post construction for settlement and structural integrity disturbance as a result of the proposed works. Report the results to the Executive Director, Heritage</p>	<p>Monitoring of heritage sites and places</p> <p>Undertake vibration monitoring during demolition, excavation and construction within an appropriate distance (as determined by a technical assessment) of heritage sites and places on the Victorian Heritage Register (VHR) at risk of impact and monitor their condition during and post construction for settlement and structural integrity disturbance as a result of the proposed works. Report the results to the</p>	IAC recommendation supported. Recommend consistent wording with Heritage Act.	<p>Monitoring of heritage sites and places</p> <p>Undertake vibration monitoring during demolition, excavation and construction within an appropriate distance (as determined by a technical assessment) of heritage sites and places on in the Victorian Heritage Register (VHR) at risk of impact and monitor their condition during and post construction for settlement and structural integrity disturbance as a result of the proposed works. Report the results to the</p>

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
		Victoria and take remedial action, if required, to the satisfaction of the Executive Director, Heritage Victoria. (Also refer to GMP3 and NVP7)	Executive Director, Heritage Victoria and take remedial action, if required, to the satisfaction of the Executive Director, Heritage Victoria. (Also refer to GMP3 and NVP7)		Executive Director, Heritage Victoria and take remedial action, if required, to the satisfaction of the Executive Director, Heritage Victoria. (Also refer to GMP3 and NVP ¹¹)
CHP5	Pre-construction	Archival photographic records Prior to construction, undertake archival photographic recording (interior and exterior) of all heritage buildings, streetscapes or places disturbed by the works in accordance with Heritage Victoria's specification for the archival photographic recording of heritage places.	EPR supported.	Version 6 EPR supported.	Archival photographic records Prior to construction, undertake archival photographic recording (interior and exterior) of all heritage buildings, streetscapes or places disturbed by the works in accordance with Heritage Victoria's specification for the archival photographic recording of heritage places.
CHP6	Detailed design, construction	Port Phillip Monument Develop and implement an approach to maintain a link between the Port Phillip Monument and the Maribyrnong River, including establishing an appropriate setting in consultation with the City of Melbourne which allows for interpretation, either on the existing or an alternative site.	EPR supported.	Version 6 EPR supported.	Port Phillip Monument Develop and implement an approach to maintain a link between the Port Phillip Monument and the Maribyrnong River, including establishing an appropriate setting in consultation with the City of Melbourne which allows for interpretation, either on the existing or an alternative site.
CHP7	Pre-construction, construction	Heritage interpretation strategy In consultation with the relevant local councils, develop and implement a heritage interpretation strategy for the Project which seeks to explore historical and Aboriginal cultural heritage themes. The strategy must include an audit of existing heritage interpretation. The strategy may include installation of signage regarding local heritage places and is to have a particular focus on the Kororoit Creek area, Footscray/Maribyrnong River area, and the Moonee Ponds Creek area.	Heritage interpretation strategy In consultation with the relevant local councils, develop and implement a heritage interpretation strategy for the Project which seeks to explore historical and Aboriginal cultural heritage themes. The strategy must include an audit of existing heritage interpretation. The strategy may include installation of signage regarding local heritage places and is to have a particular focus on the Kororoit Creek area, Footscray/Maribyrnong River area, and the Moonee Ponds Creek area.	Recommend consultation with the Aboriginal community.	Heritage interpretation strategy In consultation with the relevant local councils and Aboriginal community develop and implement a heritage interpretation strategy for the Project which seeks to explore historical and Aboriginal cultural heritage themes. The strategy must include an audit of existing heritage interpretation. The strategy may include installation of signage regarding local heritage places and is to have a particular focus on the Kororoit Creek area, Footscray/Maribyrnong River area, and the Moonee Ponds Creek area.
CHP8	Pre-construction, construction	Shipwrecks To confirm the presence of shipwrecks at the Maribyrnong River crossing, including the <i>Hilaria</i> (S331) which is thought to be located on the west bank of the river, undertake preliminary high-resolution sonar scan of river environs within the area to be affected by the works and targeted diving for sub-surface anomalies within the area affected by the works. Based on the results of investigations, as appropriate develop management measures in consultation with Heritage Victoria; these could include consideration in the detailed design and a detailed program of archaeological investigation. If the <i>Edina</i> (S199) is affected by works, record appropriately and relocate, if practicable, to a more secure location within the Maribyrnong riverine landscape or include as part of an interpretation strategy for display in the local area, to the satisfaction of Heritage Victoria. Engage a suitably qualified and experienced maritime archaeologist to undertake these tasks.	EPR supported.	Version 6 EPR supported.	Shipwrecks To confirm the presence of shipwrecks at the Maribyrnong River crossing, including the <i>Hilaria</i> (S331) which is thought to be located on the west bank of the river, undertake preliminary high-resolution sonar scan of river environs within the area to be affected by the works and targeted diving for sub-surface anomalies within the area affected by the works. Based on the results of investigations, as appropriate develop management measures in consultation with Heritage Victoria; these could include consideration in the detailed design and a detailed program of archaeological investigation. If the <i>Edina</i> (S199) is affected by works, record appropriately and relocate, if practicable, to a more secure location within the Maribyrnong riverine landscape or include as part of an interpretation strategy for display in the local area, to the satisfaction of Heritage Victoria. Engage a suitably qualified and experienced maritime archaeologist to undertake these tasks.
CHP9	Detailed design	Maribyrnong River front (Footscray) Where practicable in detailed design retain evidence of historical infrastructure and services in the vicinity of the Maribyrnong River front (Footscray), including rail tracks and the bluestone drain (Billy Button Creek). If removal is required, record in accordance with EPR CHP5. Apply the heritage interpretation strategy (CHP7) as appropriate.	EPR supported.	Version 6 EPR supported.	Maribyrnong River front (Footscray) Where practicable in detailed design retain evidence of historical infrastructure and services in the vicinity of the Maribyrnong River front (Footscray), including rail tracks and the bluestone drain (Billy Button Creek). If removal is required, record in accordance with EPR CHP5. Apply the heritage interpretation strategy (CHP7) as appropriate.
CHP10	Construction	Bluestone bridge Undertake any works at and/or in the immediate vicinity of the bluestone bridge over Kororoit Creek (HO259) in a manner which avoids to the extent practicable disturbing surviving evidence of early road surfacing, including to the approaches to the bridge.	EPR supported.	Version 6 EPR supported.	Bluestone bridge Undertake any works at and/or in the immediate vicinity of the bluestone bridge over Kororoit Creek (HO259) in a manner which avoids to the extent practicable disturbing surviving evidence of early road surfacing, including to the approaches to the bridge.
CHP11	Detailed design	Rail turntables Through detailed design, consideration must be given to minimising impacts on the rail turntables to the extent practicable. If it is necessary to remove both of the rail turntables, develop and implement a methodology for the salvage and storage of one of the turntables to provide the opportunity for future reinstatement at an alternative site.	Rail turntables Through detailed design, avoid impacts to the consideration must be given to minimising impacts on the rail turntables. Make every effort to maintain rail turntables in situ. If it is necessary to remove one of the rail turntables, develop to the extent practicable. If it is necessary to remove both of the rail turntables, develop and implement a methodology for the salvage and storage of one of the turntables to	Recommend modification to provide that impact avoidance should be adopted to the extent practicable.	Rail turntables Through detailed design, avoid impacts to rail turntables to the extent practicable . Make every effort to maintain rail turntables in situ. If it is necessary to remove one of the rail turntables, develop and implement a methodology for the salvage and storage of one of the turntables to provide the opportunity for future reinstatement at an alternative site.

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
			provide the opportunity for future reinstatement at an alternative site.		
CHP12	Construction	Flinders Street Undertake any works in the vicinity of the two VHR heritage places (No. 2 Goods Shed and the Flinders Street Retaining Wall) in a manner which avoids disturbance to the extent practicable.	EPR supported.	Version 6 EPR supported.	Flinders Street Undertake any works in the vicinity of the two VHR heritage places (No. 2 Goods Shed and the Flinders Street Retaining Wall) in a manner which avoids disturbance to the extent practicable.
		Contaminated soil and spoil			
CSP1	Construction	Contaminated soil requirements The CEMP must include processes and measures to manage contaminated soil that comply with relevant standards, guidelines, statutory requirements and best practice including but not limited to: <ul style="list-style-type: none"> SEPP – Prevention and Management of Contaminated Land, 2002 SEPP – Air Quality Management, 2001 (in respect of odour) Environment Protection (Industrial Waste Resource) Regulations 2009 Industrial Waste Management Policy (Waste Acid Sulphate Soils) 1999 National Environment Protection (Assessment of Site Contamination) Measures 2013 Environment Protection (Schedule Premises and Exemptions) Regulations 2007 WorkSafe Occupational Health and Safety Regulations 2007 (Asbestos) Relevant Industrial Waste Resource Guidelines. 	Contaminated soil requirements The CEMP must include processes and measures to manage contaminated soil (including paste) that comply with relevant standards, guidelines, statutory requirements and best practice including but not limited to: <ul style="list-style-type: none"> SEPP – Prevention and Management of Contaminated Land, 2002 SEPP – Air Quality Management, 2001 (in respect of odour) Environment Protection (Industrial Waste Resource) Regulations 2009 Industrial Waste Management Policy (Waste Acid Sulphate Soils) 1999 National Environment Protection (Assessment of Site Contamination) Measures 2013 Environment Protection (Schedule Premises and Exemptions) Regulations 2007 WorkSafe Occupational Health and Safety Regulations 2007 (Asbestos) Relevant Industrial Waste Resource Guidelines. 	IAC recommendation supported.	Contaminated soil requirements The CEMP must include processes and measures to manage contaminated soil (including paste) that comply with relevant standards, guidelines, statutory requirements and best practice including but not limited to: <ul style="list-style-type: none"> SEPP – Prevention and Management of Contaminated Land, 2002 SEPP – Air Quality Management, 2001 (in respect of odour) Environment Protection (Industrial Waste Resource) Regulations 2009 Industrial Waste Management Policy (Waste Acid Sulphate Soils) 1999 National Environment Protection (Assessment of Site Contamination) Measures 2013 Environment Protection (Scheduled Premises and Exemptions) Regulations 2017 WorkSafe Occupational Health and Safety Regulations 2007 (Asbestos) Relevant Industrial Waste Resource Guidelines.
CSP2	Pre-construction, construction	Contaminated soil and spoil management The CEMP must include a sub-management plan that sets out the requirements and methods for contaminated soil and spoil management developed in consultation with EPA Victoria. This must include undertaking a detailed assessment prior to any excavation of potentially contaminated areas to identify location, types and extent of any contaminated land and properties within or adjacent to the Project boundary, and sensitive land uses affected by construction activity outside the Project boundary, and assessing the potential impact for human health, environmental risk and odour. This assessment must include but not be limited to consideration of the following: <ul style="list-style-type: none"> Potential contamination risks at the former quarry locations and landfills Potential contamination risks associated with any alteration of the 220kV power lines and any other utilities Potential contamination risks associated with any works to the North Yarra Main Sewer Potential contamination risks and waste classification of the sediments in the Maribyrnong River and Moonee Ponds Creek Potential impacts posed by contamination sources adjacent to the northern portal area Presence of soil contamination where excavations are proposed in the South Dynon rail yards Potential contamination risks in locations where public open spaces are proposed. The CEMP must also include requirements and methods for: <ul style="list-style-type: none"> Characterising soil prior to disposal or reuse including PFAS chemicals EPA waste classification to enable reuse, transport and temporary 	Contaminated soil and spoil management The CEMP must include a sub-management plan that sets out the requirements and methods for contaminated soil and spoil management developed in consultation with to the satisfaction of EPA Victoria. This The contaminated soil and spoil management plan must include undertaking a detailed assessment prior to any excavation of potentially contaminated areas to identify location, types and extent of any contaminated land and properties within or adjacent to the Project boundary, and sensitive land uses affected by construction activity outside the Project boundary, and assessing the potential impact for human health, environmental risk and odour. This assessment must include but not be limited to consideration of the following: <ul style="list-style-type: none"> Potential contamination risks, including landfill gas migration at the former quarry locations and landfills in accordance with Landfill BEPM publication 788 Potential contamination risks associated with any alteration of the 220kV power lines and any other utilities Potential contamination risks associated with any works to the North Yarra Main Sewer Potential contamination risks and waste classification of the sediments in the Maribyrnong River and Moonee Ponds Creek Potential impacts posed by contamination sources adjacent to the northern portal area Presence of soil contamination where excavations are proposed in the South Dynon rail yards Potential contamination risks in locations where public open spaces are proposed. The CEMP via the contaminated soil and spoil management plan must also include requirements and methods for:	IAC recommendation supported.	Contaminated soil and spoil management The CEMP must include a sub-management plan that sets out the requirements and methods for contaminated soil and spoil management developed to the satisfaction of EPA Victoria. The contaminated soil and spoil management plan must include undertaking a detailed assessment prior to any excavation of potentially contaminated areas to identify location, types and extent of any contaminated land and properties within or adjacent to the Project boundary, and sensitive land uses affected by construction activity outside the Project boundary, and assessing the potential impact for human health, environmental risk and odour. This assessment must include but not be limited to consideration of the following: <ul style="list-style-type: none"> Potential contamination risks, including landfill gas migration at the former quarry locations and landfills in accordance with Landfill BEPM publication 788 Potential contamination risks associated with any alteration of the 220kV power lines and any other utilities Potential contamination risks associated with any works to the North Yarra Main Sewer Potential contamination risks and waste classification of the sediments in the Maribyrnong River and Moonee Ponds Creek Potential impacts posed by contamination sources adjacent to the northern portal area Presence of soil contamination where excavations are proposed in the South Dynon rail yards Potential contamination risks in locations where public open spaces are proposed. The CEMP via the contaminated soil and spoil management plan must also include requirements and methods for: <ul style="list-style-type: none"> Characterising soil prior to disposal or reuse including PFAS

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
		<p>storage</p> <ul style="list-style-type: none"> Identifying, and where practicable adopting, options for the reuse of spoil in accordance with the Environment Protection Act 1970 waste management hierarchy Identifying soil containing asbestos and if present, developing management strategies in accordance with the WorkSafe Regulations Assessing geological formations with naturally enriched metals and applicable spoil management options and or off-site disposal to the satisfaction of EPA Victoria, in particular, tunnel spoil and the West Gate Freeway embankment material Identifying suitably licensed facilities for the disposal or treatment of contaminated soil Management of wastewater Management of dust, potential stormwater run-off and seepage from stockpiled materials, including the enclosure of the spoil handling facility at the former pivot site near the northern portal Assessing potential for accumulation of potentially harmful gases and vapours during tunnelling from soil and groundwater contamination zones Undertaking a baseline site assessment of areas proposed for construction laydown prior to use Management of any air pollutants released as a result of disturbance of contaminated land, in accordance with requirements of SEPP (AQM) Minimising cut and cover construction techniques in areas containing asbestos contamination Protection of the beneficial uses of land associated with current and planned future use. 	<ul style="list-style-type: none"> Characterising soil prior to disposal or reuse including PFAS chemicals EPA waste classification to enable reuse, transport and temporary storage Identifying, and where practicable adopting, options for the reuse of spoil in accordance with the Environment Protection Act 1970 waste management hierarchy Identifying soil containing asbestos and if present, developing management strategies in accordance with the WorkSafe Regulations Assessing geological formations with naturally enriched metals and applicable spoil management options and or off-site disposal to the satisfaction of EPA Victoria, in particular, tunnel spoil and the West Gate Freeway embankment material Identifying suitably licensed facilities for the disposal or treatment of contaminated soil Management of wastewater Management of dust, potential stormwater run-off and seepage from stockpiled materials, including the enclosure of the spoil handling facility at the former pivot site near the northern portal Assessing potential for accumulation of potentially harmful gases and vapours during tunnelling from soil and groundwater contamination zones Undertaking a baseline site assessment of areas proposed for construction laydown prior to use Management of any air pollutants released as a result of disturbance of contaminated land, in accordance with requirements of SEPP (AQM) Minimising cut and cover construction techniques in areas containing asbestos contamination Protection of the beneficial uses of land associated with current and planned future use 		<p>chemicals</p> <ul style="list-style-type: none"> EPA waste classification to enable reuse, transport and temporary storage Identifying, and where practicable adopting, options for the reuse of spoil in accordance with the Environment Protection Act 1970 waste management hierarchy Identifying soil containing asbestos and if present, developing management strategies in accordance with the WorkSafe Regulations Assessing geological formations with naturally enriched metals and applicable spoil management options and/or off-site disposal to the satisfaction of EPA Victoria, in particular, tunnel spoil and the West Gate Freeway embankment material Identifying suitably licensed facilities for the disposal or treatment of contaminated soil Management of wastewater Management of dust, potential stormwater run-off and seepage from stockpiled materials, including the enclosure of the spoil handling facility at the former pivot site near the northern portal Assessing potential for accumulation of potentially harmful gases and vapours during tunnelling from soil and groundwater contamination zones Undertaking a baseline site assessment of areas proposed for construction laydown prior to use Management of any air pollutants released as a result of disturbance of contaminated land, in accordance with requirements of SEPP (AQM) Minimising cut and cover construction techniques in areas containing asbestos contamination Protection of the beneficial uses of land associated with current and planned future use
CSP3	Pre-construction, construction	<p>Acid sulphate soil</p> <p>The CEMP must include requirements and methods for the management of waste acid sulphate soil material in accordance with EPA Victoria publication IWRG 2009, EPA Victoria Publication 655.1 Acid Sulfate Soil and Rock 2009, Victorian Best Practice Guidelines for Assessing and Managing Coastal Acid Sulfate Soil.</p> <p>This will include undertaking an acid sulphate soils risk identification process in accordance with the Victorian Coastal Acid Sulphate Soil Strategy, if soil and rock within the Project boundary are suspected to be acid sulphate soil and rock.</p>	EPR supported.	Version 6 EPR supported.	<p>Acid sulphate soil</p> <p>The CEMP must include requirements and methods for the management of waste acid sulphate soil material in accordance with EPA Victoria publication IWRG 2009, EPA Victoria Publication 655.1 Acid Sulfate Soil and Rock 2009, Victorian Best Practice Guidelines for Assessing and Managing Coastal Acid Sulfate Soil.</p> <p>This will include undertaking an acid sulphate soils risk identification process in accordance with the Victorian Coastal Acid Sulphate Soil Strategy, if soil and rock within the Project boundary are suspected to be acid sulphate soil and rock.</p>
CSP4	Construction	<p>Odour management</p> <p>The CEMP must include requirements and methods for odour management during the excavation, stockpiling and transportation of contaminated material including:</p> <ul style="list-style-type: none"> Identifying the areas of contamination that may pose an odour risk; Monitoring of the excavated material for possible odour risk Management measures to minimise odour. 	EPR supported.	Version 6 EPR supported.	<p>Odour management</p> <p>The CEMP must include requirements and methods for odour management during the excavation, stockpiling and transportation of contaminated material including:</p> <ul style="list-style-type: none"> Identifying the areas of contamination that may pose an odour risk; Monitoring of the excavated material for possible odour risk Management measures to minimise odour.
		Ecology			
EP1	Detailed design, pre-construction, construction	<p>Minimise vegetation removal and disturbance</p> <p>Develop and implement measures to avoid, where practicable, and otherwise minimise to the extent practicable impacts on native vegetation and fauna habitat through detailed design and construction, including:</p>	<p>Minimise vegetation removal and disturbance</p> <p>Develop and implement measures to avoid, where practicable, and otherwise minimise to the extent practicable impacts on native vegetation and fauna habitat through detailed design and construction, including:</p>	IAC recommendation supported.	<p>Minimise vegetation removal and disturbance</p> <p>Develop and implement measures to avoid, where practicable, and otherwise minimise to the extent practicable impacts on native vegetation and fauna habitat through detailed design and construction, including:</p>

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
		<ul style="list-style-type: none"> Minimising footprint and surface disturbance of temporary and permanent works and constrain works on or near the north side of the West Gate Freeway and Kororoit Creek intersection, Hyde Street Reserve, Yarraville Gardens, Stony Creek and Stony Creek Reserve, Maribyrnong River, Moonee Ponds Creek, Kororoit Creek, Dynon Road and areas of amenity planting including Footscray Road Minimising works in or near wetlands and EVC habitats (such as the Kororoit Creek Riparian Woodland, Stony Creek Coastal Saltmarsh, Moonee Ponds Creek Brackish Wetlands and Plains Grassy Woodland and Swamp Scrub patches along Dynon Road) Minimising footprint and disturbance of potential foraging habitat for Swift Parrot, Powerful Owl and Grey-headed Flying Fox Minimising the removal of mature trees, planted and remnant native trees and remnant vegetation, particularly large amenity trees (>30 cm DBH) and those within or connected to public reserves and parks Arboricultural assessments to inform detailed design and maximise tree retention and long-term viability of amenity plantings. <p>A pre-construction site assessment must be carried out to confirm the area and number of trees proposed to be impacted. Area and number of trees actually removed is to be confirmed through a post-construction assessment.</p>	<ul style="list-style-type: none"> Minimising footprint and surface disturbance of temporary and permanent works and constrain works on or near the north and south side of the West Gate Freeway and Kororoit Creek intersection, Hyde Street Reserve, Yarraville Gardens, Stony Creek and Stony Creek Reserve, Maribyrnong River, Moonee Ponds Creek, Kororoit Creek, Dynon Road and areas of amenity planting including Footscray Road Minimising works in or near wetlands and EVC habitats (such as the Kororoit Creek Riparian Woodland, Stony Creek Coastal Saltmarsh, Moonee Ponds Creek Brackish Wetlands and Plains Grassy Woodland and Swamp Scrub patches along Dynon Road) Minimising footprint and disturbance of potential foraging habitat for Swift Parrot, Powerful Owl and Grey-headed Flying Fox Minimising the removal of mature trees, planted and remnant native trees and remnant vegetation, particularly large amenity trees (>30 cm DBH) and those within or connected to public reserves and parks Arboricultural assessments to inform detailed design and maximise tree retention and long-term viability of amenity plantings in accordance with Australian Standard 4970-2009 Protection of Trees on Development Sites <p>Explore potential relocation of palm trees removed from Yarraville Gardens.</p> <p>A pre-construction site assessment must be carried out to confirm the area and number of trees and other vegetation proposed to be impacted. Area and number of trees and other vegetation actually removed is to be confirmed through a post-construction assessment.</p>		<ul style="list-style-type: none"> Minimising footprint and surface disturbance of temporary and permanent works and constrain works on or near the north and south side of the West Gate Freeway and Kororoit Creek intersection, Hyde Street Reserve, Yarraville Gardens, Stony Creek and Stony Creek Reserve, Maribyrnong River, Moonee Ponds Creek, Kororoit Creek, Dynon Road and areas of amenity planting including Footscray Road Minimising works in or near wetlands and EVC habitats (such as the Kororoit Creek Riparian Woodland, Stony Creek Coastal Saltmarsh, Moonee Ponds Creek Brackish Wetlands and Plains Grassy Woodland and Swamp Scrub patches along Dynon Road) Minimising footprint and disturbance of potential foraging habitat for Swift Parrot, Powerful Owl and Grey-headed Flying Fox Minimising the removal of mature trees, planted and remnant native trees and remnant vegetation, particularly large amenity trees (>30 cm DBH) and those within or connected to public reserves and parks Arboricultural assessments to inform detailed design and maximise tree retention and long-term viability of amenity plantings in accordance with Australian Standard 4970-2009 Protection of Trees on Development Sites Explore potential relocation of palm trees removed from Yarraville Gardens. <p>A pre-construction site assessment must be carried out to confirm the area and number of trees and other vegetation proposed to be impacted. Area and number of trees and other vegetation actually removed is to be confirmed through a post-construction assessment.</p>
EP2	Pre-construction, construction	<p>Vegetation protection measures</p> <p>The CEMP must include a sub-management plan that sets out the requirements and methods for:</p> <ul style="list-style-type: none"> Identification of areas of important flora and fauna habitat to be protected during construction Fencing protected areas and no go zones to prevent access during construction. Fencing should be to a standard agreed with the relevant land manager Pre-construction site assessment to confirm that vegetation and trees to be retained have been adequately protected from impact Vegetation clearing controls and protection measures Development and implementation of a Tree Protection Plan for protection of retained trees based on the recommendations of Australian Standard 4970-2009 Protection of Trees on Development Sites. The Tree Protection Plan must respond to the detailed design and construction methodology and identify all trees to be retained, their condition, significance, and measures to protect them from the impact of construction activities Implementation of appropriate measures to manage the risk of the spread and introduction of weeds and pathogens during construction Procedures if unexpected endangered ecological communities or threatened species are identified . 	<p>Native Vegetation and Tree protection measures</p> <p>The CEMP must include a sub-management plan that sets out the requirements and methods for:</p> <ul style="list-style-type: none"> Identification of areas of important flora and fauna habitat to be protected during construction Fencing protected areas and no go zones to prevent access during construction. Fencing should be to a standard agreed with the relevant land manager Pre-construction site assessment to confirm that vegetation and trees to be retained have been adequately protected from impact Vegetation clearing controls and protection measures Development and implementation of a Tree Protection Plan for protection of retained trees based on the recommendations of Australian Standard 4970-2009 Protection of Trees on Development Sites. The Tree Protection Plan must respond to the detailed design and construction methodology and identify all trees to be retained, their condition, significance, and measures to protect them from the impact of construction activities including identification of the tree protection zone Implementation of appropriate measures to manage the risk of the spread and introduction of weeds and pathogens during construction Procedures if unexpected endangered ecological communities or threatened species are identified. 	Recommend retention of Version 6 EPR heading, otherwise IAC recommendation supported.	<p>Native Vegetation and Tree protection measures</p> <p>The CEMP must include a sub-management plan that sets out the requirements and methods for:</p> <ul style="list-style-type: none"> Identification of areas of important flora and fauna habitat to be protected during construction Fencing protected areas and no go zones to prevent access during construction. Fencing should be to a standard agreed with the relevant land manager Pre-construction site assessment to confirm that vegetation and trees to be retained have been adequately protected from impact Vegetation clearing controls and protection measures Development and implementation of a Tree Protection Plan for protection of retained trees based on the recommendations of Australian Standard 4970-2009 Protection of Trees on Development Sites. The Tree Protection Plan must respond to the detailed design and construction methodology and identify all trees to be retained, their condition, significance, and measures to protect them from the impact of construction activities including identification of the tree protection zone Implementation of appropriate measures to manage the risk of the spread and introduction of weeds and pathogens during construction Procedures if unexpected endangered ecological communities or threatened species are identified.
EP3	Construction	<p>Reinstatement</p> <p>Areas affected by temporary works must be reinstated and appropriate vegetation selected for planting to tolerate the microclimate conditions including under new road structures, such as the elevated structure over Footscray Road, in consultation with the relevant council and the land manager.</p>	EPR supported.	Version 6 EPR supported.	<p>Reinstatement</p> <p>Areas affected by temporary works must be reinstated and appropriate vegetation selected for planting to tolerate the microclimate conditions including under new road structures, such as the elevated structure over Footscray Road, in consultation with the relevant council and the land manager.</p>

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
EP4	Pre-construction, construction	<p>Fauna management measures</p> <p>The CEMP must include requirements and methods for:</p> <ul style="list-style-type: none"> • Undertaking pre-clearing surveys and inspections to confirm the on-site location of native fauna species • Relocating native fauna from pre-clearance survey areas as appropriate • Preparation of a translocation strategy for relocation of any significant fauna species including, where non-listed species are encountered; any individuals will be encouraged to leave the vegetation; and where nests are encountered, they will be relocated to a similar tree / habitat in close proximity • Reporting and actions to follow for management and offsetting purposes • The surveys and inspections to must be undertaken under the guidance of a suitably qualified ecologist, as well as any subsequent management or offset measures if required • Minimise lighting impacts in known fauna habitats • Incidental or unanticipated threatened flora and fauna finds to be reported immediately and any clearing works in the vicinity must be stopped until an evaluation of an appropriate response can be established. 	<p>Fauna management measures</p> <p>The CEMP must include requirements and methods for:</p> <ul style="list-style-type: none"> • Undertaking pre-clearing surveys and inspections to confirm the on-site location of native fauna species • Relocating native fauna from pre-clearance survey areas as appropriate • Preparation of a translocation strategy for relocation of any significant fauna species including, where non-listed species are encountered; any individuals will be encouraged to leave the vegetation; and where nests are encountered, they will be relocated to a similar tree / habitat in close proximity • Reporting and actions to follow for management and offsetting purposes • The surveys and inspections to must be undertaken under the guidance of a suitably qualified ecologist, as well as any subsequent management or offset measures if required • Minimise lighting impacts in known fauna habitats • Incidental or unanticipated threatened flora and fauna finds to be reported immediately and any clearing works in the vicinity must be stopped until an evaluation of an appropriate response can be established. 	<p>Recommend removing reference to a translocation strategy. Translocation of native fauna is only supported on conservation grounds in some circumstances. Instead the EPR should refer to a strategy for managing native fauna displaced due to tree removal in compliance with the Wildlife Act and in consultation with public land managers where relevant.</p>	<p>Fauna management measures</p> <p>The CEMP must include requirements and methods for:</p> <ul style="list-style-type: none"> • Managing native fauna that may be displaced due to tree removal, in compliance with the Wildlife Act 1975 and in consultation with public land managers where relevant. The strategy should be prepared by a qualified wildlife ecologist prior to vegetation clearance. • Undertaking pre-clearing surveys and inspections to confirm the on-site location of native fauna immediately prior to tree removal • Relocating native fauna from pre-clearance survey areas as appropriate • Preparation of a translocation strategy for relocation of any significant fauna species including, where non-listed species are encountered; any individuals will be encouraged to leave the vegetation; and where nests are encountered, they will be relocated to a similar tree / habitat in close proximity • Reporting and actions to follow for management and offsetting purposes • The surveys and inspections to must be undertaken under the guidance of a suitably qualified ecologist, as well as any subsequent management or offset measures if required • Minimise Minimising lighting impacts in known fauna habitats • Incidental or unanticipated threatened flora and fauna finds to be reported immediately and any clearing works in the vicinity must be stopped until an evaluation of an appropriate response can be established. • Immediate reporting of incidental or unanticipated threatened flora and fauna finds with any clearing works in the vicinity stopped until an evaluation and appropriate response can be established. <p>The surveys, inspections and management actions must be undertaken by a qualified wildlife ecologist with all necessary authorisations obtained prior to removal of relevant habitat. All management actions and any accidental fauna injuries or deaths must be reported to the IREA.</p>
EP5	Detailed design, construction	<p>Works on waterways</p> <p>Through detailed design and construction, design, locate and construct structures to minimise, to the extent practicable, short and long term impacts on riparian, riverbed and aquatic habitat in Kororoit Creek, Stony Creek, Maribyrnong River and Moonee Ponds Creek.</p>	<p>Works on waterways</p> <p>Through detailed design and construction, design, locate and construct structures to minimise, to the extent practicable, short and long term impacts on riparian, riverbed and aquatic habitat in Kororoit Creek, Stony Creek, Maribyrnong River and Moonee Ponds Creek, in consultation with Melbourne Water and relevant authorities.</p>	<p>IAC recommendation supported.</p>	<p>Works on waterways</p> <p>Through detailed design and construction, design, locate and construct structures to minimise, to the extent practicable, short and long-term impacts on riparian, riverbed and aquatic habitat in Kororoit Creek, Stony Creek, Maribyrnong River and Moonee Ponds Creek, in consultation with Melbourne Water and relevant authorities.</p>
EP6	Detailed design, pre-construction, construction	<p>Landscaping Plan</p> <p>Prepare and implement the Landscaping Plan that includes replacement of affected planted vegetation to achieve a canopy of equal (or greater) size of healthy, mature examples of the species. The plan must ensure the reinstatement of soils is of sufficient quality and volumes to support the long-term viability of replacement plantings. The plan must achieve a minimum tree replacement ratio of 3:1.</p> <p>The plan must be developed in consultation with the relevant council and Melbourne Water (where appropriate) with regard to local policies, strategies and relevant existing vegetation enhancement initiatives including, as applicable:</p> <ul style="list-style-type: none"> • Greening the West Strategic Plan • City of Maribyrnong Street Planting Strategy • City of Maribyrnong Stony Creek Directions Plan • City of Maribyrnong Footscray River Edge Master Plan • City of Hobsons Bay Donald McLean Reserve Master Plan 	<p>Landscaping Plan</p> <p>Prepare and implement the Landscaping Plan that includes replacement of affected planted vegetation to achieve a canopy of equal (or greater) size of healthy, mature examples of the species. The plan must ensure the reinstatement of soils is of sufficient quality and volumes to support the long-term viability of replacement plantings. Ensure ongoing supply of water to tree root zones, especially during their establishment stage. Employ water sensitive urban design principles (WSUD) where possible.</p> <p>The plan must achieve a minimum tree replacement ratio of 3:4 5:1 and replacement trees should be planted in areas determined in consultation with the relevant Councils and authorities. Tree reinstatement and offset planting should take into account the amenity, shade and heritage value of the canopy trees to be removed for local residents. Tree replacement to be undertaken to benefit such residents, rather than offset elsewhere in the Project.</p> <p>The plan must consider the contribution that vegetation and the planted replacement trees can make to the creation of habitat corridors and</p>	<p>Recommend that City West Water is added to list of authorities to be consulted and clauses adopted from SP1.</p>	<p>Landscaping Plan</p> <p>Prepare and implement the Landscaping Plan that includes replacement of affected planted vegetation to achieve a canopy of equal (or greater) size of healthy, mature examples of the species. The plan must ensure the reinstatement of soils is of sufficient quality and volumes to support the long-term viability of replacement plantings. Ensure ongoing supply of water to tree root zones, especially during their establishment stage. Employ water sensitive urban design principles (WSUD) where possible.</p> <p>The plan must achieve a minimum tree replacement ratio of 5:1 and replacement trees should be planted in areas determined in consultation with the relevant Councils and authorities. Tree reinstatement and offset planting should take into account the amenity, shade and heritage value of the canopy trees to be removed for local residents. Tree replacement to be undertaken to benefit such residents, rather than offset elsewhere in the Project.</p> <p>The plan must specify the locations where installations of advanced trees are indicated to minimise impact of tree removal, in consultation</p>

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
		<ul style="list-style-type: none"> City of Maribyrnong Yarraville Gardens Conservation Plan City of Melbourne Draft Urban Ecology and Biodiversity Strategy City of Melbourne's Tree Retention and Removal policy, Urban Forest Strategy, and Nature in the City Strategy The relevant City of Melbourne Urban Forest Precinct Plan. <p>The re-establishment of trees must also consider the contribution that the replacement trees can make to the creation of habitat corridors and linkages where practicable.</p>	<p><u>linkages.</u></p> <p>The plan must be <u>reviewed by the IREA</u> and developed in consultation with the relevant council and Melbourne Water (where appropriate) with regard to local policies, strategies and relevant existing vegetation enhancement initiatives including, as applicable:</p> <ul style="list-style-type: none"> Greening the West Strategic Plan City of Maribyrnong Street Planting Strategy City of Maribyrnong Stony Creek Directions Plan City of Maribyrnong Footscray River Edge Master Plan City of Hobsons Bay Donald McLean Reserve Master Plan City of Maribyrnong Yarraville Gardens Conservation Plan City of Melbourne Draft Urban Ecology and Biodiversity Strategy City of Melbourne's Tree Retention and Removal policy, Urban Forest Strategy, and Nature in the City Strategy The relevant City of Melbourne Urban Forest Precinct Plan. <u>The Landscape Plan</u> <p>The re-establishment of trees must also consider the contribution that the replacement trees can make to the creation of habitat corridors and linkages where practicable.</p>		<p><u>with relevant local council.</u></p> <p><u>The plan must identify locations for planting prior to construction works where feasible to do so.</u></p> <p>The plan must consider the contribution that vegetation and the planted replacement trees can make to the creation of habitat corridors and linkages.</p> <p>The plan must be reviewed by the IREA and developed in consultation with the relevant council, <u>City West Water</u> and Melbourne Water (where appropriate) with regard to local policies, strategies and relevant existing vegetation enhancement initiatives including, as applicable:</p> <ul style="list-style-type: none"> Greening the West Strategic Plan City of Maribyrnong Street Planting Strategy City of Maribyrnong Stony Creek Directions Plan City of Maribyrnong Footscray River Edge Master Plan City of Hobsons Bay Donald McLean Reserve Master Plan City of Maribyrnong Yarraville Gardens Conservation Plan City of Melbourne Draft Urban Ecology and Biodiversity Strategy City of Melbourne's Tree Retention and Removal policy, Urban Forest Strategy, and Nature in the City Strategy The relevant City of Melbourne Urban Forest Precinct Plan. The Landscape Plan
EP7	Construction	<p>Vegetation Offsets</p> <p>Native vegetation offsets must be provided in accordance with the Permitted Clearing of Native Vegetation – Biodiversity Assessment Guidelines (Department of Environment and Primary Industries, September 2013), except as otherwise agreed by the Secretary to the Department of Environment, Land Water and Planning.</p>	EPR supported.	Version 6 EPR supported.	<p>Vegetation Offsets</p> <p>Native vegetation offsets must be provided in accordance with the Permitted Clearing of Native Vegetation – Biodiversity Assessment Guidelines (Department of Environment and Primary Industries, September 2013), except as otherwise agreed by the Secretary to the Department of Environment, Land Water and Planning.</p>
		Greenhouse gas			
GGP1	Detailed design	<p>Greenhouse gas emissions</p> <p>Integrate sustainable design practices into the design process to minimise, to the extent practicable, greenhouse gas emissions arising from construction, operations and maintenance of the West Gate Tunnel Project. Include mandatory actions under the Protocol for Environmental Management (Greenhouse Gas Emissions and Energy Efficiency in Industry) for selection of best practice energy usage for the Tunnel ventilation and lighting systems.</p>	EPR supported.	Version 6 EPR supported.	<p>Greenhouse gas emissions</p> <p>Integrate sustainable design practices into the design process to minimise, to the extent practicable, greenhouse gas emissions arising from construction, operations and maintenance of the West Gate Tunnel Project. Include mandatory actions under the Protocol for Environmental Management (Greenhouse Gas Emissions and Energy Efficiency in Industry) for selection of best practice energy usage for the tunnel ventilation and lighting systems.</p>
GGP2	Detailed design, construction	<p>Emissions reduction</p> <p>In detailed design, consider the selection of materials and monitor energy and carbon during construction, to target reductions for GHG emission impacts of materials and energy consumption in accordance with Mat-1 (Level 2) and Ene-1 (Level 2) credits of the Infrastructure Sustainability (IS) rating tool (v1.2). Investigate opportunities to use green power sourced from renewable energy and bio diesel where practicable.</p>	<p>Emissions reduction</p> <p>In detailed design, consider the selection of materials and monitor energy and carbon during construction, to target reductions for GHG emission impacts of materials and energy consumption in accordance with Mat-1 (Level 2) and Ene-1 (Level 2) credits of the Infrastructure Sustainability (IS) rating tool (v1.2). Investigate opportunities to use green power sourced from renewable energy and bio diesel where practicable.</p> <p><u>Target Ene-1 (Level 2.7) credits of the Infrastructure Sustainability (IS) rating tool (v1.2), above the minimum Project requirement of Level 2.</u></p>	IAC recommendation supported.	<p>Emissions reduction</p> <p>In detailed design, consider the selection of materials and monitor energy and carbon during construction, to target reductions for GHG emission impacts of materials and energy consumption in accordance with Mat-1 (Level 2) and Ene-1 (Level 2) credits of the Infrastructure Sustainability (IS) rating tool (v1.2). Investigate opportunities to use green power sourced from renewable energy and bio diesel where practicable.</p> <p>Target Ene-1 (Level 2.7) credits of the Infrastructure Sustainability (IS) rating tool (v1.2), above the minimum Project requirement of Level 2.</p>

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
		Ground movement and land stability			
GMP1	Pre-construction, construction	<p>Geotechnical model and assessment</p> <p>Prepare a geotechnical model of representative geological and groundwater conditions prior to excavation and tunnelling in subject area(s) to identify geological structures and groundwater features. This model must include details of proposed excavations and tunnels, construction staging, and identify surface (including road and rail infrastructure) and sub-surface structures and infrastructure (including utilities) which could be impacted by the Project, including the specific attributes of those structures. This model must be used to assess the predicted settlement, ground movement, stress redistribution and horizontal strain profiles caused by excavation and tunnelling on adjacent property and infrastructure.</p> <p>Maintain the predictive model throughout the construction period and review against monitoring data (EPR GMP5), to regularly assess potential ground movement impacts.</p>	EPR supported.	Version 6 EPR supported.	<p>Geotechnical model and assessment</p> <p>Prepare a geotechnical model of representative geological and groundwater conditions prior to excavation and tunnelling in subject area(s) to identify geological structures and groundwater features. This model must include details of proposed excavations and tunnels, construction staging, and identify surface (including road and rail infrastructure) and sub-surface structures and infrastructure (including utilities) which could be impacted by the Project, including the specific attributes of those structures. This model must be used to assess the predicted settlement, ground movement, stress redistribution and horizontal strain profiles caused by excavation and tunnelling on adjacent property and infrastructure.</p> <p>Maintain the predictive model throughout the construction period and review against monitoring data (EPR GMP5), to regularly assess potential ground movement impacts.</p>
GMP2	Detailed design, construction	<p>Tunnel and portal drainage</p> <p>Through detailed design and construction, design tunnel and portal drainage and adopt construction methods which minimise adverse changes to groundwater levels during construction and operation to prevent or manage the effects of ground subsidence.</p> <p>In addition to the above, for the northern and southern portal areas design and implement engineering control measures to ensure dewatering does not result in adverse ground movement impact on property or infrastructure.</p>	EPR supported.	Version 6 EPR supported.	<p>Tunnel and portal drainage</p> <p>Through detailed design and construction, design tunnel and portal drainage and adopt construction methods which minimise adverse changes to groundwater levels during construction and operation to prevent or manage the effects of ground subsidence.</p> <p>In addition to the above, for the northern and southern portal areas design and implement engineering control measures to ensure dewatering does not result in adverse ground movement impact on property or infrastructure.</p>
GMP3	Pre-construction, construction, operation	<p>Condition surveys and determination of settlement criteria for property and infrastructure</p> <p>Before works commence, and subject to receiving landowner consent on suitable terms, undertake condition surveys of property and infrastructure identified in the geotechnical model and assessment (EPR GMP1) as being at risk of damage by a suitably qualified professional. Post-construction condition surveys of those properties and infrastructure must be undertaken after construction of the Project is completed.</p> <p>The results of the condition surveys and the modelling undertaken under GMP1 must be used to determine appropriate settlement criteria for the relevant property and infrastructure.</p> <p>Where potential for ground movement impacts could occur, consult with affected stakeholders. Any damage caused to property or infrastructure as a result of the Project must be rectified or the landowner or asset owner compensated.</p> <p>Establish an independent mediation process for the assessment of claims for property and infrastructure damage to operate up to three years post opening of the Freeway.</p>	<p>Condition surveys and determination of settlement criteria for property and infrastructure</p> <p>Before works commence, and subject to receiving landowner consent on suitable terms, undertake condition surveys of property and infrastructure identified in the geotechnical model and assessment (EPR GMP1) as being at risk of damage by a suitably qualified professional. Post-construction condition surveys of those properties and infrastructure must be undertaken after construction of the Project is completed.</p> <p>The results of the condition surveys and the modelling undertaken under GMP1 must be used to determine appropriate settlement criteria for the relevant property and infrastructure.</p> <p>Where potential for ground movement impacts could occur, consult with affected stakeholders. Any damage caused to property or infrastructure as a result of the Project must be rectified or the landowner or asset owner compensated.</p> <p>Establish an independent mediation process for the assessment of claims for property and infrastructure damage to operate up to three years post opening of the Freeway.</p>	<p>Recommend that EPR is amended to include provision for:</p> <ul style="list-style-type: none"> • Extent of pre-condition surveys expanded • sharing results of condition surveys with the property owners • consultation with stakeholders undertaken in accordance with the project's CCEP. 	<p>Condition surveys and determination of settlement criteria for property and infrastructure</p> <p>Before works commence, and subject to receiving landowner consent on suitable terms, undertake condition surveys of property and infrastructure identified in the geotechnical model and assessment (EPR GMP1) as being at risk of damage by an independently qualified professional. Condition surveys are to include property, land, ground or infrastructure reasonably accessible and within 50 metres of project activities or other property, land, ground or infrastructure that may be affected by project activities. Post-construction condition surveys of those properties and infrastructure must be undertaken after construction of the Project is completed.</p> <p>The results of the condition surveys and the modelling undertaken under GMP1 must be used to determine appropriate settlement criteria for the relevant property and infrastructure. Condition surveys must be forwarded to the property owner within four weeks of the survey being undertaken.</p> <p>Where potential for ground movement impacts could occur, consult with affected stakeholders. Any damage caused to property or infrastructure as a result of the Project must be rectified or the landowner or asset owner compensated.</p> <p>Establish an independent mediation process for the assessment of claims for property and infrastructure damage to operate up to three years post opening of the Freeway Project.</p> <p>Ensure all stakeholder engagement activities are undertaken in accordance with the project's Communications and Community Engagement Plan (SP2).</p>
GMP4	Pre-construction	<p>Settlement criteria for utilities</p> <p>Settlement criteria for individual utility structures and infrastructure must be determined in consultation with the relevant authorities prior to commencement of any construction potentially affecting the individual utility or infrastructure.</p>	EPR supported.	Version 6 EPR supported.	<p>Settlement criteria for utilities</p> <p>Settlement criteria for individual utility structures and infrastructure must be determined in consultation with the relevant authorities prior to commencement of any construction potentially affecting the individual utility or infrastructure.</p>
GMP5	Pre-construction,	Ground movement monitoring	Ground movement monitoring	Recommend that the EPR is amended to	Ground movement monitoring

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
	construction, operation	Develop and implement a pre-construction, construction and post-construction program to monitor subsidence and lateral movement during construction activities and during operation. Implement a baseline ground movement monitoring plan prior to commencement of construction, in locations where construction activities with the potential to cause ground movement will occur, to assess background fluctuations.	Develop and implement a pre-construction, construction and post-construction program to monitor subsidence and lateral movement during construction activities and during operation. Implement a baseline ground movement monitoring plan prior to commencement of construction, in locations where construction activities with the potential to cause ground movement will occur, to assess background fluctuations.	include provision for monitoring of water table and soil moisture interactions in potentially sensitive areas.	Develop and implement a pre-construction, construction and post-construction program to monitor subsidence and lateral movement during construction activities and during operation. Implement a baseline ground movement monitoring plan, including provision for monitoring of water table and soil moisture interactions , prior to commencement of construction, in locations where construction activities with the potential to cause ground movement will occur, to assess background fluctuations.
GMP6	Construction, operation	Mitigation of ground movement impact Implement appropriate mitigation measures should the geotechnical model (EPR GMP1), predictive groundwater model (EPR GWP4), or subsequent monitoring program identify exceedances of criteria identified in EPR GMP3 and EPR GMP4.	EPR supported.	Version 6 EPR supported.	Mitigation of ground movement impact Implement appropriate mitigation measures should the geotechnical model (EPR GMP1), predictive groundwater model (EPR GWP4), or subsequent monitoring program identify exceedances of criteria identified in EPR GMP3 and EPR GMP4.
		Groundwater			
GWP1	Pre-construction, construction, operation	Groundwater management measures Prepare and implement a CEMP and an OEMP including a sub-management plan which sets out the measures for management, monitoring, reuse and disposal of groundwater inflows during construction and operation that comply with relevant legislation and guidelines, including but not limited to: <ul style="list-style-type: none"> State Environment Protection Policy Groundwaters of Victoria 1997 (Vic) State Environment Protection Policy Waters of Victoria 2003 (Vic) State Environment Protection Policy Prevention and Management of Contaminated Land 2002 (Vic) Water Industry Regulations 2006 (Vic). The groundwater sub-management plan must include details of: <ul style="list-style-type: none"> Hydrogeological conceptual model Baseline conditions Beneficial uses Monitoring plan Management, mitigation and performance measures Disposal of groundwater Triggers for action Reporting. 	Groundwater management measures Prepare and implement a CEMP and an OEMP including a sub-management plan which sets out the measures for management, monitoring, reuse and disposal of groundwater inflows during construction and operation that comply with relevant legislation and guidelines, including but not limited to: <ul style="list-style-type: none"> State Environment Protection Policy Groundwaters of Victoria 1997 (Vic) State Environment Protection Policy Waters of Victoria 2003 (Vic) State Environment Protection Policy Prevention and Management of Contaminated Land 2002 (Vic) Water Industry Regulations 2006 (Vic). The groundwater sub-management plan, developed in consultation with EPA Victoria , must include details of: <ul style="list-style-type: none"> Hydrogeological conceptual model Baseline conditions Beneficial uses Monitoring plan Management, mitigation and performance measures Disposal of groundwater Triggers for action Reporting. 	IAC recommendation supported.	Groundwater management measures Prepare and implement a CEMP and an OEMP including a sub-management plan which sets out the measures for management, monitoring, reuse and disposal of groundwater inflows during construction and operation that comply with relevant legislation and guidelines, including but not limited to: <ul style="list-style-type: none"> State Environment Protection Policy Groundwaters of Victoria 1997 (Vic) State Environment Protection Policy Waters of Victoria 2003 (Vic) State Environment Protection Policy Prevention and Management of Contaminated Land 2002 (Vic) Water Industry Regulations 2006 (Vic). The groundwater sub-management plan, developed in consultation with EPA Victoria, must include details of: <ul style="list-style-type: none"> Hydrogeological conceptual model Baseline conditions Beneficial uses Monitoring plan Management, mitigation and performance measures Disposal of groundwater Triggers for action Reporting.
GWP2	Construction	Protection of groundwater quality The CEMP must include requirements and construction methods that maintain groundwater quality, for example: <ul style="list-style-type: none"> Use sealing products, caulking products, lubricating products and chemical grouts applied during tunnelling construction that do not diminish the groundwater quality Use fluids for artificial recharge activities that do not diminish the groundwater quality Ensure compatibility of construction material with groundwater quality to provide long term durability for infrastructure design life Develop drainage infrastructure that provides for the propensity of dissolved constituents in groundwater to precipitate out of solution and create clogging and maintenance risks Develop a plan to assess, remove and dispose of contaminated groundwater and impacted soils associated with pile and pile cap excavation and construction. 	EPR supported.	Version 6 EPR supported.	Protection of groundwater quality The CEMP must include requirements and construction methods that maintain groundwater quality, for example: <ul style="list-style-type: none"> Use sealing products, caulking products, lubricating products and chemical grouts applied during tunnelling construction that do not diminish the groundwater quality Use fluids for artificial recharge activities that do not diminish the groundwater quality Ensure compatibility of construction material with groundwater quality to provide long term durability for infrastructure design life Develop drainage infrastructure that provides for the propensity of dissolved constituents in groundwater to precipitate out of solution and create clogging and maintenance risks Develop a plan to assess, remove and dispose of contaminated groundwater and impacted soils associated with pile and pile cap excavation and construction.
GWP3	Detailed design, pre-	Tunnel drainage design and construction methods Design long term tunnel drainage and adopt construction methods	EPR supported.	Version 6 EPR supported.	Tunnel drainage design and construction methods Design long term tunnel drainage and adopt construction methods

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
	construction, construction	<p>which minimise changes to groundwater levels during construction and operation to manage, mitigate and minimise:</p> <ul style="list-style-type: none"> • Mobilisation of contaminated groundwater • Dewatering and potential impacts of acid sulphate soils, including both unconsolidated sediments and lithified sedimentary rock • Protection of waterways and potential groundwater dependent ecosystems, including terrestrial ecosystems • Avoid any other adverse impacts of groundwater level changes such as subsidence. <p>Design contingency measures and/or controls as required to:</p> <ul style="list-style-type: none"> • Ensure maintenance of the base flow associated with a reduction or loss of groundwater discharge to Stony Creek or loss of water availability for terrestrial ecosystems. • Limit acidification should monitoring indicate a potential adverse impact to water levels or quality. <p>Design contingency measures and/or controls as required should movement of contamination be identified. Contingency measures to include consideration of:</p> <ul style="list-style-type: none"> • Improvements to barrier system and ground treatments at the portal to reduce inflows and drawdowns • Hydraulic control of the movement of the contaminated groundwater. <p>Implement engineering control measures and/or ground treatment to minimise to the extent practicable groundwater inflow during excavation, construction and operation of tunnels, cross passages and subsurface excavations.</p> <p>Implement measures to limit groundwater inflow during construction to excavations and drawdown should monitoring indicate acidification is occurring.</p> <p>Develop and implement a plan to mitigate and manage potential future displacement of contaminated groundwater in the vicinity of the NYM sewer, in accordance with State Environment Protection Policy Groundwaters of Victoria 1997(Vic) and State Environment Protection Policy Prevention and Management of Contaminated Land 2002(Vic), including:</p> <ul style="list-style-type: none"> • Investigate the properties identified as potentially contaminated and likely to be influenced by the changed groundwater conditions • Assess the influence of changed conditions on potentially contaminated groundwater at these properties • Assess the risk posed to human health and the environment, including the potential for vapour intrusion to indoor air of buildings • Develop contingency measures to control any adverse risks 			<p>which minimise changes to groundwater levels during construction and operation to manage, mitigate and minimise:</p> <ul style="list-style-type: none"> • Mobilisation of contaminated groundwater • Dewatering and potential impacts of acid sulphate soils, including both unconsolidated sediments and lithified sedimentary rock • Protection of waterways and potential groundwater dependent ecosystems (GDE), including terrestrial ecosystems • Avoid any other adverse impacts of groundwater level changes such as subsidence. <p>Design contingency measures and/or controls as required to:</p> <ul style="list-style-type: none"> • Ensure maintenance of the base flow associated with a reduction or loss of groundwater discharge to Stony Creek or loss of water availability for terrestrial ecosystems. • Limit acidification should monitoring indicate a potential adverse impact to water levels or quality. <p>Design contingency measures and/or controls as required should movement of contamination be identified. Contingency measures to include consideration of:</p> <ul style="list-style-type: none"> • Improvements to barrier system and ground treatments at the portal to reduce inflows and drawdowns • Hydraulic control of the movement of the contaminated groundwater. <p>Implement engineering control measures and/or ground treatment to minimise to the extent practicable groundwater inflow during excavation, construction and operation of tunnels, cross passages and subsurface excavations.</p> <p>Implement measures to limit groundwater inflow during construction to excavations and drawdown should monitoring indicate acidification is occurring.</p> <p>Develop and implement a plan to mitigate and manage potential future displacement of contaminated groundwater in the vicinity of the NYM sewer, in accordance with State Environment Protection Policy Groundwaters of Victoria 1997 (Vic) and State Environment Protection Policy Prevention and Management of Contaminated Land 2002 (Vic), including:</p> <ul style="list-style-type: none"> • Investigate the properties identified as potentially contaminated and likely to be influenced by the changed groundwater conditions • Assess the influence of changed conditions on potentially contaminated groundwater at these properties • Assess the risk posed to human health and the environment, including the potential for vapour intrusion to indoor air of buildings • Develop contingency measures to control any adverse risks.
GWP4	Pre-construction, construction	<p>Predictive groundwater model</p> <p>Develop and maintain a predictive groundwater model throughout the construction period to assess the potential impacts of dewatering during construction and develop potential contingency measures.</p>	EPR supported.	Version 6 EPR supported.	<p>Predictive groundwater model</p> <p>Develop and maintain a predictive groundwater model throughout the construction period to assess the potential impacts of dewatering during construction and develop potential contingency measures.</p>
GWP5	Pre-construction, construction, operation	<p>Groundwater monitoring</p> <p>Develop and implement a pre-construction, construction and post-construction groundwater monitoring program to calibrate the predictive model prior to commencement of construction and verify the model predictions post-construction, manage construction activities and monitor during operation that as a minimum:</p> <ul style="list-style-type: none"> • Establishes a baseline condition for groundwater (quality, level, flow and GDE health) prior to the commencement of construction • Can be used to identify (and manage) changes to groundwater (quality, level, flow and GDE health) during construction and operation activities. 	EPR supported.	Version 6 EPR supported.	<p>Groundwater monitoring</p> <p>Develop and implement a pre-construction, construction and post-construction groundwater monitoring program to calibrate the predictive model prior to commencement of construction and verify the model predictions post-construction, manage construction activities and monitor during operation that as a minimum:</p> <ul style="list-style-type: none"> • Establishes a baseline condition for groundwater (quality, level, flow and GDE health) prior to the commencement of construction • Can be used to identify (and manage) changes to groundwater (quality, level, flow and GDE health) during construction and operation activities.

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
		<ul style="list-style-type: none"> Can be used to assess (and manage) the impact of construction on: <ul style="list-style-type: none"> Groundwater beneficial uses (or users of surface water, groundwater and land) Areas considered a high contamination risk Groundwater Dependant Ecosystems (e.g. Stony Creek, Yarraville Gardens) North Yarra Main Sewer Acid Sulphate Soils Compressible materials Portal, tunnel, and cross passage construction Can be used to determine the requirement for intervention, and assess the effectiveness of mitigation measures proposed or implemented to protect groundwater Can be used to calibrate and verify a predictive numerical model developed as part of the Project Groundwater sampling undertaken consistent with EPA Victoria Publications 668 (2006) Hydrogeological Assessment (Groundwater Quality) Guidelines and 669 (2000) Groundwater Sampling Guidelines. 			<ul style="list-style-type: none"> Can be used to assess (and manage) the impact of construction on: <ul style="list-style-type: none"> Groundwater beneficial uses (or users of surface water, groundwater and land) Areas considered a high contamination risk Groundwater Dependant Ecosystems (e.g. Stony Creek, Yarraville Gardens) North Yarra Main Sewer Acid Sulphate Soils Compressible materials Portal, tunnel, and cross passage construction Can be used to determine the requirement for intervention, and assess the effectiveness of mitigation measures proposed or implemented to protect groundwater Can be used to calibrate and verify a predictive numerical model developed as part of the Project <p>Groundwater sampling undertaken consistent with EPA Victoria Publications 668 (2006) Hydrogeological Assessment (Groundwater Quality) Guidelines and 669 (2000) Groundwater Sampling Guidelines.</p>
GWP6	Construction	<p>Interception of groundwater</p> <p>The CEMP must include requirements and methods for management of groundwater interception during construction, including:</p> <ul style="list-style-type: none"> Identification, treatment, disposal and handling of contaminated seepage water and/or slurries including vapours in accordance with relevant legislation and guidelines Assessment of barrier/damming effects Subsidence management Dewatering and potential impacts on acid sulphate soils, including both unconsolidated sediments and lithified sedimentary rock Protection of waterways and potential groundwater dependent ecosystems including Yarraville Gardens Contingency actions when interventions are required. 	EPR supported.	Version 6 EPR supported.	<p>Interception of groundwater</p> <p>The CEMP must include requirements and methods for management of groundwater interception during construction, including:</p> <ul style="list-style-type: none"> Identification, treatment, disposal and handling of contaminated seepage water and/or slurries including vapours in accordance with relevant legislation and guidelines Assessment of barrier/damming effects Subsidence management Dewatering and potential impacts on acid sulphate soils, including both unconsolidated sediments and lithified sedimentary rock Protection of waterways and potential groundwater dependent ecosystems including Yarraville Gardens Contingency actions when interventions are required.
GWP7	Pre-construction, construction	<p>Impacts on groundwater users</p> <p>Conduct a review and confirm the status of potential use of extraction bores within the estimated construction drawdown area. Develop and implement if required a plan to maintain water supply to identified groundwater users.</p>	EPR supported.	Version 6 EPR supported.	<p>Impacts on groundwater users</p> <p>Conduct a review and confirm the status of potential use of extraction bores within the estimated construction drawdown area. Develop and implement if required a plan to maintain water supply to identified groundwater users.</p>
		Land use and planning			
LPP1	Detailed design	<p>Minimise design footprint</p> <p>Through detailed design, minimise the permanent footprint of the Project to the extent practicable to reduce adverse impacts on potentially affected land uses, particularly:</p> <ul style="list-style-type: none"> Parks Reserves/ gardens Recreational and community facilities Residential properties in proximity to the construction area Commercial and industrial sites. 	<p>Minimise design footprint</p> <p>Through detailed design, minimise the permanent footprint of the Project to the extent practicable to reduce adverse impacts on potentially affected land uses in consultation with the relevant local Council, particularly:</p> <ul style="list-style-type: none"> Parks Reserves/ gardens Waterways Recreational and community facilities Residential properties in proximity to the construction area Commercial and industrial sites. 	IAC recommendation supported.	<p>Minimise design footprint</p> <p>Through detailed design, minimise the permanent footprint of the Project to the extent practicable to reduce adverse impacts on potentially affected land uses in consultation with the relevant local Council, particularly:</p> <ul style="list-style-type: none"> Parks Reserves/ gardens Waterways Recreational and community facilities Residential properties in proximity to the construction area Commercial and industrial sites.
LPP2	Detailed design, construction	<p>Recreation facilities</p> <p>Through detailed design and construction, minimise to the extent practicable any impacts on users of recreational facilities including</p>	<p>Recreation facilities</p> <p>Through detailed design and construction, minimise to the extent practicable any impacts on users of recreational facilities including</p>	IAC recommendation supported with minor amendment to correctly	<p>Recreation facilities</p> <p>Through detailed design and construction, minimise to the extent practicable any impacts on users of recreational facilities including</p>

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		Westgate Public Golf Course, Crofts Reserve, Hyde Street Reserve, Donald McLean Reserve, Moonee Ponds Creek (Capital City Trail), Railway Place and Miller Street Reserve, and Mclvor Reserve. Access to, and amenity and function of recreation facilities is to be maintained to the extent practicable in consultation with the land manager.	Westgate Public Golf Course, Crofts Reserve, Hyde Street Reserve, Donald McLean Reserve, Moonee Ponds Creek (Capital City Trail), Railway Place, Yarraville Gardens , and Miller Street Reserve, and Mclvor Reserve. Access to, and amenity and function of recreation facilities is to be maintained to the extent practicable in consultation with the land manager.	identify reserves.	Westgate Public Golf Course, Crofts Reserve, Hyde Street Reserve, Donald McLean Reserve, Moonee Ponds Creek (Capital City Trail), Railway Place, Yarraville Gardens , and Miller Street Reserve, Yarraville Gardens , and Mclvor Reserve. Access to, and amenity and function of recreation facilities is to be maintained to the extent practicable in consultation with the land manager.
LPP3	Detailed design	<p>Future development opportunities</p> <p>Do not preclude the possibility of a future road connection between Precinct 15 (Hobsons Bay Council) and Bradmill Precinct (Maribyrnong Council).</p> <p>Manage, to the extent practicable, the impacts on the Railway Place and Miller Street Reserve Concept Plan in consultation with City of Melbourne.</p> <p>Manage, to the extent practicable, the impacts on future built form of 48–54 Digital Drive, Digital Harbour in consultation with the landowner/developer.</p>	<p>Future development opportunities</p> <p>Do not preclude the possibility of a future road connection between Precinct 15 (Hobsons Bay Council) and Bradmill Precinct (Maribyrnong Council).</p> <p>Manage, to the extent practicable, the impacts on the Railway Place and Miller Street Reserve Concept Plan in consultation with City of Melbourne.</p> <p>In consultation with the relevant Council and authorities, minimise to the extent practicable, the impacts on urban renewal areas, identified in relevant planning schemes, and proposed open space areas.</p> <p>Manage, to the extent practicable, the impacts on future built form of 48–54 Digital Drive, Digital Harbour in consultation with the landowner/developer.</p>	IAC recommendation supported.	<p>Future development opportunities</p> <p>Do not preclude the possibility of a future road connection between Precinct 15 (Hobsons Bay City Council) and Bradmill Precinct (Maribyrnong City Council).</p> <p>Manage, to the extent practicable, the impacts on Railway Place and Miller Street Reserve Concept Plan in consultation with City of Melbourne.</p> <p>In consultation with the relevant Council and authorities, minimise to the extent practicable, the impacts on urban renewal areas, identified in relevant planning schemes, and proposed open space areas.</p> <p>Manage, to the extent practicable, the impacts on future built form of 48–54 Digital Drive, Digital Harbour in consultation with the landowner/developer.</p>
LPP4	Detailed design	<p>Pedestrian connections</p> <p>Do not preclude the possibility of future pedestrian connections between:</p> <ul style="list-style-type: none"> North and West Melbourne, E-Gate and Docklands to Moonee Ponds Creek (the Moonee Ponds Creek Trail / Capital City Trail) Digital Harbour and West Melbourne by upgrading pedestrian crossings at the intersection of Wurundjeri Way and Dudley Street. 	<p>Pedestrian and bicycle connections</p> <p>Actively facilitate the possibility of a high amenity, accessible and convenient Do not preclude the of future pedestrian and bicycle connections between:</p> <ul style="list-style-type: none"> North and West Melbourne, E-Gate and Docklands to Moonee Ponds Creek (the Moonee Ponds Creek Trail / Capital City Trail) Digital Harbour and West Melbourne by upgrading pedestrian crossings at the intersection of Wurundjeri Way and Dudley Street. 	Recommend use of the term 'do not preclude' as the re-designed Wurundjeri Way extension actively facilitates the connection.	<p>Pedestrian and bicycle connections</p> <p>Actively facilitate the possibility of high amenity, accessible and convenient Do not preclude the possibility of high amenity, accessible and convenient future pedestrian and bicycle connections between:</p> <ul style="list-style-type: none"> North and West Melbourne, E-Gate and Docklands to Moonee Ponds Creek (the Moonee Ponds Creek Trail/Capital City Trail) Digital Harbour and West Melbourne by upgrading pedestrian crossings at the intersection of Wurundjeri Way and Dudley Street.
LPP5	Detailed design, construction	<p>Public Land</p> <p>Through detailed design and construction reduce the disruption to the extent practicable, to current uses of public and council land resulting from temporary occupation.</p>	<p>Public Land</p> <p>Through detailed design and construction reduce the disruption to the extent practicable, to current uses of public and council land resulting from temporary occupation.</p>	Recommend that EPR include reinstatement at completion.	<p>Public Land</p> <p>Through detailed design and construction reduce the disruption to the extent practicable, to current uses of public and council land resulting from temporary occupation. Reinstate public land upon completion of temporary occupation as per LVP2.</p>
		Landscape and visual			
LVP1	Detailed design, construction	<p>Urban design approach</p> <p>Detailed design development must respond to the West Gate Tunnel Project urban design principles and vision. In doing so it must minimise, to the extent practicable, landscape and visual impacts, and maximise opportunities for enhancement of public amenity, open space and facilities, resulting from the Project, in consultation with relevant stakeholders, particularly in relation to:</p> <ul style="list-style-type: none"> Heritage values and assets Bridges and structures Existing roads, streets, cycle paths, trails and footpaths Existing landmark natural and urban elements across the Project, including CityLink Open space including, Yarraville Gardens, Hyde Street Reserve, Donald McLean Reserve, Railway and Millers Street Reserve Community and recreational assets including the, Yarraville Community Centre, Yarraville Gardens, Westgate Golf Club, Spotswood Cricket/ Football Oval, W.L.J. Crofts Reserve, shared paths along Kororoit Creek, Maribyrnong River, Stony Creek, and Moonee Ponds Creek, various bowls and tennis clubs in the vicinity of the Project Residential interfaces Business interfaces. 	<p>Urban design approach</p> <p>Detailed design development must respond to the West Gate Tunnel Project urban design principles and vision. In doing so it must minimise, to the extent practicable, landscape and visual impacts, and maximise opportunities for enhancement of public amenity, open space and facilities, resulting from the Project, in consultation with relevant stakeholders, particularly in relation to:</p> <ul style="list-style-type: none"> Heritage values and assets Bridges and structures Existing roads, streets, cycle paths, trails and footpaths Existing landmark natural and urban elements across the Project, including CityLink Significant views from the public domain Existing vegetation including street trees and vegetation along waterways Open space including, Yarraville Gardens, Hyde Street Reserve, Donald McLean Reserve, Railway and Millers Street Reserve, and along Maribyrnong River and Moonee Ponds Creek Community and recreational assets including the, Yarraville Community Centre, Yarraville Gardens, Westgate Golf Club, Spotswood Cricket/ Football Oval, W.L.J. Crofts Reserve, shared paths along Kororoit Creek, Maribyrnong River, Stony Creek, and Moonee Ponds Creek, various bowls and tennis clubs in the vicinity of the Project 	IAC recommendations adopted with minor amendments to emphasise that the design must respond to the design principles and vision for existing and proposed project aspects, and that overshadowing be minimised given that noise wall height will be refined to provide noise attenuation during detailed design.	<p>Urban design approach</p> <p>Detailed design development must respond to the West Gate Tunnel Project urban design principles and vision.</p> <p>The design response In doing so it must minimise, to the extent practicable, landscape and visual impacts, and maximise opportunities for enhancement of public amenity, open space and facilities, resulting from the Project, in consultation with relevant stakeholders, particularly in relation to:</p> <ul style="list-style-type: none"> Landmark elements Heritage values and assets Bridges and structures Existing and proposed roads, streets, cycle paths, trails and footpaths Existing and proposed landmark natural and urban elements across the Project, including CityLink Significant views from the public domain Existing and proposed vegetation including street trees and vegetation along waterways Open space including, Yarraville Gardens, Hyde Street Reserve, Donald McLean Reserve, Railway Place and Millers Street Reserve, and along Maribyrnong River and Moonee Ponds Creek and proponent-proposed new open spaces

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
			<ul style="list-style-type: none"> Residential interfaces Business interfaces Crime Prevention Through Environmental Design, including effects on safe movements of pedestrians and cyclists; including within undercroft and open spaces areas Detailed design to ensure landmark elements balance visual impact with minimal overshadowing Detailed design to ensure there is no further overshadowing of residential properties to the south of the freeway as a result of the proposed noise walls. <p>Design of acoustic sheds, used during construction, to contribute to the image and identity of the area.</p>		<ul style="list-style-type: none"> Community and recreational assets including the Yarraville Community Centre, Yarraville Gardens, Westgate Golf Club, Spotswood Cricket/Football Oval, W.L.J. Crofts Reserve, shared paths along Kororoit Creek, Maribyrnong River, Stony Creek, and Moonee Ponds Creek, various bowls and tennis clubs in the vicinity of the Project Residential interfaces Business interfaces Crime Prevention Through Environmental Design, including effects on safe movements of pedestrians and cyclists; including within undercroft and open spaces areas Detailed design to minimise overshadowing by noise walls of residential properties, community facilities, open spaces, waterways and valuable natural habitats ensure there is no further overshadowing of residential properties to the south of the freeway as a result of the proposed noise walls. Design of acoustic sheds, used during construction, to contribute have regard to the image and identity character of the area.
LVP2	Detailed design, construction	<p>Reinstatement following temporary works</p> <p>Avoid direct impacts on the Yarraville Gardens unless agreed by the City of Maribyrnong.</p> <p>Reinstate public open spaces, vegetation cover and facilities disturbed by temporary works to the reasonable satisfaction of the land manager.</p>	EPR supported.	Version 6 EPR supported.	<p>Reinstatement following temporary works</p> <p>Avoid direct impacts on the Yarraville Gardens unless agreed by the City of Maribyrnong.</p> <p>Reinstate public open spaces, vegetation cover and facilities disturbed by temporary works to the reasonable satisfaction of the land manager.</p>
LVP3	Detailed design, construction	<p>Light spillage</p> <p>Detailed design of the works must minimise light spillage to protect the amenity of adjacent land uses and any known significant native fauna habitat to the extent practicable.</p> <p>The CEMP must include requirements and methods to minimise light spillage, to the extent practicable, during construction to protect the amenity of adjacent surrounding neighbourhoods, parks and community facilities including urban environments, in consultation with relevant stakeholders.</p>	EPR supported.	Version 6 EPR supported.	<p>Light spillage</p> <p>Detailed design of the works must minimise light spillage to protect the amenity of adjacent land uses and any known significant native fauna habitat to the extent practicable.</p> <p>The CEMP must include requirements and methods to minimise light spillage, to the extent practicable, during construction to protect the amenity of adjacent surrounding neighbourhoods, parks and community facilities including urban environments, in consultation with relevant stakeholders.</p>
LVP4	Construction	<p>Vegetation screening</p> <p>As part of the Landscaping Plan (refer EPR EP6), implement vegetation screening for visually impacted public realm areas, community spaces, including residential areas and public open spaces. The plan must include measures to ensure vegetation screening is used where practicable if Project infrastructure would be visible from residential areas and public open spaces.</p>	<p>Vegetation screening</p> <p>As part of the Landscaping Plan (refer EPR EP6), implement vegetation screening for visually impacted public realm areas, community spaces, including residential areas, and public open spaces and the Altona Memorial Park. The plan must be prepared in consultation with the relevant Councils and include measures to ensure vegetation screening is used where practicable if Project infrastructure would be visible from residential areas and public open spaces.</p>	Recommend minor amendment to remove repetition.	<p>Vegetation screening</p> <p>As part of the Landscaping Plan (refer EP6), implement vegetation screening for visually impacted residential areas, public realm areas, community spaces, including public open spaces and the Altona Memorial Park. The plan must be prepared in consultation with the relevant Councils and include measures to ensure vegetation screening is used where practicable if Project infrastructure would be visible from residential areas and public open spaces.</p>
LVP5	Detailed design		<p>Design review</p> <p>OVGA to review existing and future plans, having consideration to the relevant EPRs.</p>	IAC recommendation supported with OVGA reviews to further reference to the West Gate Tunnel Project urban design principles and vision.	<p>Design review</p> <p>WDA must refer urban design plans to the OVGA for review against the relevant EPRs and the Project's urban design principles and vision.</p>

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording																		
		Noise and vibration																					
NVP1A NVP1	Detailed design, construction	<p>Traffic noise limits Design and construct the works to meet the following limits on traffic noise levels.</p> <table border="1"> <thead> <tr> <th>Aspect</th> <th>External Traffic Noise Levels</th> </tr> </thead> <tbody> <tr> <td>External traffic noise levels</td> <td> <p>a External traffic noise levels from the freeway* and Local Roads+ at Category A Buildings and Category B Buildings[^] facing the traffic noise, being those adjacent to or with a direct line of sight to the freeway*, must be no greater than:</p> <ul style="list-style-type: none"> iii 63dB(A) L_{10(18h)} measured between 6am and midnight for Category A Buildings; and iv 63dB(A) L_{10(12h)} measured between 6am and 6pm for Category B Buildings; and <p>b External traffic noise levels from the freeway* and Local Roads+ at Category A Buildings and Category B Buildings[^] which do not fall within paragraph (a) above and which are adjacent to an identified section of Local Road+, must be no greater than the predicted traffic noise level under a 'no project' scenario. The 'no project' scenario must also assume that the road traffic noise attributable to the West Gate Freeway (without the project) is:</p> <ul style="list-style-type: none"> – 63dB(A) L_{10(18h)} measured between 6am and midnight for the relevant Category A Buildings; and – 63dB(A) L_{10(12h)} measured between 6am and 6pm for the relevant Category B Buildings. </td> </tr> <tr> <td>Applies at</td> <td> <p>The noise criteria in paragraphs (a) and (b) above are to apply to the lowest habitable level of Category A Buildings and Category B Buildings existing and occupied or capable of being occupied at the time of announcing the design on 2 April 2017.</p> <p>In some cases off-site noise attenuation may be required to meet the noise criteria at any Category A or Category B Building. This may include implementation of noise attenuation measures in consultation with the owner of the relevant building to ensure that an equivalent internal level of attenuation is provided to the building.</p> </td> </tr> </tbody> </table> <p>* Freeway means the primary road connecting the West Gate Freeway (from the M80 interchange) with the Port of Melbourne, CityLink and the city to be constructed as a result of the Project and excludes:</p> <ul style="list-style-type: none"> • The sections of the West Gate Freeway east of the Williamstown rail line; and • The sections of the Project which comprise widening of arterial roads, but includes: <ul style="list-style-type: none"> – The Dynon Road eastbound exit ramp and Dynon Road westbound entry ramp to the western abutment of the existing Dynon Road bridge over the railway lines; and – The Wurundjeri Way Extension from Dynon Road to the point at which the elevated section of the road ties into Wurundjeri Way south of Dudley Street. <p>+ Local Road means</p> <ul style="list-style-type: none"> • The sections of Grieve Parade, Millers Road, Williamstown 	Aspect	External Traffic Noise Levels	External traffic noise levels	<p>a External traffic noise levels from the freeway* and Local Roads+ at Category A Buildings and Category B Buildings[^] facing the traffic noise, being those adjacent to or with a direct line of sight to the freeway*, must be no greater than:</p> <ul style="list-style-type: none"> iii 63dB(A) L_{10(18h)} measured between 6am and midnight for Category A Buildings; and iv 63dB(A) L_{10(12h)} measured between 6am and 6pm for Category B Buildings; and <p>b External traffic noise levels from the freeway* and Local Roads+ at Category A Buildings and Category B Buildings[^] which do not fall within paragraph (a) above and which are adjacent to an identified section of Local Road+, must be no greater than the predicted traffic noise level under a 'no project' scenario. 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This may include implementation of noise attenuation measures in consultation with the owner of the relevant building to ensure that an equivalent internal level of attenuation is provided to the building.</p>	Recommend adoption of Version 6 EPR for alignment with current VicRoads Traffic Noise Reduction Policy.	<p>Traffic noise limits Design and construct the works to meet the following limits on traffic noise levels.</p> <table border="1"> <thead> <tr> <th>Aspect</th> <th>External Traffic Noise Levels</th> </tr> </thead> <tbody> <tr> <td>External traffic noise levels</td> <td> <p>a External traffic noise levels from the freeway* and Local Roads+ at Category A Buildings and Category B Buildings[^] facing the traffic noise, being those adjacent to or with a direct line of sight to the freeway*, must be no greater than:</p> <ul style="list-style-type: none"> i 63dB(A) L_{10(18h)} measured between <u>6am and midnight 7am and 10pm</u> for Category A Buildings; <u>and</u> ii 58dB(A) L_{10(9h)} measured between 10pm and 7am for Category A Buildings; <u>and</u> ii 63dB(A) L_{10(12h)} measured between 6am and 6pm for Category B Buildings. <p>b External traffic noise levels from the freeway* and Local Roads+ at Category A Buildings and Category B Buildings[^] which do not fall within paragraph (a) above and which are adjacent to an identified section of Local Road+, must be no greater than the predicted traffic noise level under a 'no project' scenario. 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Applies at	<p><u>The noise criteria in paragraphs (a) and (b) above are to apply to the lowest habitable level of Category A Buildings and Category B Buildings existing and occupied or capable of being occupied at the time of announcing the design on 29 May 2017.</u></p> <p>The noise criteria in paragraphs (a) and (b) above are to be measured one metre from the centre of the most exposed window of all habitable levels of Category A Buildings and Category B Buildings existing and occupied or capable of being occupied at the time of release of the EES on 29 May 2017.</p> <p>In some cases off-site noise attenuation may be required to meet the noise criteria at any Category A or Category B Building. This may include implementation of noise attenuation measures in consultation with the owner of the relevant building to ensure that an equivalent internal level of attenuation is provided to the building.</p>
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		<p>Road/Melbourne Road, Hyde Street, MacKenzie Road, Simcock Avenue and Dynon Road which extend 100 metres from the interchange of the relevant road with the Freeway; and</p> <ul style="list-style-type: none"> The sections of Footscray Road between the intersection of Footscray Road with the Footscray Road ramps and the Sims Street loop intersection with Footscray Road. <p>[^] Category A Buildings and Category B Buildings means</p> <ul style="list-style-type: none"> Category A Buildings: - Residential dwellings, aged persons homes, hospitals, motels, caravan parks and other buildings of a residential nature Category B Buildings: - Schools, kindergartens, libraries and other noise-sensitive community buildings 	<ul style="list-style-type: none"> The Dynon Road eastbound exit ramp and Dynon Road westbound entry ramp to the western abutment of the existing Dynon Road bridge over the railway lines; and The Wurundjeri Way Extension from Dynon Road to the point at which the elevated section of the road ties into Wurundjeri Way south of Dudley Street. <p>⁺ Local Road means</p> <ul style="list-style-type: none"> The sections of Grieve Parade, Millers Road, Williamstown Road/Melbourne Road, Hyde Street, MacKenzie Road, Simcock Avenue and Dynon Road which extend 100 metres from the interchange of the relevant road with the Freeway; and The sections of Footscray Road between the intersection of Footscray Road with the Footscray Road ramps and the Sims Street loop intersection with Footscray Road. <p>[^] Category A Buildings and Category B Buildings means</p> <ul style="list-style-type: none"> Category A Buildings: - Residential dwellings, aged persons homes, hospitals, motels, caravan parks and other buildings of a residential nature <p>Category B Buildings: - Schools, kindergartens, libraries and other noise-sensitive community buildings</p>		<ul style="list-style-type: none"> The Dynon Road eastbound exit ramp and Dynon Road westbound entry ramp to the western abutment of the existing Dynon Road bridge over the railway lines; and The Wurundjeri Way Extension from Dynon Road to the point at which the elevated section of the road ties into Wurundjeri Way south of Dudley Street. <p>⁺ Local Road means</p> <ul style="list-style-type: none"> The sections of Grieve Parade, Millers Road, Williamstown Road/Melbourne Road, Hyde Street, MacKenzie Road, Simcock Avenue and Dynon Road which extend 100 metres from the interchange of the relevant road with the Freeway; and The sections of Footscray Road between the intersection of Footscray Road with the Footscray Road ramps and the Sims Street loop intersection with Footscray Road. <p>[^] Category A Buildings and Category B Buildings means</p> <ul style="list-style-type: none"> Category A Buildings: - Residential dwellings, aged persons homes, hospitals, motels, caravan parks and other buildings of a residential nature <p>Category B Buildings: - Schools, kindergartens, libraries and other noise-sensitive community buildings</p>
<p>NVP1B NVP2</p>	<p>Detailed design, construction</p>	<p>Traffic noise reduction at open space</p> <p>Construct noise barriers to reduce noise levels at the following open space areas:</p> <ul style="list-style-type: none"> Crofts Reserve: extend the 8.25 metre high barrier on the south of the freeway, to the west for approximately 85 metres Mclvor Reserve: extend the 8.75 metre high barrier opposite Mclvor Reserve, on the north side of the freeway, to the west for approximately 150 metres Hyde Street Reserve: a 4.5 metre high noise barrier along the Hyde Street off ramp and shared use path adjacent to the Hyde Street Reserve for approximately 440 metres. 	<p>Traffic noise reduction at open space</p> <p>Design and construct the works to meet the following limits on traffic noise levels for areas zoned for Public Parks and Recreation use, including new parks created by the Project, adjacent to the West Gate Freeway between the western extent of Crofts Reserve to Hyde Street.</p> <ul style="list-style-type: none"> Passive open space: 63dB(A)L10(15hr) measured between 7am and 10pm Active open space: 68dB(A)L10(15hr) measured between 7am and 10pm. <p>In meeting the above noise limits for open space, as a minimum the following noise barriers must be included in the Project:</p> <p>Construct noise barriers to reduce noise levels at the following open space areas:</p> <ul style="list-style-type: none"> Crofts Reserve: extend the 8.25 metre high barrier on the south of the freeway, to the west for approximately 85 metres Mclvor Reserve: extend the 8.75 metre high barrier opposite Mclvor Reserve, on the north side of the freeway, to the west for approximately 150 metres Hyde Street Reserve: a 4.5 metre high noise barrier along the Hyde Street off ramp and shared use path adjacent to the Hyde Street Reserve for approximately 440 metres 	<p>Recommend adoption of Version 6 EPR with addition of Precinct 15 noise barrier.</p>	<p>Traffic noise reduction at open space</p> <p>Design and construct the works to meet the following limits on traffic noise levels for areas zoned for Public Parks and Recreation use, including new parks created by the Project, adjacent to the West Gate Freeway between the western extent of Crofts Reserve to Hyde Street.</p> <ul style="list-style-type: none"> Passive open space: 63dB(A)L10(15hr) measured between 7am and 10pm Active open space: 68dB(A)L10(15hr) measured between 7am and 10pm. <p>In meeting the above noise limits for open space, as a minimum the following noise barriers must be included in the Project:</p> <p><u>Construct noise barriers to reduce noise levels at the following open space areas:</u></p> <ul style="list-style-type: none"> Crofts Reserve: extend the 8.25 metre high barrier on the south of the freeway, to the west for approximately 85 metres <u>Precinct 15 (frontage): provision of an additional 3 metre high barrier on the south of the freeway, approximately 210 metres extending to the west</u> Mclvor Reserve: extend the 8.75 metre high barrier opposite Mclvor Reserve, on the north side of the freeway, to the west for approximately 150 metres Hyde Street Reserve: a 4.5 metre high noise barrier along the Hyde Street off ramp and shared use path adjacent to the Hyde Street Reserve for approximately 440 metres.
<p>NVP1C NVP3</p>	<p>Operation</p>	<p>Operational noise limits</p> <p>Traffic noise mitigation measures must be maintained to ensure that the traffic noise levels in NVP1A are not exceeded for 20 years after opening of the freeway for the same sensitive receptors used at the time of the design.</p>	<p>Operational noise limits</p> <p>Traffic noise mitigation measures must be maintained to ensure that the traffic noise levels in NVP1A <u>and NVP1B</u> are not exceeded for 20 years after opening of the freeway for the same sensitive receptors used at the time of the design.</p>	<p>Recommend adoption of Version 6 EPR in light of changes to NVP6 and with heading change to <i>Maintenance of noise mitigation measures</i> to more accurately reflect EPR intent.</p>	<p><u>Maintenance of noise mitigation measures</u></p> <p>Traffic noise mitigation measures must be maintained to ensure that the traffic noise levels in <u>NVP1</u> are not exceeded for 20 years after opening of the <u>freeway Project</u> for the same sensitive receptors used at the time of the design.</p>
<p>NVP1D NVP4</p>	<p>Pre-operation</p>	<p>Traffic noise reduction at Millers Road north of West Gate Freeway</p> <p>Subject to the timely agreement of the relevant property owners prior to opening of the freeway, agreed noise mitigation measures must be implemented at the residential properties that front Millers Road</p>	<p>Traffic noise reduction at Millers Road north of West Gate Freeway</p> <p>Subject to the timely agreement of the relevant property owners prior to opening of the freeway, agreed noise mitigation measures must be implemented at the residential properties that front Millers Road</p>	<p>Recommend adoption of Version 6 EPR (as the appropriate test is the difference between 2031 scenarios).</p>	<p>Traffic noise reduction at Millers Road north of West Gate Freeway</p> <p>Subject to the timely agreement of the relevant property owners prior to opening of the <u>freeway Project</u>, agreed noise mitigation measures must be implemented, <u>during construction</u>, at the residential properties that</p>

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		<p>between the West Gate Freeway and Geelong Road (to the extent NVP1A is not otherwise applicable to such properties). Relevant property owners are to be consulted and provided with:</p> <ul style="list-style-type: none"> An acoustic report predicting traffic noise levels from Millers Road in 2031 both with the project and without the project (with the difference in these being 'the predicted traffic noise increase') Details of practicable internal noise reduction options such as fencing, double glazing and mechanical ventilation (or a combination of these) to achieve to the extent practicable an equivalent reduction to the predicted traffic noise increase for the relevant property The process for documenting and implementing agreed noise mitigation measures. 	<p>between the West Gate Freeway and Geelong Road <u>and alongside roads off this section of Millers Road for 100 metres</u> (to the extent NVP1A is not otherwise applicable to such properties). Relevant property owners are to be consulted and provided with:</p> <ul style="list-style-type: none"> An acoustic report predicting traffic noise levels from Millers Road in 2031 both with the project and without the project <u>and existing noise measurements in the area (with the difference in these being 'the predicted traffic noise increase')</u> Details of practicable internal noise reduction options such as fencing, double glazing and mechanical ventilation (or a combination of these) to achieve to the extent practicable an equivalent reduction <u>to the predicted traffic noise increase for the relevant property to meet the following limits on traffic noise levels</u> The process for documenting and implementing agreed noise mitigation measures. <table border="1"> <thead> <tr> <th>Aspect</th> <th>External Traffic Noise Levels</th> </tr> </thead> <tbody> <tr> <td><u>External traffic noise levels</u></td> <td> <p>a <u>External traffic noise levels from Millers Road and the freeway at Category A Buildings along Millers Road and within 100 metres of side roads off Millers Road being those adjacent to or with a direct line of sight to Millers Road must be no greater than:</u></p> <p>iii <u>68dB(A)_{L10(15h)} measured between 7am and 10pm; and</u></p> <p>iv <u>65dB(A)_{L10(9h)} measured between 10pm and 7am.</u></p> </td> </tr> <tr> <td><u>Applies at</u></td> <td> <p>The noise criteria in paragraphs (a) and (b) above are <u>to be measured one metre from the centre of the most exposed window of all habitable levels of Category A Buildings and Category B Buildings existing and occupied or capable of being occupied at the time of release of the EES on 29 May 2017.</u></p> <p><u>Off-site noise attenuation may be required to meet the noise criteria at any Category A building. This may include implementation of noise attenuation measures in consultation with the owner of the relevant building to ensure that an equivalent internal level of attenuation is provided to the building.</u></p> </td> </tr> </tbody> </table>	Aspect	External Traffic Noise Levels	<u>External traffic noise levels</u>	<p>a <u>External traffic noise levels from Millers Road and the freeway at Category A Buildings along Millers Road and within 100 metres of side roads off Millers Road being those adjacent to or with a direct line of sight to Millers Road must be no greater than:</u></p> <p>iii <u>68dB(A)_{L10(15h)} measured between 7am and 10pm; and</u></p> <p>iv <u>65dB(A)_{L10(9h)} measured between 10pm and 7am.</u></p>	<u>Applies at</u>	<p>The noise criteria in paragraphs (a) and (b) above are <u>to be measured one metre from the centre of the most exposed window of all habitable levels of Category A Buildings and Category B Buildings existing and occupied or capable of being occupied at the time of release of the EES on 29 May 2017.</u></p> <p><u>Off-site noise attenuation may be required to meet the noise criteria at any Category A building. 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NVP1E NVP5	Construction	Construction of noise barriers Permanent noise attenuation must, where feasible, be installed in advance of adjacent works.	EPR supported.	Version 6 EPR supported.	Construction of noise barriers Permanent noise attenuation must, where feasible, be installed in advance of adjacent works.												
NVP2 NVP6	Pre-operation, operation	Traffic noise monitoring Traffic noise must be measured prior to and upon opening of the Freeway and during operation of the freeway, in accordance with the VicRoads Traffic Noise Measurement Requirements for Acoustic Consultants – September 2011, to verify conformance with the external traffic noise performance requirements set out in NVP1A above. Remedial action must be taken as soon as practicable in the event that the measured traffic noise levels demonstrate that the external traffic noise performance requirements set out in NVP1A are not met.	Traffic noise monitoring Traffic noise must be measured prior to and upon opening of the Freeway and during operation of the freeway, in accordance with the VicRoads Traffic Noise Measurement Requirements for Acoustic Consultants – September 2011 <u>and at the most exposed window of the most exposed habitable level of multi-storey buildings</u> , to verify conformance with the external traffic noise performance requirements set out in NVP1A <u>and NVP1D</u> above. Remedial action must be taken as soon as practicable in the event that the measured traffic noise levels demonstrate that the external traffic noise performance requirements set out in NVP1A <u>and NVP1D</u> are not met. <u>Monitoring results must be made publicly available.</u>	IAC recommendation supported with removal of cross-references to NVP1D.	Traffic noise monitoring Traffic noise must be measured prior to and upon opening of the <u>Freeway Project</u> and during operation of the freeway, in accordance with the VicRoads Traffic Noise Measurement Requirements for Acoustic Consultants – September 2011 <u>and at the most exposed window of the most exposed habitable level of multi-storey buildings</u> , to verify conformance with the external traffic noise performance requirements set out in NVP1A <u>and NVP1D</u> above. Remedial action must be taken as soon as practicable in the event that the measured traffic noise levels demonstrate that the external traffic noise performance requirements set out in NVP1A <u>and NVP1D</u> are not met. Monitoring results must be made publicly available.												
NVP3 NVP7	Pre-construction, construction	Construction noise, vibration management, and monitoring Prepare and implement a Construction Noise and Vibration Management Plan (CNVMP) in accordance with the limits and	Construction noise, vibration management, and monitoring Prepare and implement a Construction Noise and Vibration Management Plan (CNVMP) in accordance with the limits and	IAC recommendation supported with approval requirements specified	Construction noise, vibration management, and monitoring Prepare and implement a Construction Noise and Vibration Management Plan (CNVMP) in accordance with the limits and												

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		<p>methodologies outlined in the Noise and Vibration EPRs. The CNVMP must be informed by monitoring and modelling undertaken by a suitably qualified acoustic and vibration consultant prior to the construction works and include (but not be limited to) the following:</p> <p>A. Noise and vibration management levels</p> <ul style="list-style-type: none"> The construction noise, vibration and regenerated noise targets as defined in EPRs NVP4, 6, 7, 8 Updated noise and vibration modelling of the noise and vibration impacts <p>B. Noise and vibration mitigation measures</p> <ul style="list-style-type: none"> Identification of sensitive receptors potentially impacted by the construction stage of the Project Identification of the scheduling, duration, activities and equipment with the potential to generate airborne noise or surface vibration impacts at the identified sensitive receptors Implementation of construction noise and vibration targets including management measures, where practicable to achieve these targets such as: <ul style="list-style-type: none"> Scheduling Measures to manage night works Vehicle and traffic management related to any relevant traffic management plan prepared under EPR TP3 Temporary structures to attenuate noise impacts at the tunnel portals if required to achieve Noise and Vibration EPRs. Detail of practicable measures that will be adopted to manage noise and vibration impacts that exceed the targets or values set out in the EPRs and CNVMP including: <ul style="list-style-type: none"> Engagement and notification measures Off-site measures (eg temporary relocation or respite offers) <p>C. Vibration</p> <ul style="list-style-type: none"> Procedures for condition surveys to be undertaken, with the prior approval of the relevant property owner and/or occupier, for property, land, ground and infrastructure that is reasonably accessible and that may be affected by the project activities Any alternative vibration guideline values identified under EPR NVP7 (refer Note 2 of NVP7). <p>D. Blasting</p> <ul style="list-style-type: none"> If blasting is proposed, the values and management measures as defined in EPRs NVP 5, 12 and 13. <p>E. 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NVP5 NVP9	Construction	<p>Blasting trials and assessment</p> <p>Where blasting is proposed, a series of initial trials at reduced scale must be conducted prior to production blasting to determine site-specific blast response characteristics and to define allowable blast sizes to meet air blast overpressure and ground vibration limits. If blasting is required, an assessment of the potential noise and vibration impacts, and a strategy to minimise and manage those impacts must be prepared, including preparation of an appropriate community information program.</p>	<p>Blasting trials and assessment</p> <p>Where blasting is proposed, a series of initial trials at reduced scale must be conducted prior to production blasting to determine site-specific blast response characteristics and to define allowable blast sizes to meet air blast overpressure and ground vibration limits. If blasting is required, an assessment of the potential noise and vibration impacts, and a strategy to minimise and manage those impacts must be prepared, including preparation of an appropriate community information program.</p>	Recommend the addition of cross-reference to targets set out in NVP10-13 and NVP16-17.	<p>Blasting trials and assessment</p> <p>Where blasting is proposed, a series of initial trials at reduced scale must be conducted prior to production blasting to determine site-specific blast response characteristics and to define allowable blast sizes to meet air blast overpressure and ground vibration limits. If blasting is required, an assessment of the potential noise and vibration impacts, and a strategy to minimise and manage those impacts, to the targets set out in NVP10-13 and NVP16-17, must be prepared, including preparation of an appropriate community information program.</p>																																						
NVP6 NVP10	Construction	<p>Construction vibration targets (amenity)</p> <p>Implement management actions if the following guideline target levels for continuous vibration from construction activity to protect human comfort of occupied buildings (including heritage buildings) are not achieved (levels are calculated from the British Standard BS6472-1:2008).</p> <table border="1"> <tr> <td colspan="5">Vibration Dose Values (m/s1.75)</td> </tr> <tr> <td rowspan="2">Type of space occupancy</td> <td colspan="2">Day (7am to 10pm)</td> <td colspan="2">Night (10pm to 7am)</td> </tr> <tr> <td>Preferr ed Value</td> <td>Maximu m Value</td> <td>Preferre d Value</td> <td>Maximu m Value</td> </tr> <tr> <td>Residential</td> <td>0.2</td> <td>0.4</td> <td>0.1</td> <td>0.2</td> </tr> </table>	Vibration Dose Values (m/s1.75)					Type of space occupancy	Day (7am to 10pm)		Night (10pm to 7am)		Preferr ed Value	Maximu m Value	Preferre d Value	Maximu m Value	Residential	0.2	0.4	0.1	0.2	EPR supported.	Version 6 EPR supported.	<p>Construction vibration targets (amenity)</p> <p>Implement management actions if the following guideline target levels for continuous vibration from construction activity to protect human comfort of occupied buildings (including heritage buildings) are not achieved (levels are calculated from the British Standard BS6472-1:2008).</p> <table border="1"> <tr> <td colspan="5">Vibration Dose Values (m/s1.75)</td> </tr> <tr> <td rowspan="2">Type of space occupancy</td> <td colspan="2">Day (7am to 10pm)</td> <td colspan="2">Night (10pm to 7am)</td> </tr> <tr> <td>Preferr ed Value</td> <td>Maximu m Value</td> <td>Preferre d Value</td> <td>Maximu m Value</td> </tr> <tr> <td>Residential</td> <td>0.2</td> <td>0.4</td> <td>0.1</td> <td>0.2</td> </tr> </table>	Vibration Dose Values (m/s1.75)					Type of space occupancy	Day (7am to 10pm)		Night (10pm to 7am)		Preferr ed Value	Maximu m Value	Preferre d Value	Maximu m Value	Residential	0.2	0.4	0.1	0.2
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NVP10 NVP14	Detailed design, operation	Tunnel ventilation system noise design Design and implement the tunnel ventilation system in accordance with the Works Approval and to achieve compliance with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1). Provide detailed design to the satisfaction of EPA Victoria prior to commencement of the works permitted by the Works Approval.	EPR supported.	Version 6 EPR supported.	Tunnel ventilation system noise design Design and implement the tunnel ventilation system in accordance with the Works Approval and to achieve compliance with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1). Provide detailed design to the satisfaction of EPA Victoria prior to commencement of the works permitted by the Works Approval.																								
NVP11 NVP15	Operation	Tunnel ventilation system noise monitoring Measure noise from the tunnel ventilation system on commencing road operation and monitor noise from the tunnel ventilation system for up to five years post opening of the Freeway, or as agreed with EPA Victoria, to verify compliance with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1). Identify and implement contingency measures if noise level targets are not met.	Tunnel ventilation system noise monitoring Measure noise from the tunnel ventilation system on commencing road operation and monitor noise from the tunnel ventilation system annually for up to five years post opening of the Freeway, or as agreed with EPA Victoria, to verify compliance with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1). Identify and implement contingency measures if noise level targets are not met.	IAC recommendation supported with the clarification of annual reporting of monitoring results.	Tunnel ventilation system noise monitoring Measure noise from the tunnel ventilation system on commencing road operation and monitor noise from the tunnel ventilation system and report annually for up to five years post opening of the Freeway, or as agreed with EPA Victoria, to verify compliance with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1). Identify and implement contingency measures if noise level targets are not met.																								
NVP12 NVP16	Construction	Amenity – Blast Vibration Implement management actions if the following vibration values are not achieved. Blasting activities must comply with Australian Standard AS2187.2-2006, Explosives – Storage and use Part 2 – Use of explosives for all blasting. <table border="1"> <thead> <tr> <th>Category</th> <th>Type of blasting operations</th> <th>Peak component particle velocity (mm/s)</th> </tr> </thead> <tbody> <tr> <td>Sensitive site</td> <td>Operations lasting longer than 12 months or more than 20 blasts</td> <td>5mm/s for 95% blasts per year 10mm/s maximum unless agreement is reached with the occupier that a higher limit may apply</td> </tr> <tr> <td>Sensitive site</td> <td>Operations lasting less than 12 months or less than 20 blasts</td> <td>10mm/s maximum unless agreement is reached with occupier that a higher limit may apply</td> </tr> <tr> <td>Occupied non-sensitive sites such as factories and commercial premises</td> <td>All blasting</td> <td>25mm/s maximum value unless agreement is reached with occupier that a higher limit may apply. For sites containing equipment sensitive to vibration, the vibration should be kept below manufacturer's specification or levels that can be shown to adversely affect the equipment operation</td> </tr> </tbody> </table>	Category	Type of blasting operations	Peak component particle velocity (mm/s)	Sensitive site	Operations lasting longer than 12 months or more than 20 blasts	5mm/s for 95% blasts per year 10mm/s maximum unless agreement is reached with the occupier that a higher limit may apply	Sensitive site	Operations lasting less than 12 months or less than 20 blasts	10mm/s maximum unless agreement is reached with occupier that a higher limit may apply	Occupied non-sensitive sites such as factories and commercial premises	All blasting	25mm/s maximum value unless agreement is reached with occupier that a higher limit may apply. For sites containing equipment sensitive to vibration, the vibration should be kept below manufacturer's specification or levels that can be shown to adversely affect the equipment operation	EPR supported.	Version 6 EPR supported.	Amenity – Blast Vibration Implement management actions if the following vibration values are not achieved. Blasting activities must comply with Australian Standard AS2187.2-2006, Explosives – Storage and use Part 2 – Use of explosives for all blasting. <table border="1"> <thead> <tr> <th>Category</th> <th>Type of blasting operations</th> <th>Peak component particle velocity (mm/s)</th> </tr> </thead> <tbody> <tr> <td>Sensitive site</td> <td>Operations lasting longer than 12 months or more than 20 blasts</td> <td>5mm/s for 95% blasts per year 10mm/s maximum unless agreement is reached with the occupier that a higher limit may apply</td> </tr> <tr> <td>Sensitive site</td> <td>Operations lasting less than 12 months or less than 20 blasts</td> <td>10mm/s maximum unless agreement is reached with occupier that a higher limit may apply</td> </tr> <tr> <td>Occupied non-sensitive sites such as factories and commercial premises</td> <td>All blasting</td> <td>25mm/s maximum value unless agreement is reached with occupier that a higher limit may apply. For sites containing equipment sensitive to vibration, the vibration should be kept below manufacturer's specification or levels that can be shown to adversely affect the equipment operation</td> </tr> </tbody> </table>	Category	Type of blasting operations	Peak component particle velocity (mm/s)	Sensitive site	Operations lasting longer than 12 months or more than 20 blasts	5mm/s for 95% blasts per year 10mm/s maximum unless agreement is reached with the occupier that a higher limit may apply	Sensitive site	Operations lasting less than 12 months or less than 20 blasts	10mm/s maximum unless agreement is reached with occupier that a higher limit may apply	Occupied non-sensitive sites such as factories and commercial premises	All blasting	25mm/s maximum value unless agreement is reached with occupier that a higher limit may apply. For sites containing equipment sensitive to vibration, the vibration should be kept below manufacturer's specification or levels that can be shown to adversely affect the equipment operation
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NVP18	Construction			Recommend new EPR on construction noise management similar to Melbourne Metro EPR NV1.	<p>Construction noise management Manage construction noise in accordance with EPA Publication 1254 Noise Control Guidelines and as specified in the Construction Noise and Vibration Management Plan prepared under NVP7.</p>																						
NVP19	Construction			Recommend new EPR to reduce operational noise in residences on Hyde Street, Yarraville.	<p>Traffic noise at Hyde Street, south of Francis Street In the event that voluntary acquisition is not offered for residences on the west side of Hyde Street south of Francis Street in connection with the Project, and subject to the timely agreement of the relevant property owners prior to opening of the Project, agreed noise mitigation measures must be implemented, during construction, at the residential properties on Hyde Street where acoustic modelling predicts a difference between noise levels from Hyde Street in 2031 with and without the project (with the difference in these being 'the predicted traffic noise increase'). Relevant property owners are to be consulted and provided with:</p> <ul style="list-style-type: none"> An acoustic report predicting traffic noise levels from Hyde Street in 2031 both with the project and without the project Details of practicable on-property noise reduction options such as fencing, double glazing and mechanical ventilation (or a combination of these) to achieve to the extent practicable an equivalent reduction to the predicted traffic noise increase for the relevant property The process for documenting and implementing agreed noise 																						

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					mitigation measures.
		Social and community			
SP1	Detailed design	<p>Urban design principles and vision</p> <p>Detailed design to protect and, where practicable, improve access to and amenity and safety for potentially affected residents, open space, social and community infrastructure and commercial facilities by responding to the urban design principles and vision and implementing the principles of Crime Prevention Through Environmental Design.</p>	<p>Urban design principles and vision</p> <p>Detailed design to protect and, where practicable, improve access to and amenity and safety for potentially affected residents, open space, social and community infrastructure and commercial facilities by responding to the urban design principles and vision and implementing the principles of Crime Prevention Through Environmental Design.</p> <p>Detailed design to specify the locations where installations of advanced trees are indicated to minimise impact of tree removal, in consultation with relevant local council.</p> <p>Detailed design to identify locations for planting prior to construction works where feasible to do so.</p>	Recommend adoption of the Version 6 EPR with the IAC addition adopted within EP6.	<p>Urban design principles and vision</p> <p>Detailed design to protect and, where practicable, improve access to and amenity and safety for potentially affected residents, open space, social and community infrastructure and commercial facilities by responding to the urban design principles and vision and implementing the principles of Crime Prevention Through Environmental Design.</p> <p>Detailed design to specify the locations where installations of advanced trees are indicated to minimise impact of tree removal, in consultation with relevant local council.</p> <p>Detailed design to identify locations for planting prior to construction works where feasible to do so.</p>
SP2	Pre-construction, construction, operation	<p>Communications and Community Engagement Plan (CCEP)</p> <p>Develop and implement a Communications and Community Engagement Plan in consultation with affected local councils to engage and consult the community and potentially affected stakeholders and discuss progress of construction activities and operation. The plan must include:</p> <ul style="list-style-type: none"> Community issues identification, management and resolution approach and procedures Approach to stakeholder identification Enquiry management and record keeping approach and procedures including making available a 24 hour telephone number, postal address, and an email address and publishing these on the project website Approach to mitigating community impacts including dust, noise and light and any relevant policies (e.g. relocations policy) Approach to changes to transport conditions for affected and potentially affected users, relevant stakeholders and relevant road authorities How it will evaluate the effectiveness of community impact mitigation measures, including through noise and vibration monitoring Incident and emergency communications, including notification methods and timeframes in the event of a major incident or overrun Approach and processes to ensure that the workforce has appropriate community awareness and sensitivity Any innovative communications tools and methods in the CCEP which would enhance the Project's ability to effectively communicate with the community and stakeholders Approach to notifying community, business, road user and other stakeholders affected by construction activities about impacts Approach to making relevant project information available to the community The role and function of the Community Liaison Group (CLG) as developed by the State. <p>The CCEP must address matters of interest or concern to the following stakeholders:</p> <ul style="list-style-type: none"> Municipalities Recreation, sporting and community groups Potentially affected residents and property owners Potentially affected business Other public facilities in proximity Religious and worship groups. 	<p>Communications and Community Engagement Plan (CCEP)</p> <p>Develop and implement a Communications and Community Engagement Plan in consultation with affected local councils to engage and consult the community and potentially affected stakeholders and discuss progress of construction activities and operation. 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Recommend cross-reference to EMP4 (complaints management system), cross-reference to BP5, specified timing for plan development and plan to be published on project website for duration of construction.	<p>Communications and Community Engagement Plan (CCEP)</p> <p>Develop and implement a Communications and Community Engagement Plan in consultation with affected local councils to engage and consult the community and potentially affected stakeholders and discuss progress of construction activities and operation. The plan must be published on the project website prior to and for the duration of construction and include:</p> <ul style="list-style-type: none"> Community issues identification, complaints management and resolution approach and procedures in accordance with EMP4 The BIP in accordance with BP5 Approach to stakeholder identification Enquiry management and record keeping approach and procedures including making available a 24 hour telephone number, postal address, and an email address and publishing these on the project website Approach to mitigating community impacts including dust, noise and light and any relevant policies (e.g. relocations policy) Approach to changes to transport conditions for affected and potentially affected users, relevant stakeholders and relevant road authorities How it will evaluate the effectiveness of community impact mitigation measures, including through noise and vibration monitoring Identification of how stakeholders can access environmental monitoring data that is to be made publicly available Incident and emergency communications, including notification methods and timeframes in the event of a major incident or overrun Approach and processes to ensure that the workforce has appropriate community awareness and sensitivity Any innovative communications tools and methods in the CCEP which would enhance the Project's ability to effectively communicate with the community and stakeholders Approach to notifying community, business, road user and other stakeholders affected by construction activities about impacts Approach to making relevant project information available to the community The role and function of the Community Liaison Group (CLG) as developed by the State. <p>The CCEP must address matters of interest or concern to the following stakeholders:</p> <ul style="list-style-type: none"> Municipalities Recreation, sporting and community groups Potentially affected residents and property owners

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					<ul style="list-style-type: none"> Potentially affected business Other public facilities in proximity Religious and worship groups.
SP3	Construction	<p>Community Liaison Group participation</p> <p>Participate in the Community Liaison Group (CLG) that has been established by the State to facilitate community and stakeholder involvement for the construction phase of the Project. Participation must include:</p> <ul style="list-style-type: none"> Attendance at meetings Regular reporting of design and construction activities Timely provision of relevant information, including response to issues raised by the group Regular reporting and monitoring of community feedback, impacts and discussion of mitigation measures and their effectiveness. 	EPR supported.	Version 6 EPR supported.	<p>Community Liaison Group participation</p> <p>Participate in the Community Liaison Group (CLG) that has been established by the State to facilitate community and stakeholder involvement for the construction phase of the Project. Participation must include:</p> <ul style="list-style-type: none"> Attendance at meetings Regular reporting of design and construction activities Timely provision of relevant information, including response to issues raised by the group Regular reporting and monitoring of community feedback, impacts and discussion of mitigation measures and their effectiveness.
SP4	Pre-construction, construction	<p>Social and local procurement</p> <p>Develop and implement a Workforce Development Plan and a Local Industry Development Plan to provide:</p> <ul style="list-style-type: none"> Opportunities for graduates, non-engineering cadets and upskilling short courses for the project workforce Opportunities for young people such as scholarships, and structured workplace learning placements Opportunities for local businesses such as forums to inform local businesses about potential procurement opportunities 	EPR supported.	Version 6 EPR supported.	<p>Social and local procurement</p> <p>Develop and implement a Workforce Development Plan and a Local Industry Development Plan to provide:</p> <ul style="list-style-type: none"> Opportunities for graduates, non-engineering cadets and upskilling short courses for the project workforce Opportunities for young people such as scholarships, and structured workplace learning placements Opportunities for local businesses such as forums to inform local businesses about potential procurement opportunities.
SP5	Pre-construction, construction		<p>Community Involvement and Participation Plan (CIPP)</p> <p>Develop and implement a CIPP in consultation with Council's and representatives of communities affected negatively by the impacts of the Project in order to improve community connectedness and cohesiveness. Social legacy outcomes and tasks that could be considered for funding under the CIPP include: community partnership programs; community support grants; running of community events and festivals; sponsorships of local sporting clubs; small capital works targeting community, sporting and recreation facilities; a wide range of other 'community led' initiatives.</p>	IAC recommendation accepted with the identification of local council's and communities to benefit from the plan.	<p>Community Involvement and Participation Plan (CIPP)</p> <p>Develop and implement a CIPP in consultation with Hobsons Bay City Council and Maribyrnong City Council and representatives of communities affected negatively by the impacts of the Project, including Altona North, Brooklyn, South Kingsville, Spotswood and Yarraville, in order to improve community connectedness and cohesiveness. The plan should apply for the period of project construction. Social legacy outcomes and tasks that could be considered for funding under the CIPP include: community partnership programs; community support grants; running of community events and festivals; sponsorships of local sporting clubs; small capital works targeting community, sporting and recreation facilities; a wide range of other 'community led' initiatives.</p>
		Surface water			
SWP1	Detailed design	<p>Design of discharges and runoff</p> <p>Meet State Environment Protection Policy (Waters of Victoria) for discharge and run-off from the Project to Kororoit Creek, Stony Creek, Maribyrnong River, Moonee Ponds Creek.</p>	EPR supported.	Version 6 EPR supported.	<p>Design of discharges and runoff</p> <p>Meet State Environment Protection Policy (Waters of Victoria) for discharge and run-off from the Project to Kororoit Creek, Stony Creek, Maribyrnong River, Moonee Ponds Creek.</p>
SWP2	Detailed design	<p>Water sensitive road design</p> <p>Integrate the stormwater treatment system into the design of the works in accordance with VicRoads Integrated Water Management Guidelines (June 2013) and the EPA Victoria Best Practice Environmental Management Guidelines for Urban Stormwater (2006).</p>	EPR supported.	Version 6 EPR supported.	<p>Water sensitive road design</p> <p>Integrate the stormwater treatment system into the design of the works in accordance with VicRoads Integrated Water Management Guidelines (June 2013) and the EPA Victoria Best Practice Environmental Management Guidelines for Urban Stormwater (2006).</p>
SWP3	Pre-construction	<p>Tunnel waste water</p> <p>Any proposed discharge of tunnel waste water from the site must be approved by the relevant authority prior to discharges occurring.</p>	EPR supported.	Version 6 EPR supported.	<p>Tunnel waste water</p> <p>Any proposed discharge of tunnel waste water from the site must be approved by the relevant authority prior to discharges occurring.</p>
SWP4	Pre-construction	<p>Water quality monitoring</p> <p>Develop and implement a baseline surface water monitoring program prior to commencement of construction to assess background water quality in all receiving waters. This should be developed in consultation with the EPA Victoria and Melbourne Water. The baseline surface</p>	EPR supported.	Version 6 EPR supported.	<p>Water quality monitoring</p> <p>Develop and implement a baseline surface water monitoring program prior to commencement of construction to assess background water quality in all receiving waters. This should be developed in consultation with the EPA Victoria and Melbourne Water. The baseline surface</p>

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		water monitoring program is to be used to inform the surface water sub-management plan (SWP7)			water monitoring program is to be used to inform the surface water sub-management plan (SWP7)
SWP5	Detailed design	Spill containment design Design the capacity of the stormwater drainage system for all new roads and ramps to contain hazardous spills at or prior to every stormwater outlet, to the satisfaction of EPA Victoria, and develop procedures to be implemented in response to a hazardous spill.	EPR supported.	Version 6 EPR supported.	Spill containment design Design the capacity of the stormwater drainage system for all new roads and ramps to contain hazardous spills at or prior to every stormwater outlet, to the satisfaction of EPA Victoria, and develop procedures to be implemented in response to a hazardous spill.
SWP6	Construction	Management of chemicals, fuels, and hazardous materials Minimise chemical and fuel storage on site and store hazardous materials and dangerous goods in accordance with the relevant guidelines and requirements. Comply with the Victorian WorkCover Authority and Australian Standard AS1940 Storage Handling of Flammable and Combustible Liquids and EPA Victoria publications 480 Environmental Guidelines for Major Construction Sites and 347 Bunding Guidelines Develop and implement management measures for dangerous substances, including: <ul style="list-style-type: none"> • Creating and maintaining a dangerous goods register • Disposing of any hazardous materials, including asbestos, in accordance with Industrial Waste Management Policies, regulation and relevant guidelines • Implementing requirements for the installation of bunds and precautions to reduce the risk of spills • Developing contingency and emergency response plans to handle fuel and chemical spills, including availability of on-site hydrocarbon spill kits. 	EPR supported.	Version 6 EPR supported.	Management of chemicals, fuels, and hazardous materials Minimise chemical and fuel storage on site and store hazardous materials and dangerous goods in accordance with the relevant guidelines and requirements. Comply with the Victorian WorkCover Authority and Australian Standard AS1940 Storage Handling of Flammable and Combustible Liquids and EPA Victoria publications 480 Environmental Guidelines for Major Construction Sites and 347 Bunding Guidelines Develop and implement management measures for dangerous substances, including: <ul style="list-style-type: none"> • Creating and maintaining a dangerous goods register • Disposing of any hazardous materials, including asbestos, in accordance with Industrial Waste Management Policies, regulation and relevant guidelines • Implementing requirements for the installation of bunds and precautions to reduce the risk of spills • Developing contingency and emergency response plans to handle fuel and chemical spills, including availability of on-site hydrocarbon spill kits.
SWP7	Construction	Surface Water Management during construction The CEMP must include a sub-management plan that sets out the Surface Water Management requirements and methods for: <ul style="list-style-type: none"> • Best practice sediment and erosion control and monitoring, in accordance with EPA Victoria publications 275 (1991), 480 (1996), and 960 (2004) • Maintenance of existing flow paths, drainage lines and floodplain storage • Location and bunding of any contaminated material (including tunnel spoil and stockpiled soil) to the 1% AEP flood level and to the satisfaction of EPA Victoria and the relevant drainage authority • A flood emergency management plan including consideration of scheduling works • Bunding of the tunnel portals to an appropriate level during the construction phase. The sub-management plan is to be informed by SWP4.	Surface Water Management during construction The CEMP must include a sub-management plan that sets out the Surface Water Management requirements and methods for: <ul style="list-style-type: none"> • Best practice sediment and erosion control and monitoring, in accordance with EPA Victoria publications 275 (1991), 480 (1996), and 960 (2004) • Management of potential surface water run-off impacts and any disturbance of contaminated bed soil associated with construction • Maintenance of existing flow paths, drainage lines and floodplain storage • Location and bunding of any contaminated material (including tunnel spoil and stockpiled soil) to the 1% AEP flood level and to the satisfaction of EPA Victoria and the relevant drainage authority • A flood emergency management plan including consideration of scheduling works • Bunding of the tunnel portals to an appropriate level during the construction phase. The sub-management plan is to be informed by SWP4.	WDA draft EPR supported as practices in accordance with the cited EPA publications will provide management of runoff and disturbance of contaminated soil.	Surface Water Management during construction The CEMP must include a sub-management plan that sets out the Surface Water Management requirements and methods for: <ul style="list-style-type: none"> • Best practice sediment and erosion control and monitoring, in accordance with EPA Victoria publications 275 (1991), 480 (1996), and 960 (2004) • Management of potential surface water run-off impacts and any disturbance of contaminated bed soil associated with construction • Maintenance of existing flow paths, drainage lines and floodplain storage • Location and bunding of any contaminated material (including tunnel spoil and stockpiled soil) to the 1% AEP flood level and to the satisfaction of EPA Victoria and the relevant drainage authority • A flood emergency management plan including consideration of scheduling works • Bunding of the tunnel portals to an appropriate level during the construction phase. The sub-management plan is to be informed by SWP4.
SWP8	Construction	Use of non-potable water Where available and practicable, of suitable quality, and meets health and safety requirements, stormwater, recycled water, groundwater inflow to tunnels or other water sources must be used in preference to potable water for construction activities, including concrete mixing and dust control.	EPR supported.	Version 6 EPR supported.	Use of non-potable water Where available and practicable, of suitable quality, and meets health and safety requirements, stormwater, recycled water, groundwater inflow to tunnels or other water sources must be used in preference to potable water for construction activities, including concrete mixing and dust control.
SWP9	Construction	Bank stability Develop and implement appropriate measures to maintain bank stability of Kororoit Creek, Stony Creek, Maribyrnong River, Moonee Ponds Creek during construction to the satisfaction of Melbourne Water and in consultation with relevant local councils.	EPR supported.	Version 6 EPR supported.	Bank stability Develop and implement appropriate measures to maintain bank stability of Kororoit Creek, Stony Creek, Maribyrnong River, Moonee Ponds Creek during construction to the satisfaction of Melbourne Water and in consultation with relevant local councils.

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
SWP10	Detailed design, construction	<p>Waterway modifications</p> <p>Design and undertake modifications to all waterways in a way to mitigate the effects of changes to flow and minimise, to the extent practicable, the potential for erosion, sediment plumes and exposure of contaminated material during construction to the satisfaction of Melbourne Water and in consultation with relevant local councils. Maximise the visual and aesthetic amenity of the waterways having regard to relevant strategies, policies and plans for that waterway and in consultation with Melbourne Water.</p>	<p>Waterway modifications</p> <p>Design and undertake modifications to all waterways in a way to mitigate the effects of changes to flow and minimise, to the extent practicable, the potential for erosion, sediment plumes and exposure of contaminated material during construction to the satisfaction of Melbourne Water and in consultation with relevant local councils. Maximise the visual and aesthetic amenity of the waterways having regard to relevant strategies, policies and plans for that waterway and in consultation with Melbourne Water and relevant Councils.</p>	IAC recommendation supported.	<p>Waterway modifications</p> <p>Design and undertake modifications to all waterways in a way to mitigate the effects of changes to flow and minimise, to the extent practicable, the potential for erosion, sediment plumes and exposure of contaminated material during construction to the satisfaction of Melbourne Water and in consultation with relevant local councils. Maximise the visual and aesthetic amenity of the waterways having regard to relevant strategies, policies and plans for that waterway and in consultation with Melbourne Water and relevant Councils.</p>
SWP11	Detailed design, pre-construction, construction	<p>Flood levels, flows and velocities</p> <p>Permanent works and associated temporary construction works must not increase flood risk (considering flood levels, flows and velocities) associated with overland flow paths to the requirements and satisfaction of Melbourne Water and in consultation with any other relevant drainage authority.</p> <p>Undertake modelling of the design of permanent and temporary works to demonstrate the resultant flood levels and risk profile to the requirements and satisfaction of Melbourne Water and in consultation with any other relevant drainage authority.</p> <p>Consider potential effects of climate change and sea level rise of 0.8m by 2100, with and without the works for both existing and proposed scenarios (for example future redevelopment in relation to Moonee Ponds Creek within the Arden – Macaulay Structure Plan area) in consultation with local councils</p> <p>Ensure that surface water from West Gate Tunnel Project does not encroach into underground SP AusNet electricity or gas assets.</p>	EPR supported.	Version 6 EPR supported.	<p>Flood levels, flows and velocities</p> <p>Permanent works and associated temporary construction works must not increase flood risk (considering flood levels, flows and velocities) associated with overland flow paths to the requirements and satisfaction of Melbourne Water and in consultation with any other relevant drainage authority.</p> <p>Undertake modelling of the design of permanent and temporary works to demonstrate the resultant flood levels and risk profile to the requirements and satisfaction of Melbourne Water and in consultation with any other relevant drainage authority.</p> <p>Consider potential effects of climate change and sea level rise of 0.8m by 2100, with and without the works for both existing and proposed scenarios (for example future redevelopment in relation to Moonee Ponds Creek within the Arden – Macaulay Structure Plan area) in consultation with local councils</p> <p>Ensure that surface water from West Gate Tunnel Project does not encroach into underground SP AusNet electricity or gas assets.</p>
SWP12	Detailed design	<p>Floodplain storage capacity</p> <p>Maintain existing floodplain storage capacity for overland flow paths potentially impacted by the Project in consultation with Melbourne Water and any other relevant drainage authority.</p>	EPR supported.	Version 6 EPR supported.	<p>Floodplain storage capacity</p> <p>Maintain existing floodplain storage capacity for overland flow paths potentially impacted by the Project in consultation with Melbourne Water and any other relevant drainage authority.</p>
SWP13	Detailed design	<p>Tunnel portal flood risk</p> <p>Design tunnel portals to exclude surface flows from external catchments during the probable maximum flood.</p> <p>Develop and implement measures and plans to manage flood risk to the tunnel portals. Develop operation and maintenance plans for flood protection works.</p>	EPR supported.	Version 6 EPR supported.	<p>Tunnel portal flood risk</p> <p>Design tunnel portals to exclude surface flows from external catchments during the probable maximum flood.</p> <p>Develop and implement measures and plans to manage flood risk to the tunnel portals. Develop operation and maintenance plans for flood protection works.</p>
SWP14	Detailed design	<p>Maintenance of Melbourne Water and other drainage assets</p> <p>Provide adequate clearances and access for ongoing maintenance of Melbourne Water and other drainage authority assets to the satisfaction of the relevant drainage authority.</p>	EPR supported.	Version 6 EPR supported.	<p>Maintenance of Melbourne Water and other drainage assets</p> <p>Provide adequate clearances and access for ongoing maintenance of Melbourne Water and other drainage authority assets to the satisfaction of the relevant drainage authority.</p>
SWP15	Detailed design	<p>North Yarra Main Sewer</p> <p>Design any proposed realignment to the North Yarra Main Sewer to the satisfaction of Melbourne Water.</p>	EPR supported.	Version 6 EPR supported.	<p>North Yarra Main Sewer</p> <p>Design any proposed realignment to the North Yarra Main Sewer to the satisfaction of Melbourne Water.</p>

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		Transport			
TP1	Detailed design	<p>Optimise design performance</p> <p>Optimise the design of the works in consultation with appropriate road management authorities as part of the detailed design process to:</p> <ul style="list-style-type: none"> Minimise adverse impact on travel times for all transport modes, including walking and cycling Maintain, and where practicable, enhance the existing traffic movements at interchanges Design interchanges and intersections to meet relevant road and transport authority requirements Maintain, and where practicable, enhance pedestrian movements, bicycle connectivity, and shared use paths Develop a strategy with Public Transport Victoria to minimise impacts on buses, trams and rail and, where practicable, enhance public transport facilities and services that cross or run parallel to the alignment of the Freeway Minimise loss of car parking in consultation with relevant local councils. 	<p>Optimise design performance</p> <p>Optimise the design of the works in consultation with appropriate road management authorities, public transport authorities, Melbourne Water and local councils as part of the detailed design process to:</p> <ul style="list-style-type: none"> Maintain and where practicable reduce Minimise adverse impact on travel times for all transport modes, including walking, and cycling and public transport Maintain, and where practicable, enhance the existing traffic movements at interchanges Design interchanges and intersections to achieve a level of service of D or degree of saturation of 0.9, or better, or as otherwise approved by the to meet relevant road and transport authority requirements Maintain, and where practicable, enhance pedestrian movements, bicycle connectivity, and shared use paths Actively facilitate the provision of a future shared use path link across the E-gate site between North Melbourne Railway Station and Waterfront City Develop a strategy with Public Transport Victoria to minimise impacts on buses, trams and rail and, where practicable, enhance public transport facilities and services that cross or run parallel to the alignment of the Freeway Project or are in any way affected by traffic using the Project Minimise loss of car parking in consultation with relevant local councils. 	IAC recommendation supported with amendment to clarify facilitation of active transport links with the re-designed Wurundjeri Way extension.	<p>Optimise design performance</p> <p>Optimise the design of the works in consultation with appropriate road management authorities, public transport authorities, Melbourne Water and local councils as part of the detailed design process to:</p> <ul style="list-style-type: none"> Maintain and where practicable reduce travel times for all transport modes, including walking, cycling and public transport Maintain, and where practicable, enhance the existing traffic movements at interchanges Design interchanges and intersections to achieve a level of service of D or degree of saturation of 0.9, where practicable within the available land, or better, or as otherwise approved by the relevant road and transport authority Maintain, and where practicable, enhance pedestrian movements, bicycle connectivity, and shared use paths Provide evidence that functional and generous pedestrian linkages between North Melbourne Station, West Melbourne and the E-gate urban renewal site will be facilitated, to support pedestrian flows to/from North Melbourne, E-gate and Docklands Actively facilitate the provision of a future shared use path link across the E-gate site between North Melbourne Railway Station and Waterfront City Develop a strategy with Public Transport Victoria to minimise impacts on buses, trams and rail and, where practicable, enhance public transport facilities and services that cross or run parallel to the alignment of the-Project or are in any way affected by traffic using the Project Minimise loss of car parking in consultation with relevant local councils.
TP2	Pre-construction, construction, operation	<p>Traffic monitoring</p> <p>Undertake traffic monitoring in selected streets identified in consultation with the relevant Road Authority and local council pre-construction, at six monthly intervals during construction, and up to two years after construction is complete. Implement local area traffic management works in consultation with the local relevant councils.</p> <p>Develop and implement traffic performance management to monitor conditions along the West Gate Freeway during construction. Real time traffic information must be provided to drivers on the approach to the West Gate Freeway.</p>	EPR supported.	Version 6 EPR supported.	<p>Traffic monitoring</p> <p>Undertake traffic monitoring in selected streets identified in consultation with the relevant Road Authority and local council pre-construction, at six monthly intervals during construction, and up to two years after construction is complete. Implement local area traffic management works in consultation with the local relevant councils.</p> <p>Develop and implement traffic performance management to monitor conditions along the West Gate Freeway during construction. Real time traffic information must be provided to drivers on the approach to the West Gate Freeway.</p>
TP3	Pre-construction, construction	<p>Traffic Management Plans</p> <p>Develop and implement Traffic Management Plans with measures to minimise disruption, to the extent practicable, to motor vehicle traffic including on road public transport, parking, bicycle and pedestrian movements during construction in consultation with relevant road management authorities, including:</p> <ul style="list-style-type: none"> Management of any temporary or partial closure of traffic and cycle lanes, including along: <ul style="list-style-type: none"> Local and arterial roads, including provision for suitable routes for vehicles, cyclist and pedestrians to maintain connectivity for road and shared path users CityLink traffic lanes and ramps M1 and Footscray Road Hyde Street, Francis Street, Whitehall Street Management of any temporary diversion of pedestrian or cycle paths to provide a safe, well-sign posted alternative route and minimise impact on commuter travel times for cyclists as far as practicable A strategy for maintaining the current capacity (number of lanes) during peak periods for works on the following key State roads – 	<p>Traffic Management Plans</p> <p>Develop and implement Traffic Management Plans with measures to minimise disruption, to the extent practicable, to motor vehicle traffic including on road public transport, parking, bicycle and pedestrian movements during construction in consultation with relevant road management authorities on all roads affected by the Project, including:</p> <ul style="list-style-type: none"> Management of any temporary or partial closure of traffic and cycle lanes, including but not limited to, along: <ul style="list-style-type: none"> Local and arterial roads, including provision for suitable routes for vehicles, cyclist and pedestrians to maintain connectivity for road and shared path users CityLink traffic lanes and ramps M1 and the M80 and Footscray Road Hyde Street, Francis Street, Whitehall Street Management of any temporary diversion of pedestrian or cycle paths to provide a safe, well-sign posted alternative route and minimise impact on commuter travel times for cyclists as far as practicable A strategy for maintaining the current capacity (number of lanes) during peak periods for works on the following key State roads – 	IAC recommendation supported with minor amendment to include Footscray Road in first dot point.	<p>Traffic Management Plans</p> <p>Develop and implement Traffic Management Plans with measures to minimise disruption, to the extent practicable, to motor vehicle traffic including on road public transport, parking, bicycle and pedestrian movements during construction in consultation with relevant road management authorities on all roads affected by the Project, including:</p> <ul style="list-style-type: none"> Management of any temporary or partial closure of traffic and cycle lanes, including but not limited to, along: <ul style="list-style-type: none"> Local and arterial roads, including provision for suitable routes for vehicles, cyclist and pedestrians to maintain connectivity for road and shared path users CityLink traffic lanes and ramps M1, and the M80 and Footscray Road Hyde Street, Francis Street, Whitehall Street Management of any temporary diversion of pedestrian or cycle paths to provide a safe, well-sign-posted alternative route and minimise impact on commuter travel times for cyclists as far as practicable

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		<p>West Gate Freeway, Princes Freeway, M80, Footscray Road, Wurundjeri Way, Dudley Street, Williamstown Road, Millers Road, Grieve Parade</p> <ul style="list-style-type: none"> Restrict the number of local roads to be used for construction-related transportation to minimise impacts on amenity, in consultation with the relevant road authorities Reinstate access to open space, community facilities, commercial premises and dwellings if disrupted, as soon as practicable Provide suitable parking arrangements to accommodate the construction workforce whilst minimising traffic impacts on local and arterial roads, preventing construction-related parking on local and arterial roads or use of public car parks Provide safe access points to laydown areas and site compounds Implement a communications strategy (as set out in the CCEP) to advise affected users, potentially affected users, relevant stakeholders and the relevant road authorities of any changes to transport conditions Maintain, where practicable, current local area traffic management measures during construction or reinstate upon completion in consultation with the relevant local councils Haulage of bulk material to and from the construction areas to within a two km range of the works must be via roads operated by VicRoads, CityLink or the Port Manager or, subject to obtaining prior agreement by the relevant road authority, other parts of the road network. <p>The Traffic Management Plan may include Worksite Traffic Management Plans (WTMP) for discrete components or stages of the works having the potential to impact on roads, shared used paths, pedestrian paths or public transport infrastructure.</p> <p>WTMP must address, as applicable:</p> <ul style="list-style-type: none"> vehicle, bicycle and pedestrian movements; public transport movements; lane, road and public transport route closures; major traffic control devices; traffic signal operation; vertical and horizontal alignment; drainage; barrier placement; operating conditions including speed limits; safety of the public and workers; peak flows and road traffic capacity, including catering for special events; signing and linemarking; lighting; property access; stakeholder communication and media advertising; timing; replacement public transport services; Utility Infrastructure access; any interface between the responsibilities and requirements of Project Co, its Subcontractors and any other Authority; and incident management. <p>Draft WTMPs must be distributed to the State, VicRoads, the road safety auditor, any other relevant road authority for any affected Roads and, where the works affect public transport infrastructure, Public</p>	<p>West Gate Freeway, Princes Freeway, M80, Footscray Road, Wurundjeri Way, Dudley Street, Williamstown Road, Millers Road, Grieve Parade, <u>Melbourne Road, Douglas Parade and Hyde Street</u></p> <ul style="list-style-type: none"> Restrict the number of local roads to be used for construction-related transportation to minimise impacts on amenity, in consultation with the relevant road authorities <u>Measures to minimise construction traffic on New Street, including the provision of access to the Southern Portal Compound from the freeway or alternative routes approved by the road authority</u> Reinstate access to open space, community facilities, commercial premises and dwellings if disrupted, as soon as practicable Provide suitable parking arrangements to accommodate the construction workforce while minimising traffic impacts on local and arterial roads, preventing construction-related parking on local and arterial roads or use of public car parks Provide safe access points to laydown areas and site compounds Implement a communications strategy (as set out in the CCEP) to advise affected users, potentially affected users, relevant stakeholders and the relevant road authorities of any changes to transport conditions Maintain, where practicable, current local area traffic management measures during construction or reinstate upon completion in consultation with the relevant local councils Haulage of bulk material to and from the construction areas to within a two km range of the works must be via roads operated by VicRoads, CityLink or the Port Manager or, subject to obtaining prior agreement by the relevant road authority, other parts of the road network. <p>The Traffic Management Plan may include Worksite Traffic Management Plans (WTMP) for discrete components or stages of the works having the potential to impact on roads, shared used paths, pedestrian paths or public transport infrastructure.</p> <p>WTMP must address, as applicable:</p> <ul style="list-style-type: none"> vehicle, bicycle and pedestrian movements; public transport movements; lane, road and public transport route closures; major traffic control devices; traffic signal operation; vertical and horizontal alignment; drainage; barrier placement; operating conditions including speed limits; safety of the public and workers; peak flows and road traffic capacity, including catering for special events; signing and line marking; lighting; property access; stakeholder communication and media advertising; timing; replacement public transport services; Utility Infrastructure access; any interface between the responsibilities and requirements of Project Co, its Subcontractors and any other Authority; and 		<ul style="list-style-type: none"> A strategy for maintaining the current capacity (number of lanes) during peak periods for works on the following key State roads – West Gate Freeway, Princes Freeway, M80, Footscray Road, Wurundjeri Way, Dudley Street, Williamstown Road, Millers Road, Grieve Parade, Melbourne Road, Douglas Parade and Hyde Street Restrict the number of local roads to be used for construction-related transportation to minimise impacts on amenity, in consultation with the relevant road authorities Measures to minimise construction traffic on New Street, including the provision of access to the Southern Portal Compound from the freeway or alternative routes approved by the road authority Reinstate access to open space, community facilities, commercial premises and dwellings if disrupted, as soon as practicable Provide suitable parking arrangements to accommodate the construction workforce while minimising traffic impacts on local and arterial roads, preventing construction-related parking on local and arterial roads or use of public car parks Provide safe access points to laydown areas and site compounds Implement a communications strategy (as set out in the CCEP) to advise affected users, potentially affected users, relevant stakeholders and the relevant road authorities of any changes to transport conditions Maintain, where practicable, current local area traffic management measures during construction or reinstate upon completion in consultation with the relevant local councils Haulage of bulk material to and from the construction areas to within a two km range of the works must be via roads operated by VicRoads, CityLink or the Port Manager or, subject to obtaining prior agreement by the relevant road authority, other parts of the road network. <p>The Traffic Management Plan may include Worksite Traffic Management Plans (WTMP) for discrete components or stages of the works having the potential to impact on roads, shared used paths, pedestrian paths or public transport infrastructure.</p> <p>WTMP must address, as applicable:</p> <ul style="list-style-type: none"> vehicle, bicycle and pedestrian movements; public transport movements; lane, road and public transport route closures; major traffic control devices; traffic signal operation; vertical and horizontal alignment; drainage; barrier placement; operating conditions including speed limits; safety of the public and workers; peak flows and road traffic capacity, including catering for special events; signing and line marking; lighting; property access; stakeholder communication and media advertising; timing; replacement public transport services; Utility Infrastructure access; any interface between the responsibilities and requirements of

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		Transport interface parties for their comment.	<ul style="list-style-type: none"> incident management. Draft WTMPs must be distributed to the State, VicRoads, the road safety auditor, any other relevant road authority for any affected Roads and, where the works affect public transport infrastructure, Public Transport interface parties for their comment.		Project Co, its Subcontractors and any other Authority; and <ul style="list-style-type: none"> incident management. Draft WTMPs must be distributed to the State, VicRoads, the road safety auditor, any other relevant road authority for any affected Roads and, where the works affect public transport infrastructure, Public Transport interface parties for their comment.
TP4	Pre-construction, construction	Public transport Develop and implement measures to minimise to the extent practicable disruption during construction to all impacted railway lines, tram and bus routes in consultation with VicTrack, Yarra Trams and Metro Trains Melbourne and to the satisfaction of Public Transport Victoria.	EPR supported.	Version 6 EPR supported.	Public transport Develop and implement measures to minimise to the extent practicable disruption during construction to all impacted railway lines, tram and bus routes in consultation with VicTrack, Yarra Trams and Metro Trains Melbourne and to the satisfaction of Public Transport Victoria.
TP5	Detailed design, construction	Rail operations Minimise disruption to the rail infrastructure and operations in consultation with the relevant rail infrastructure stakeholders.	EPR supported.	Version 6 EPR supported.	Rail operations Minimise disruption to the rail infrastructure and operations in consultation with the relevant rail infrastructure stakeholders.
TP6	Detailed design, construction	Design standards Design new works (including shared use facilities) in accordance with applicable design standards and undertake independent road safety audits after each stage of detailed design and pre-opening and immediately following the opening of the Freeway.	Design standards Design new works (including shared use facilities) in accordance with applicable design standards and undertake independent road safety audits after each stage of detailed design and pre-opening and immediately following the opening of the Freeway works. Standards for the Veloway design must be prepared in consultation with VicRoads, the City of Melbourne and Bicycle Network and include a minimum clear width of 5.0 metres.	IAC recommendation supported with modifications to the width of the veloway from 5.0 metres (minimum clear width) to 4.0 metres (between hand rails).	Design standards Design new works (including shared use facilities) in accordance with applicable design standards and undertake independent road safety audits after each stage of detailed design and pre-opening and immediately following the opening of the works. Standards for the Veloway design must be prepared in consultation with VicRoads, the City of Melbourne, Maribyrnong City Council and Bicycle Network and include a minimum clear width of 5.0 metres an operating path width (between hand rails) of 4.0 metres.
TP7	Pre-construction, construction	Traffic Management Liaison Group A Traffic Management Liaison Group (TMLG) must be established and convene prior to the commencement of any works that may impact on existing roads, paths or public transport infrastructure. The TMLG must include representatives from the State, VicRoads and Project Co. Other relevant agencies as nominated by the State may be included as required including relevant local councils. The TMLG will be a forum for exchange of information and discussion of issues associated with Traffic Management Plans. The TMLG must be provided with the Traffic Management Plans, details as to timing of implementation, information about construction traffic monitoring conducted by Project Co, and other reports as relevant. The TMLG must meet at least monthly until the completion of construction.	EPR supported.	Version 6 EPR supported.	Traffic Management Liaison Group A Traffic Management Liaison Group (TMLG) must be established and convene prior to the commencement of any works that may impact on existing roads, paths or public transport infrastructure. The TMLG must include representatives from the State, VicRoads and Project Co. Other relevant agencies as nominated by the State may be included as required including relevant local councils. The TMLG will be a forum for exchange of information and discussion of issues associated with Traffic Management Plans. The TMLG must be provided with the Traffic Management Plans, details as to timing of implementation, information about construction traffic monitoring conducted by Project Co, and other reports as relevant. The TMLG must meet at least monthly until the completion of construction.
TP8	Construction	River navigation Navigational channel of Maribyrnong River must not be impeded without approval of the relevant authority.	EPR supported.	Version 6 EPR supported.	River navigation Navigational channel of Maribyrnong River must not be impeded without approval of the relevant authority.
TP9	Construction	Melbourne Metro Rail Authority interface Consult and coordinate with Melbourne Metro Rail Authority to manage and where possible minimise, cumulative impacts of construction vehicles.	EPR supported.	Version 6 EPR supported.	Melbourne Metro Rail Authority interface Consult and coordinate with Melbourne Metro Rail Authority to manage and where possible minimise, cumulative impacts of construction vehicles.
		Waste management			
WMP1	Detailed design, construction, operation	Waste management Develop and implement management measures for waste (excluding soils) minimisation during construction and operation in accordance with the <i>Environment Protection Act 1970</i> waste management hierarchy and management options, to address: <ul style="list-style-type: none"> Litter management Construction and demolition wastes including, but not limited to, washing residues, slurries and contaminated water Organic wastes 	EPR supported.	Version 6 EPR supported.	Waste management Develop and implement management measures for waste (excluding soils) minimisation during construction and operation in accordance with the <i>Environment Protection Act 1970</i> waste management hierarchy and management options, to address: <ul style="list-style-type: none"> Litter management Construction and demolition wastes including, but not limited to, washing residues, slurries and contaminated water Organic wastes

No.	Phase	WDA Version 6	IAC recommendation	Minister's assessment	Recommended wording
		<ul style="list-style-type: none"> • Inert solid wastes. 			<ul style="list-style-type: none"> • Inert solid wastes.