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Major Transport Projects Facilitation Act 2009

EAST WEST LINK, EASTERN SECTION

Scoping Directions for Comprehensive Impact Statement (CIS)

I, Matthew Guy, Minister for Planning, hereby publish, pursuant to section 30(3) of the **Major Transport Projects Facilitation Act 2009**, scoping directions that specify the matters that must be considered and addressed in the comprehensive impact statement process (CIS) for the East West Link, Eastern Section project, being a project to which the **Major Transport Projects Facilitation Act 2009** applies.

Dated 24 May 2013

Responsible Minister
MATTHEW GUY MLC
Minister for Planning

EAST WEST LINK,
EASTERN SECTION

SCOPING DIRECTIONS FOR COMPREHENSIVE IMPACT STATEMENT

Under section 30(1) of
Major Transport Projects Facilitation Act 2009

MAY 2013

CONTACTS

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1. INTRODUCTION

1.1 Purpose

This document sets out scoping directions for a Comprehensive Impact Statement (CIS), under the **Major Transport Projects Facilitation Act 2009** (MTPFA) for the Eastern Section of the East West Link project ('the project'). Section 39(a) of the MTPFA requires that a CIS must comply with the scoping directions for that statement. The CIS must therefore address the requirements set out in these Scoping Directions.

1.2 Project proponent

Linking Melbourne Authority was designated the project proponent under the MTPFA on 22 March 2013. The project proponent is required to prepare a CIS that complies with these Scoping Directions.

1.3 Project scope

The East West Link project is an 18 kilometre freeway that connects the Eastern Freeway at Hoddle Street to the Western Ring Road in Sunshine West.

These Scoping Directions apply to the Eastern Section of the East West Link project. The Eastern Section is a freeway standard road that is proposed to link the end of the Eastern Freeway at Hoddle Street with CityLink at Flemington as well as the Port of Melbourne area. The Eastern Section would interface with the Western Section (previously known as WestLink) of the East West Link in the Port of Melbourne area.

The road is proposed to be developed generally as an underground structure from the Eastern Freeway to CityLink at Flemington and on an elevated structure from Flemington to Footscray Road following the existing CityLink alignment. Other key components of the project are proposed to be surface roads and associated infrastructure including tunnel ventilation structures.

Construction of the project will include activities associated with major surface road works as well as cut-and-cover and bored tunnel sections, piling and excavations required to construct major elevated structures. Construction of the project will also require establishment of site compounds to store equipment and materials adjacent to the proposed works. Truck and equipment movements will also be required along the proposed alignment and beyond to remove spoil from the site.

Relocation of services will be required including stormwater, sewerage and drinking water supply, gas, electricity, power and communications that are impacted by the proposed works.

The proponent has separated the project into two parts:

- Part A: Eastern Freeway to CityLink at Flemington
- Part B: CityLink to Footscray Road at the Port area where it would interface with the proposed Western Section, if the latter is constructed.

Part A and Part B can be delivered at separate times, but both are the subject of these Scoping Directions.

2. GENERAL REQUIREMENTS

These Scoping Directions are made under section 30(1) of the MTPFA and apply to the preparation of a CIS for the project.

The CIS must address the matters set out in section 39 of the MTPFA including the requirement that the project proponent prepare a CIS that complies with scoping directions issued by the Minister for Planning.

2.1 General content of the CIS

The CIS should contain the following components:

- **Summary** – A short, hard copy summary of the CIS suitable for wide public distribution. This is to provide a readily accessible, non-technical, plain English overview of the impact assessment studies and outcomes for the general community and interested parties. The summary must include details on how to access the full CIS documentation as well as its exhibition for public comment.

- **Main report** – This report is to comprise one or more volumes providing a comprehensive response to the Scoping Directions and the related items under sections 39(b) to (i) of the MTPFA. It is to accurately and concisely integrate the results of impact assessment studies and other investigations, with appropriate cross-referencing to technical appendices. The main report must also identify applicable law decisions that will be made under the MTPFA.
- **Technical appendices** – The impact assessment studies and other investigations are to be provided in technical appendices underpinning the main report. The appendices must provide details of literature reviews, as well as methodologies for impact assessment studies and their results, including estimates of the reliability of results and implications for managing uncertainty.
- **Approval documentation** – This component of the CIS is to provide the information that would normally accompany applications for applicable approvals. The information must be presented in a format that facilitates the consideration of approval decisions. It can incorporate appropriate cross-referencing to the main report and technical appendices.
- **Consultation report** – This report is to document both the consultation plan implemented by the proponent to identify and address community and stakeholder concerns during the preparation of the CIS and the outcomes of this consultation. This document should describe the issues and suggestions put forward by stakeholders or members of the public and the responses to these, including any refinement of the reference concept design for the project.

There should be sufficient cross-referencing between components of the CIS to enable ready identification of supporting content.

2.2 Role of the project proponent

The CIS must include an explanation of the current and future role of Linking Melbourne Authority for the project, to the extent known, in the context of intended arrangements for the construction and operation of the project.

2.3 Project rationale

The CIS must describe the rationale for the project, including the key strategic drivers that are the basis of the project. The economic as well as community benefits of the project should be described.

Further, the CIS is to set out the reasons for the preference of the proposed project description.

2.4 Project description

The CIS should contain a description of the proposed design for the project, including:

- Appropriately scaled plans, cross-sections and elevations for the main components.
- Points of access or network connections to existing transport infrastructure.
- A description of key physical changes to the natural and built environment that will or may result from the project, including the construction and operation of new infrastructure and decommissioning of existing infrastructure (as relevant).
- Proposed performance requirements for the project that would guide the finalisation of its design and its implementation.

To the extent known, the CIS is to describe the main construction methods that will be applied.

If the project is to be planned on the basis of a reference concept design that may vary from the implemented design, the CIS is to provide a description and explanation of:

- The function and status of the reference concept design;
- The function, status and justification of performance requirements that would establish parameters for the implemented design and any changes to the reference concept design as it affects construction and operation;
- The governance framework within which performance requirements would be applied; and

- The anticipated procurement and delivery mechanism for the project, in the context of best practice project procurement and delivery for major infrastructure projects.

2.5 Relevant alternatives considered for the proposed project design

Alternatives are opportunities that are identified and investigated by the proponent during development of the proposed project design, in terms of their potential constructability, operational, cost, environmental or other merits.

Relevant alternatives should be described and assessed in the CIS to an extent that:

- They are representative of variations to the 'reference concept design' that might be implemented;
- They could offer a means of significantly reducing risks associated with construction and operation of the project;
- Is necessary to justify their exclusion from the reference concept design.

The CIS is to consider alternatives for the following project elements in an appropriate depth, having regard to the considerations above:

- The location and design for tunnel portals and ventilation outlets, as well as locations for tunnel boring machine launch sites.
- Interchange designs, particularly at the Hoddle Street interchange, Elliot Avenue and Ross Straw Field and connections from the existing road network to the project.
- Locations for a viaduct adjoining CityLink and Moonee Ponds Creek for the section linking to the Port of Melbourne, in the context of the development of the Arden Precinct, as well as existing land uses and waterway values.
- Locations for temporary road alignments (i.e. for traffic diversions), laydown areas and site compounds to be used during construction, particularly in the context of existing land uses.
- Any necessary relocation of major infrastructure.
- Construction methods including bored tunnels for the following route sections:
  - along Alexandra Parade
  - across Royal Park.

2.6 Practical implications for future transport links

The CIS must include a description of the practical implications of the project for other transport and land use policy initiatives and projects, including the Western Section of the East West Link and the Melbourne Metro 1 project.

3. REQUIREMENTS FOR ASSESSMENT OF PARTICULAR MATTERS

Having regard to section 39(a) of the MTPFA, the CIS must address the specific requirements set out in the following sections of these Scoping Directions.

Further, it is noted that section 39(b) states that the CIS must contain an assessment of the impacts of the declared project, while section 39(d) requires the CIS to set out the methods considered to avoid, minimise, manage or offset impacts. The CIS must therefore identify and assess to the extent appropriate any additional impacts that are not covered in these Scoping Directions, as well as methods to address these impacts, if they could be materially relevant to applicable law decisions. Additional impacts might be identified, for example, either during CIS investigations or as a result of project variations, or through the systematic assessment of risks.

3.1 Draft evaluation objectives

These Scoping Directions provide a set of draft 'evaluation objectives' derived from key applicable law criteria in order to structure and focus the assessment of impacts that may result from the project.

Table 1: Draft evaluation objectives

No.	Project evaluation objectives:
1.	Transport connectivity – To improve road based transport connectivity between the east of Melbourne and the Port of Melbourne and the wider metropolitan region and the State, while maintaining the connectivity of existing local transport routes.
2.	Land use, dwellings and infrastructure – To minimise adverse impacts and achieve appropriate integration with adjoining land uses, including by minimising displacement of existing land use activities, dwellings and infrastructure.
3.	Visual amenity – To minimise adverse impacts on the visual amenity of the existing built environment and landscape including public open space and to maximise the enhancement of visual amenity where opportunities exist.
4.	Noise, vibration, air emissions and light spill – To minimise adverse impacts from noise, vibration, air emissions and light spill.
5.	Cultural heritage – To provide appropriate protection for cultural heritage.
6.	Surface water and groundwater – To maintain the functions and values of affected waterways, floodplains and groundwater.
7.	Native vegetation and biodiversity – To maintain the values of remnant native vegetation and associated biodiversity.
8.	Solid Wastes – To minimise risks from disturbance and disposal of solid wastes from excavation works, including potentially contaminated materials and acid sulphate soils.
9.	Environmental management framework – To provide a transparent, effective and accountable framework for managing risk in order to achieve acceptable environmental outcomes and sustain stakeholder confidence during the construction and operational phases.

Noting that the above are draft evaluation objectives, the proponent may refine these in the course of preparing the CIS, on the basis of more detailed consideration of applicable law criteria and other relevant considerations. The proponent should also consider the merit of developing more specific evaluation criteria to focus the assessment of potential impacts.

3.2 Approach for assessment

The CIS must document the impacts of the project on the basis of best practice methodologies, commensurate with the risk of impacts and relevant applicable law criteria or requirements. In all instances, the CIS should describe the methodology used to assess impacts.

The following sections set out specific requirements for the assessment of impacts for the relevant draft evaluation objective, each organised under these five headings:

1. *Key risks for objective*, in terms of clear risks that the project poses to the achievement of the evaluation objective. Note that other risks may need to be identified and considered.
2. *Priorities for studies to characterise existing environment*, which are needed to underpin predictive impact assessments, having regard to the level of risk.
3. *Design and mitigation responses to risks*, in terms of design or other available measures that could be incorporated in the project description to avoid or minimise impacts or otherwise substantially reduce risk.

4. *Assessment of likely impacts*, in terms of predictive studies or estimates of impacts that are reasonably likely and then evaluation of their significance, having regard to their likelihood and sources of uncertainty.
5. *Approach to performance management,* in terms of proposed measures to manage risks to required outcomes.

3.3 Assessment requirements

3.3.1 Transport connectivity

Draft Evaluation Objective

To improve road based transport connectivity between the east of Melbourne and the Port of Melbourne and the wider metropolitan region and the State, while maintaining the connectivity of existing local transport routes.

Key risks

- Potential transport connectivity benefits are not realised if the project does not proceed.
- Inefficient linkages with the existing road network exacerbate congestion at key nodes.
- Disruption to pedestrian movements, bicycle connectivity, public transport, motor vehicle traffic, car parking, and during construction.

Priorities for studies to characterise existing environment

- Augmentation of data on pedestrian, bicycle, public transport, freight and private motor vehicle movements along Alexandra Parade and routes intersecting the proposed alignment of the project to establish a comprehensive baseline.
- Modelling projections of road network traffic flows in the absence of the project.

Design and mitigation responses to risks

- Any proposed design solutions to optimise linkages with the existing road network.
- Any proposed design solutions to maintain or enhance pedestrian and bicycle access at junctions of the operating project (especially at Hoddle Street, Flemington Road and Footscray Road).
- Potential short-term network solutions (i.e. diversions or changes) to mitigate identified impacts on the transport network during construction.
- Potential routing of transport of spoil from tunnelling to minimise traffic impacts.

Assessment of likely impacts

- Assessment of impacts of the project on the existing transport network during construction and operation, as relevant, including in relation to:
  - road traffic volume and travel time outcomes for relevant sections of the project, including at the terminus of the Eastern Freeway, the links to CityLink and Footscray Road, as well as for existing roads;
  - impacts on tram movements across Alexandra Parade, Flemington Road and Footscray Road and within Royal Park;
  - accessibility and safety for pedestrians at road junctions and within Royal Park;
  - accessibility and safety for cyclists especially on the Principal Bicycle Network including at crossing points of Alexandra Parade and Moonee Ponds Creek; and
  - the overall geographic distribution and magnitude of changes to travel times and accessibility for both users of the project and others.
- Assessment of traffic impacts that could arise from the proposed routing of transport of tunnelling spoil.

- The above assessments of transport and traffic impacts are to:
  - incorporate appropriate sensitivity analyses, including with respect to traffic scenarios;
  - assess plausible project variations to the extent practicable; and
  - be supported by appropriate, documented peer reviews.

Approach to performance management

- Proposed performance requirements for the operating project, including:
  - traffic capacity and travel times along the project route;
  - reinstatement, modification or rerouting of local roads, pedestrian and cycle links where these are affected by the new infrastructure.
- Proposed performance requirements for the project during construction, including in terms of:
  - traffic management of intersecting roads;
  - maintenance of efficient public transport links;
  - access points to laydown areas and site compounds;
  - transport of tunnelling spoil; and
  - access restoration to properties where this is to be disrupted during construction.

3.3.2 Land use, dwellings and infrastructure

Draft evaluation objective

To minimise adverse impacts and achieve appropriate integration with adjoining land uses, including by minimising displacement of existing land use activities, dwellings and infrastructure.

Key risks

- Permanent displacement or temporary disruption of public open space (including recreational activities), community facilities, businesses or dwellings, or access to these, by project works.
- Reduced wellbeing of residents, particularly from vulnerable social groups, who need to relocate or who have diminished access to open space.
- Incompatibility of the project with known opportunities for urban renewal, including the Arden Precinct.
- Need for relocation of, or hazards to, key water, drainage, sewerage or other public infrastructure assets due to construction activities.

Priorities for studies to characterise existing environment

- Identification of recreational land uses and community facilities that may be subject to change as a result of the project, such as Ross Straw Field and within Royal Park (including the Melbourne Zoo, the State Netball and Hockey Centre).
- Identification of dwellings or businesses that may be displaced or otherwise affected by project works.
- Identification of any groups of residents who may be particularly vulnerable to project impacts, especially due to displacement or reduced accessibility.
- Identification of any land use plans or related objectives for land that is:
  - to be used for the project; or
  - adjacent to or affected by the project, including the Arden Precinct and Port of Melbourne.
- Identification of urban renewal opportunities adjoining the project area, in the context of planning studies for the State Government or local government.

- Identification of key infrastructure assets, including water, drainage and sewerage infrastructure, which may require relocation or otherwise be affected by construction activities.
- Identification of potential land requirements for the disposal of spoil from tunnelling activities.

Design and mitigation responses to risks

- Proposed measures to reinstate or relocate any recreational land uses or activities that may no longer be viable as a result of the project, including within Ross Straw Field and Royal Park.
- Proposed route refinements or design measures to reduce impacts on dwellings or businesses or to preserve urban renewal opportunities.
- Proposed measures to minimise and address potential impacts on vulnerable residents.
- Proposed measures to relocate or protect affected infrastructure.

Assessment of likely impacts

- Assessment of the extent, duration, likelihood and implications of any displacement, severance or disruption by the project on existing or adjoining land use activities (including dwellings, businesses, public open space and community facilities).
- Assessment of project impacts on the social wellbeing of residents who may need to relocate or who could have reduced access to open space.

Approach to performance management

- Proposed performance requirements for mitigation of impacts on existing and planned land uses adjacent to or affected by the project and relevant urban renewal opportunities.
- Principles for assisting residents who need to relocate.
- Principles to manage land needed for construction purposes but that will not be needed for permanent infrastructure.
- Principles for identification of sites to be used for the disposal of spoil from tunnelling activities.

3.3.3 Visual amenity

Draft evaluation objective

To minimise adverse impacts on the visual amenity of the existing built environment and landscape including public open space and to maximise the enhancement of visual amenity where opportunities exist.

Key risks

- Impacts on the visual amenity of parkland landscape, public open space, waterways and the built environment.

Priorities for studies to characterise existing environment

- Assessment of existing visual amenity in the vicinity of the project, having regard to built form, streetscape, neighbourhood character, significant buildings, other built structures, as well as parkland landscape, waterways and open space.

Design and mitigation responses to risks

- Potential and any proposed concept designs and design principles for aspects of the project with the potential to have a significant effect on visual amenity, with particular attention to elevated structures at the Hoddle Street and Flemington Road/CityLink interchanges, along Moonee Ponds Creek and structures affecting Royal Park, in order to:
  - minimise impacts on visual amenity from project interfaces with adjoining land uses; as well as
  - complement or enhance current urban form and design, having regard to current strategic planning initiatives.

- Further project opportunities to both mitigate adverse impacts or to enhance existing visual amenity.

Assessment of likely impacts

- Assessment of the magnitude and significance of impacts on visual amenity from project structures after any proposed design and other mitigation or enhancement measures have been applied.

Approach to performance management

- An urban design framework to guide the detailed design of project infrastructure in order to minimise adverse impacts or enhance visual amenity.

3.3.4 Noise, vibration, air emissions and light spill

Draft evaluation objective

To minimise adverse impacts from noise, vibration, air emissions and light spill.

Key risks

- Localised increases in emissions affecting residential areas, users of public open space or other sensitive receptors during project construction or operation, particularly when:
  - Ground vibration from construction machinery affects heritage or other property assets or infrastructure.
  - Localised reduction in air quality from tunnel vents and altered traffic conditions during project operation exceeds relevant standards.

Priorities for studies to characterise existing environment

- Noise assessment of areas that could be affected by project construction activities or surface traffic flows or tunnel ventilation.
- Assessment to identify heritage or other property assets or infrastructure that may be vulnerable to ground vibration from construction activities.
- Assessments to identify residences or other sensitive receptors that may be vulnerable to reverberation noise due to construction activities.
- Assessment of air quality including in the vicinity of the tunnel ventilation system, the eastern portal and the Flemington Road/CityLink interchange and any other areas identified as being at risk of significant air quality impacts.

Design and mitigation responses to risks

- Outline of potential and any proposed mitigation measures to minimise emissions, such as noise impacts on sensitive receptors during project construction.
- Outline of potential and any proposed design or mitigation measures to minimise noise impacts on sensitive receptors during project operation.
- Outline of potential and any proposed mitigation strategies to minimise the risks during tunnel construction of both:
  - ground vibration impacts on heritage or other property assets or infrastructure; and
  - reverberation noise impacts on sensitive receptors.
- Outline of potential and any proposed siting and design measures to minimise air quality impacts, including on sensitive receptors in the vicinity of the tunnel ventilation system during project operation.

Assessment of likely impacts

- Identification of dwellings and other sensitive receptors that could be affected by emissions, such as high levels of noise during project construction.

- Assessment of likely noise levels at dwellings, in passive and active recreational areas at Royal Park and at other sensitive receptors, that could be affected by significant increases during project operation.
- Assessment of the risk of ground vibration during tunnel construction affecting heritage or other property assets or infrastructure.
- Assessment of the risk that operational emissions from tunnel vents in combination with other sources could lead to exceedances of air quality intervention levels under State Environment Protection Policy.

Approach to performance management

- Proposed performance requirements for controlling emissions, including:
  - noise and ground vibration during project construction;
  - noise and air quality with respect to tunnel vents during project operation.

3.3.5 Cultural heritage

Draft evaluation objective

To provide appropriate protection for cultural heritage.

Key risks

- Direct losses of historic cultural heritage or any other detrimental impacts on identified heritage places, including Melbourne General Cemetery or the heritage character of adjoining areas.
- Direct impacts on Aboriginal cultural heritage.

Priorities for studies to characterise existing environment

- Documentation of historic heritage within the vicinity of the project route, including registered places such as Melbourne General Cemetery, Royal Park and Camp Pell barracks, Shot Tower Clifton Hill and places and areas affected by a heritage overlay in the applicable planning scheme.
- Archaeological investigations to evaluate the significance, location and extent of archaeological sites that may be affected by the project works, in accordance with the *Guidelines for Investigating Historical Archaeological Artefacts and Sites* (Heritage Victoria, 2012).
- Documentation of any known Aboriginal cultural heritage sites and areas of cultural heritage sensitivity in the vicinity of the route crossing of Merri Creek, including any necessary investigations.

Design and mitigation responses to risks

- Proposed route refinements, design measures and construction methods to mitigate impacts on historic cultural heritage.
- Proposed design measures and construction methods to avoid impacts on any Aboriginal cultural heritage including in the vicinity of Merri Creek.

Assessment of likely impacts

- Assessment of potential impacts on historic cultural heritage resulting from the proposed route and construction methods.
- Assessment to confirm avoidance of any Aboriginal cultural heritage including in the vicinity of Merri Creek.

Approach to performance management

- Proposed performance requirements to guide design and construction.
- Response to any relevant requirements under the **Aboriginal Heritage Act 2006**, including any Cultural Heritage Management Plan.

3.3.6 Surface and ground water

Draft evaluation objective

To maintain the functions and values of affected waterways, floodplains and groundwater.

Key risks

- Drawdown of groundwater table due to dewatering during tunnel construction affects built structures.
- Change to groundwater movement due to tunnel construction, including of possible contaminated groundwater, affects beneficial uses of ground or surface waters.
- Impacts of discharge of groundwater during construction affects surface waterways.
- Impacts on floodplain capacity.

Priorities for studies to characterise existing environment

- Identification of any acid sulphate soils, landfills and other potential sources of contaminated materials in the project area.
- Investigation of groundwater levels, flows and quality including the palaeochannel beneath Smith Street.
- Identification of current beneficial uses of groundwater that could be affected by the project.
- Assessment of current floodplain capacity in relevant sections of waterways.

Design and mitigation responses to risks

- Potential and any proposed measures to minimise the disturbance of any acid sulphate soils and potentially contaminated materials.
- Potential and any proposed stormwater management measures to prevent polluted runoff to waterways problems during construction and roadway operation.
- Potential and any proposed construction methods and groundwater management measures to limit groundwater problems during tunnel construction.
- Potential and any proposed route refinements, design measures and construction methods to maintain floodplain capacities.

Assessment of likely impacts

- Assessment of potential volumes and quality of groundwater discharge during tunnel construction.
- Assessment of potential groundwater drawdown during tunnel construction and impacts on beneficial uses.
- Assessment of any potential floodplain affluxes due to project works.

Approach to performance management

- Proposed performance requirements for:
  - managing runoff from any acid sulphate soils or potentially contaminated materials that cannot be avoided;
  - protecting water quality in waterways from both construction and roadway runoff;
  - mitigating groundwater impacts related to construction and operation; and
  - maintaining floodplain capacities and maintenance access.

3.3.7 Native vegetation and biodiversity

Draft evaluation objective

To maintain the values of remnant native vegetation and associated biodiversity.

Key risks

- Direct losses of remnant native vegetation as well as degradation of associated fauna habitat in Royal Park.

Priorities for studies to characterise existing environment

- Investigation of biodiversity values that could be affected by the project, including:
  - remnant native vegetation;
  - presence of and suitable habitats for flora and fauna species listed under the **Flora and Fauna Guarantee Act 1988**; and
  - any corridors for wildlife movement.

Design and mitigation responses to risks

- Potential and any proposed design measures and construction methods to avoid or mitigate impacts on native vegetation and any listed flora and fauna species in Royal Park, as well as on ecological values of Merri Creek and Moonee Pond Creek.

Assessment of likely impacts

- Assessment of likely direct and indirect impacts on native vegetation and any listed ecological communities or flora and fauna species in Royal Park, as well as on ecological values of Merri Creek.

Approach to performance management

- Proposed measures to address the requirements of *Victoria's Native Vegetation Management – A Framework for Action* (2002).
- Proposed performance requirements to guide design and construction to minimise risks to biodiversity values.

3.3.8 Solid Wastes

Draft evaluation objective

To minimise risks from disturbance and disposal of solid wastes from excavation works, including potentially contaminated materials and acid sulphate soils.

Key risks

- Impacts associated with waste solid materials from excavation works, including those arising from off-site disposal of any acid sulphate soils or potentially contaminated materials.

Priorities for studies to characterise existing environment

- Identification of occurrence of acid sulphate soils, contaminated soil, landfills and other potential sources of contaminated materials in the project area.
- Identification of volumes and characteristics of waste materials to be excavated.
- Identification of suitable off-site disposal options for waste materials.

Design and mitigation responses to risks

- Opportunities for productive re-use of waste materials (in particular, tunnel spoil) in accordance with regulations.
- Potential and any proposed measures to minimise the disturbance and need for off-site disposal of any acid sulphate soils and potentially contaminated materials.

Assessment of likely impacts

- Assessment of possible capacity issues that could affect either the management of waste on-site or disposal off-site.

Approach to performance management

- Proposed performance requirements to guide management of waste.

3.3.9 Environmental management framework

Draft evaluation objective

To provide a transparent, effective and accountable framework for managing risk in order to achieve acceptable environmental outcomes and sustain stakeholder confidence during the construction and operational phases.

Key risks

- Weak management of environmental impacts during project construction and operation results in failure to meet performance requirements and sustain stakeholder confidence.

Priorities for studies to characterise existing environment

- Register of current, relevant environmental risks associated with the project (derived from investigations that are consistent with the preceding sections in these scoping directions).

Design and mitigation responses to risks

- Proposed framework for managing the risks of adverse environmental impacts in the context of proposed performance requirements, including:
  - requirement for an environmental management system, including governance arrangements;
  - performance objectives, indicators, targets and monitoring program requirements, during construction for:
    - community engagement
    - traffic management
    - historic cultural heritage
    - Aboriginal cultural heritage
    - users of Royal Park and other public open space affected by the project
    - tunnel spoil and other waste including contaminated materials
    - managing acid sulphate soils
    - noise and vibration
    - stormwater management and discharges to waterways
    - groundwater discharges
    - disruption of key infrastructure
    - restoration of habitat and rehabilitation of disturbed areas;
  - performance objectives, indicators, targets and monitoring program requirements, during project operation for:
    - air emissions from tunnel vents
    - noise affecting sensitive receptors;
  - outline of any proposed environmental management plans;
  - complaints procedures;
  - reporting and auditing procedures.

Assessment of likely impacts

- Evaluation of the likely effectiveness of the proposed environmental management framework in controlling impacts.

Approach to performance management

- Procedures for:
  - verifying or monitoring compliance with performance requirements;
  - review of the effectiveness of the environmental management framework for continuous improvement.

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