STAR OF THE SOUTH

Victorian Environment Effects Statement

Chapter 18 – Air quality

Chapter 18 Air quality

18.1 Introduction

This chapter summarises the existing conditions related to air quality and assesses the impacts and risks associated with the construction, operation and decommissioning of works in Victoria associated with the Star of the South Offshore Wind Farm Project (works in Victoria) on air quality. The chapter describes how impacts will be avoided, minimised or managed.

Air quality refers to the condition of the air in a given area, influenced by factors such as vehicle emissions, industrial activity, natural sources, and regional pollution.

This chapter is based on the impact assessment presented in *Technical Report Y – Air Quality*.

18.2 Assessment scope

The study objective for air quality is to assess and, where possible, avoid adverse effects of works in Victoria on community health and amenity arising from dust and associated changes in air quality – and to minimise such effects where avoidance is not feasible – during the construction, operation and decommissioning of onshore transmission infrastructure.

Air quality impacts in the offshore environment have not been assessed as they are estimated to be negligible due to meteorological conditions that disperse any pollutants quickly and the lack of sensitive receptors in the offshore environment.

All detailed methodologies and assessment on air quality can be found in *Technical Report Y – Air Quality*.

18.2.1 Victorian matters

The EES scoping requirements issued by the Victorian Minister for Planning include a set of evaluation objectives that identify the desired outcomes in managing the potential impacts of works in Victoria during construction, operation and decommissioning. The following evaluation objective is relevant to air quality:

To avoid, or minimise where avoidance is not possible, adverse effects for community amenity, health and safety, with regard to noise, vibration, dust, the transport network, fire risk management and electromagnetic radiation.

Further information about the EES scoping requirements is listed in *Attachment IV – EES Scoping Requirements Checklist.*

18.3 Evaluation framework

18.3.1 Key legislation, policy, guidelines and standards

Table 18-1 lists the key legislation, policy, guidelines and standards relevant to air quality in Victoria. Refer to Chapter *5 – Victorian Legislative Framework* for further details.

Table 18-1 Key legislation, policy, guidelines and standards

Type	Applicable legislation, policy, guideline or standard
Victorian legislation	*Environment Protection Act 2017*
	Environment Protection Regulations 2021
	Environment Reference Standard 2021
Guidelines and standards	Guidance on the assessment of dust from demolition and construction, (Institute of Air Quality Management (IAQM, 2024)
	EPA Victoria Publication 1961.2, Guideline for Assessing and Minimising Air Pollution in Victoria (EPA Victoria, 2025)
	EPA Victoria Publication 1834.2 Civil construction, building and demolition guide (EPA Victoria, 2025)
	EPA Victoria Publication 1806, Reducing risk in the premixed concrete industry (EPA Victoria, 2019)
	EPA Victoria Publication 1856, Reasonably Practicable (EPA Victoria, 2020)
	EPA Victoria Publication 1895, Managing stockpiles (EPA Victoria, 2020)

18.3.2 Assessment criteria

To assess the works in Victoria, predicted impacts and risks are compared to criteria that set required environmental performance outcomes (refer *Chapter 6 – Assessment Framework*).

The criteria for air quality are derived from legislation and policy, relevant standards and guidelines, stakeholder feedback and industry best practice.

The assessment criteria relevant to air quality are:

- National Environment Protection (Ambient Air Quality) Measure (AAQ NEPM)
- Environmental reference standard values of the ambient air environment
- Environmental reference standard indicators and objectives for the ambient air environment
- Air quality assessment and construction guidelines detailed within EPA Victoria Publications: 1961.2 Guideline for Assessing and Minimising Air Pollution in Victoria, 1834.2 Civil construction, building and demolition guide and 1895 Managing stockpiles

Air quality impact assessment methods as detailed in the Guidance on the assessment of dust from demolition and construction (Institute of Air Quality Management 2024).

18.4 Methods

The purpose of the air quality impact assessment is to assess the potential impacts and risks of the works in Victoria on air quality.

Impacts refer to the consequences of planned project actions, which are given a rating determined by combining the magnitude of the impact and the sensitivity of the receptor.

Risks are an unexpected (accidental) event and are determined by combining the likelihood of an event occurring and the consequences that would result if the event were to occur.

The assessment's technical chapters consider **key impacts and risks** with a residual consequence rating of moderate to severe. **Other impacts and risks** are those with a residual consequence rating of negligible to minor. Refer to *Chapter 6 – Assessment Framework* for more detail on how impact and risk ratings are derived.

The air quality assessment involved:

- Defining a study area which includes project construction sites, work areas, access tracks and facilities, plus a 250-metre buffer beyond these features
- Reviewing national, state and local legislation relevant to the protection of air quality
- Characterising existing conditions and identifying sensitive assets, values and uses
- Reviewing *Chapter 4 - Victorian Works Project Description* to determine the location, type, timing, extent, intensity, and duration of potential interactions with sensitive receptors
- Establishing the maximum design scenario(s) based on project design envelope parameters that provide the basis for impact assessment, defined in *Technical Report Y - Air Quality*
- Undertaking a proportional assessment of risks and impacts based on the outcomes of the initial assessment of issues and consultation insights on the potential severity, extent and duration of identified issues
- Evaluating predicted outcomes against performance benchmarks and assessment criteria derived from applicable legislation, policy and standards
- Identifying mitigation measures where necessary to address potentially significant environmental impacts

- Evaluating residual environmental impacts and risks against assessment criteria, taking into account the proposed mitigation measures and likely effectiveness.

18.5 Existing environment

This section describes the existing conditions within the study area, with respect to air quality. Potential onshore air quality impacts are expected to be primarily limited to construction activities when there is potential for dust to be generated by equipment, vehicles and plant. Based on this assumption and in accordance with the IAQM Guidance on the assessment of dust from demolition and construction (IAQM 2024), the study area defined for potential air quality impacts includes an area up to 250 metres from the Victorian works construction sites, laydown areas, construction corridor, temporary access tracks and facilities.

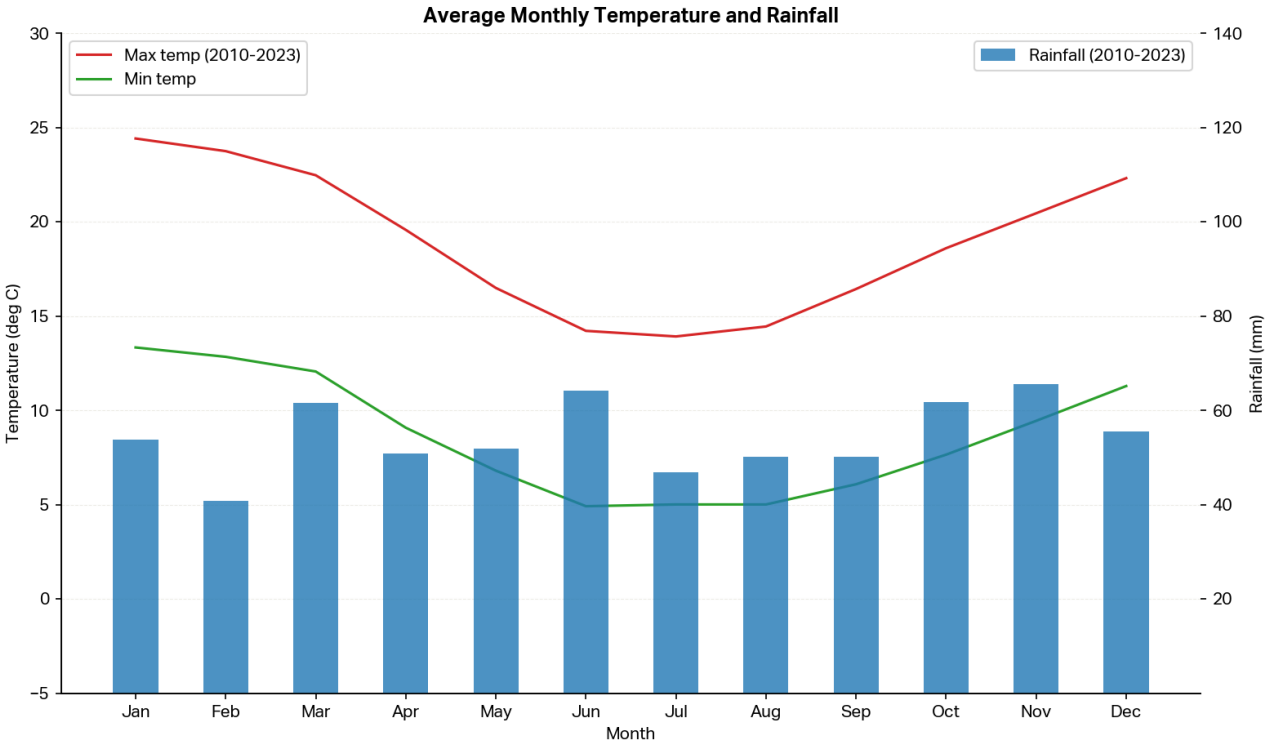
18.5.1 Meteorology

Meteorological data was obtained from the closest Bureau of Meteorology monitoring station to the Star of the South Offshore Wind Farm Project, located at Yarram Airport (station number 85151). The monitoring station is approximately 15 kilometres west of the southern end of the onshore transmission corridor.

18.5.1.1 Temperature and rainfall

Climate data indicates Star of the South Offshore Wind Farm Project is in an area with relatively cool temperatures and moderate rainfall. Temperature and rainfall data collected from the Yarram Airport for the period 2010 to 2023 are presented in Figure 18-1. Consistent rainfall throughout the year and cooler conditions during certain months likely supports soil moisture retention, minimising the potential for dust during construction activities.

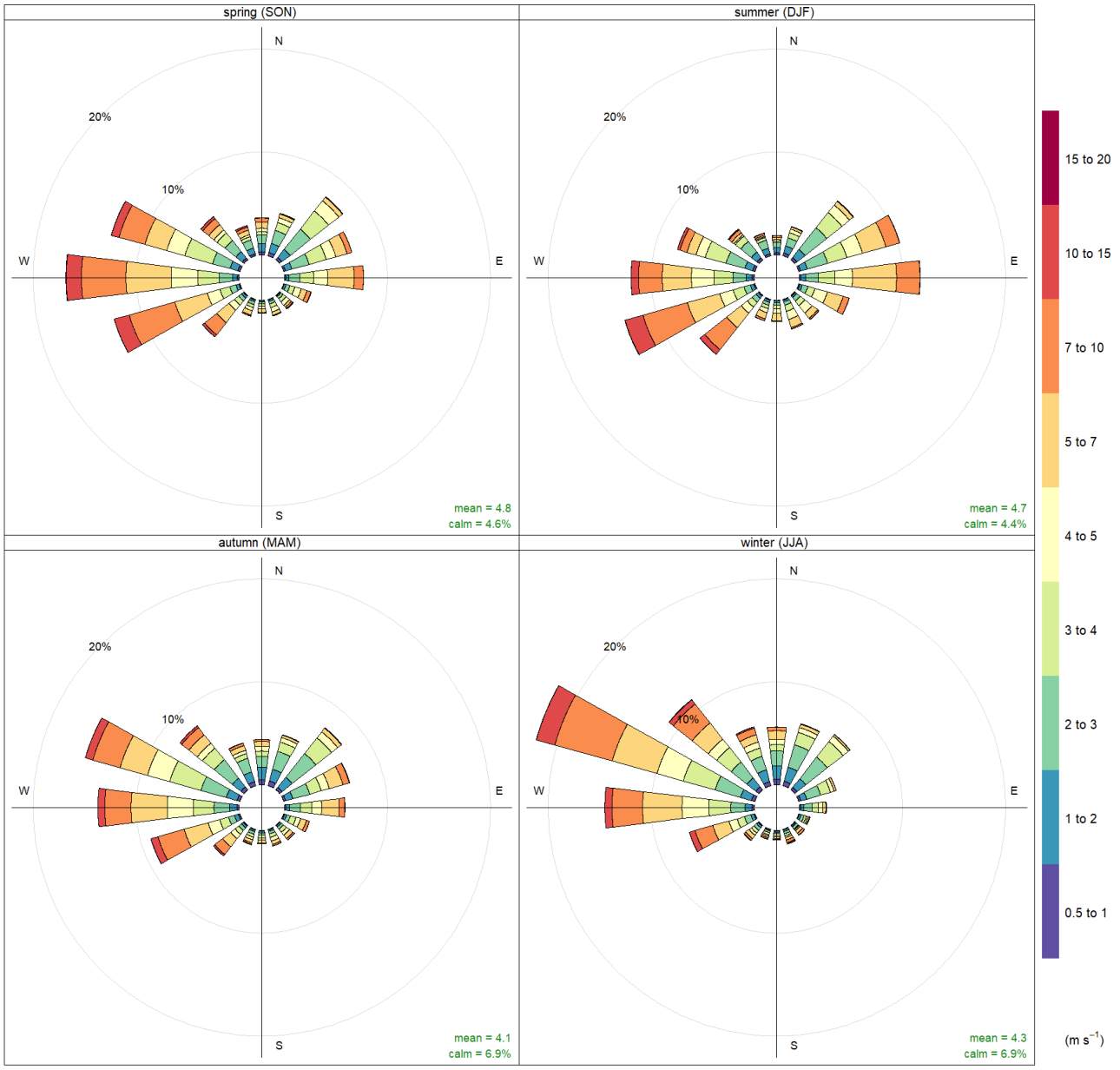
Figure 18-1 Temperature and rainfall data for Yarram Airport (2010-2023)



18.5.1.2 Wind

Data from Yarram Airport suggests that winds blow from westerly and easterly directions in spring and summer. In autumn and winter, they blow from the west and west-north-west. Average wind speeds were consistent across all seasons, ranging from 4.1 metres per second in autumn to 4.8 metres per second in spring. Minimal wind activity from the south-east to the south in all seasons suggests that residents located downwind (i.e. north to north-west of the works in Victoria) are less likely to be affected by dust generated during construction activities, while residents located northeast to southeast are more likely to be affected by wind-driven dust (refer to Figure 18-2).

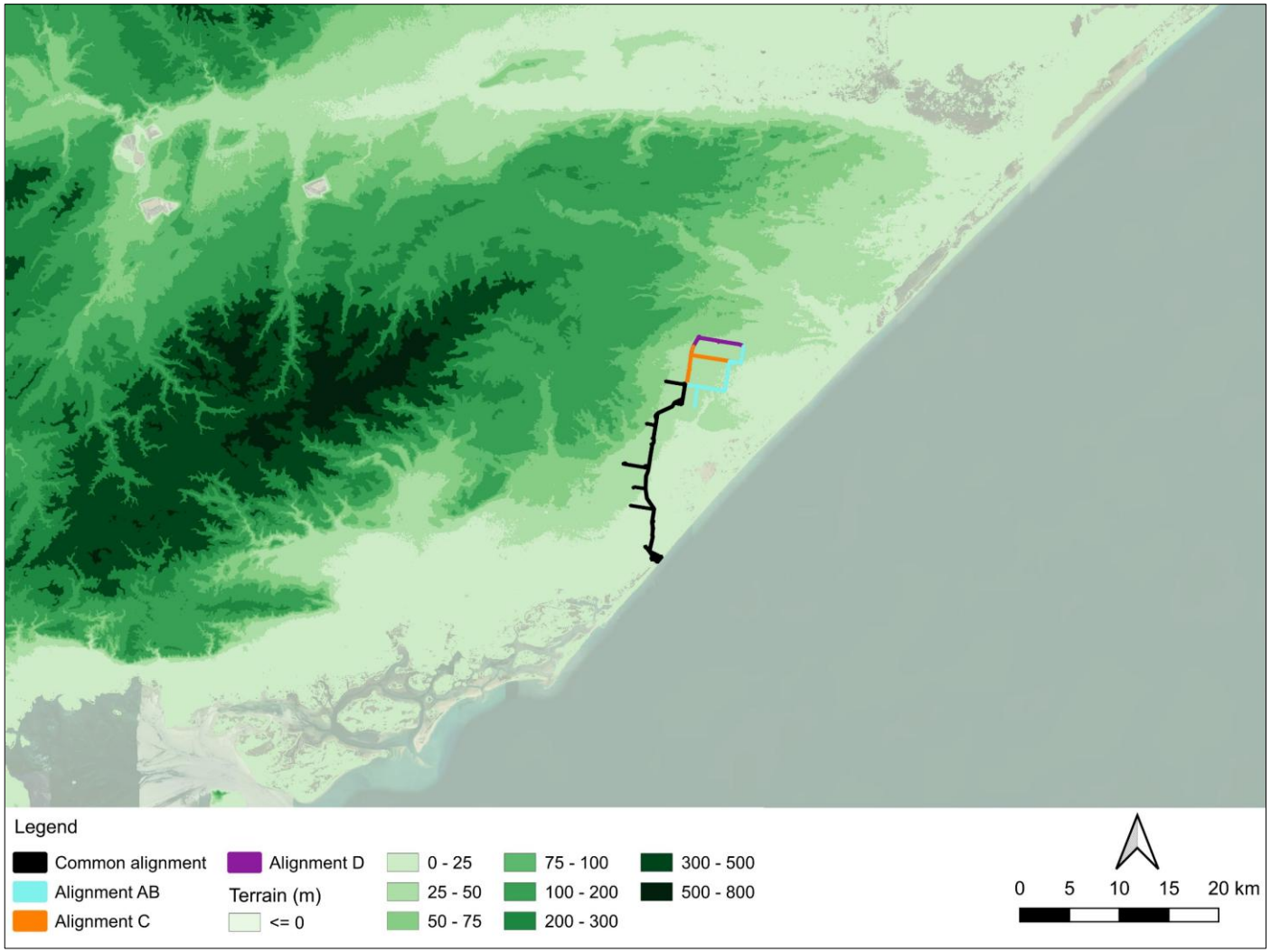
Figure 18-2 Seasonal and annual wind roses for Bureau of Meteorology, Yarram Airport (2010 to 2023)



18.5.2 Topography

The topography (landform and features) along the transmission route is generally flat, ranging from 0 metres Australian Height Datum (AHD) at the southern end of the route to around 50 metres AHD at the northern end. A mountain range runs east-west, west of the transmission route, with elevations reaching up to approximately 700 metres above mean sea level, which may influence the local meteorology and air dispersion. However, topography is not expected to cause poor air quality conditions near any works in Victoria. Terrain elevations in the area are presented in Figure 18-3.

Figure 18-3 Terrain elevations in the vicinity of the study area



18.5.3 Background air quality

The works in Victoria are in a predominantly rural area where concentrations of pollutants such as nitrogen dioxide (NO_2), carbon monoxide (CO) and particulate matter (PM_{10} and $PM_{2.5}$) are expected to be significantly less than for metropolitan areas. A National Pollution Inventory database search undertaken for 2022-2023 determined that no significant air pollution emitters are located within five kilometres of the works in Victoria.

The main sources of air emissions in the area are expected to be:

- Domestic fuel burning
- Wind-driven dust from unsealed areas
- Disturbance of material due to farming activities
- Wheel-generated dust from vehicles moving along sealed and unsealed roads
- Exhaust emissions from motor vehicles
- Sea salt aerosols.

Dust emissions (total particulate and PM_{10}) were identified as the primary pollutants of concern during construction as they have the greatest potential to impact air quality.

Particulate matter (PM)

Particulate matter is generally categorised by its size. Those with a diameter less than 10 micrometres (PM_{10}) are small enough to be inhaled and enter the lungs. Those smaller than 2.5 micrometres ($PM_{2.5}$) are small enough to enter deep into the lungs and then the bloodstream.

National Pollutant Inventory

An internet database that provides the community, industry and government with free information about the emissions of 93 substances in Australia. The inventory is implemented cooperatively by the Federal Government, the EPA Victoria and other state and territory governments.

Existing ambient air quality has not been measured for works in Victoria and there are no known nearby monitoring stations, although EPA Victoria operates several ambient monitoring stations in Victoria to establish compliance with the National Environment Protection (Ambient Air Quality) Measure (AAQ NEPM). The nearest station is in Traralgon, 45 kilometres to the north-west of Star of the South Offshore Wind Farm Project. The station is in an urbanised area with significant air pollution sources such as traffic and heavy industry. Due to the differences in land use and lack of major air pollution sources, the PM_{10} and $PM_{2.5}$ concentrations near works in Victoria are expected to be significantly less than those measured at the EPA Victoria monitoring stations.

18.5.4 Sensitive receptors

In an air quality impact assessment, sensitive receptors are locations where human receptors or ecological receptors may be affected by air pollution. The receptors considered in this assessment are:

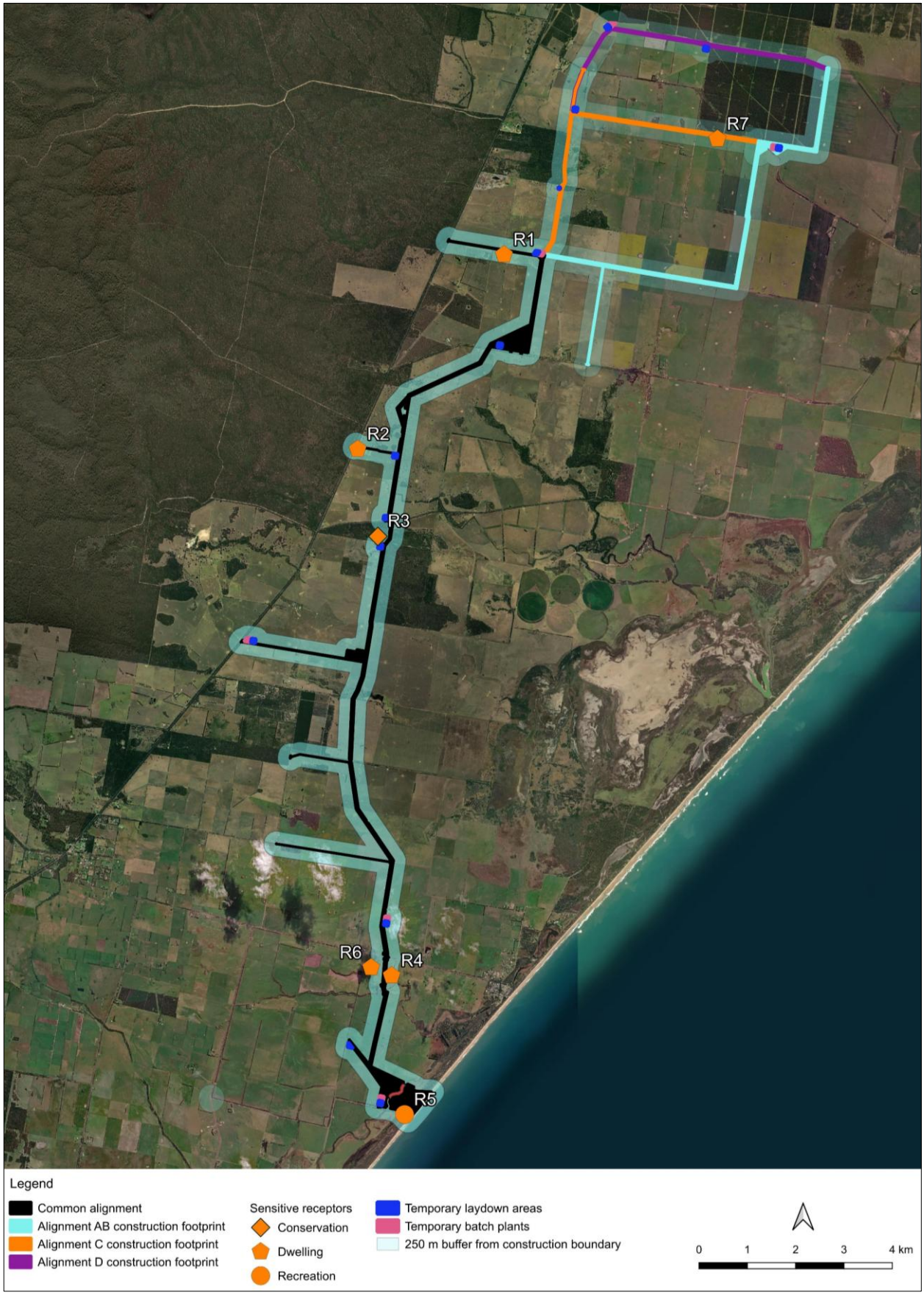
- Human receptors (including homes and recreation areas) within:
  - 250 metres from the boundary of a site, or
  - 50 metres from a route used by construction vehicles on public roads up to 250 metres from a site entrance.
- Ecological receptors (including conservation sites) within:
  - 50 metres of the boundary of the site, or
  - 50 metres from a route used by construction vehicles on public roads up to 250 metres from a site entrance.

Sensitive receptors

Defined by EPA Victoria as locations where the land use requires a particular focus on protecting the beneficial uses of the air environment relating to human health and wellbeing, local amenity and aesthetic enjoyment.

Figure 18-4 shows that there are approximately seven sensitive receptors within 250 metres of the proposed works in Victoria. These include five residential dwellings, one public campground (Reeves Beach campground) and one bushland reserve (Woodside H28 Bushland Reserve). The low population density in the area greatly reduces the potential for air quality impacts.

Figure 18-4 Sensitive receptors within the study area



18.5.5 Size and vulnerability of nearby population

The EPA Victoria Guideline 1961.2 (EPA Victoria, 2025) recommends including population density and vulnerability to provide context for impacts being assessed. In particular, potential impacts to human health from air pollution are related to the location, size and vulnerability of the exposed population.

Australian Bureau of Statistics data shows that the study area has low population density (less than 500 people per square kilometre) with relatively vulnerable communities. This indicates that the local population may face moderate socio-economic challenges, such as limited access to resources, healthcare, or infrastructure, which could increase their sensitivity to potential environmental and social impacts from the works in Victoria.

18.6 Construction impacts

This section discusses impacts and risks associated with the works in Victoria during construction that relate to air quality, and the respective receptor groups.

18.6.1 Key impacts

The construction impact assessment identified no impacts on air quality receptor groups with an impact rating of moderate or higher once mitigation measures are implemented.

18.6.2 Other impacts

Other potential construction impacts with minor to negligible residual effects on air quality once mitigation measures are implemented include:

- Dust impacts (AQM-I001 - AQM-I004)
- Exhaust emissions (AQM-I005).

18.6.2.1 Dust impacts (AQM-I001 - AQM-I004)

Potential impact

Construction activities have potential to generate dust, affecting the existing air quality in the vicinity of the works. Dust may be generated during:

- Site clearance and construction site establishment activities
- Construction activities including excavation, batching and vehicle movements
- Climatic conditions including high wind events during construction
- Handling of material that is excavated during construction.

Batching

The process of mixing materials like sand, gravel, water, and cement to create a strong, stable material that can be used to fill in excavated areas or support underground structures.

Dust generated from roads, site access tracks and temporary batching plants could affect air quality to surrounding sensitive human and ecological receptors, which may be considered a nuisance and affect the quality of the road network or potentially create safety hazards.

Mitigation

Star of the South has considered the location of temporary batching plants to reduce proximity to sensitive receptors. The distance between the closest dwelling and a temporary batching plant is 680 metres, which avoids significant impacts to these receptors.

A dust prevention strategy will be developed that outlines a range of dust control and suppression measures, such as water sprays or water carts (AQM-M001), restricting vehicle movements (AQM-M002), placing crushed rocks on existing unsealed access tracks (AQM-M003), speed restrictions (AQM-M002) and covering loads (AQM-M004).

Weather monitoring (AQM-M005) will be undertaken to inform the construction schedule and avoid adverse weather conditions that are likely to result in air quality impacts (e.g. extremely hot or windy days). Observational dust monitoring (AQM-M006) will be used to monitor dust levels during construction and modify work where required to avoid or minimise dust generation.

The mitigation measures will maintain low levels of dust during construction. Mitigation measures and a monitoring program will be incorporated into the Star of the South Offshore Wind Farm Construction Environment Management Plan.

Residual impact

With the effective implementation of proposed mitigation measures AQM-M001, AQM-M002, AQM-M003, AQM-M004, AQM-M005 and AQM-M006, residual dust consequences during construction will be reduced from a low to medium rating down to negligible, in accordance with the IAQM guidelines. The magnitude of the impact is low as the impacts are short term (staged and sequenced to minimise the duration on individual properties) and contained within the alignment.

Table 18-2 Residual impacts of dust impacts on air quality

Potential impact	Receptor group	Receptor sensitivity	Magnitude	Initial consequence	Mitigation	Residual consequence
Dust generation during construction demolition, track out activities and earthworks	Human and ecological receptors	Medium	Small	Low	AQM-M001, AQM-M002, AQM-M003, AQM-M004, AQM-M005, AQM-M006	Negligible
			Medium	Medium		
			Large			

18.6.2.2 Exhaust emissions (AQM-I005)

Potential impact

Exhaust emissions will be generated from plant equipment used for construction along the onshore transmission corridor.

Exhaust emissions along the general alignment will be short-term (days to weeks), while batch plants and laydown areas are expected to experience exhaust emissions for extended periods (up to two years). Given the distance from batch plants to the nearest receptors (greater than 500 metres), these emissions are most likely not noticeable at sensitive receptor locations. The nearest receptor (R7) to the works in Victoria is located 39 metres away from the construction alignment of alignment option C, at this distance exhaust emissions will be significantly diluted and well dispersed.

Mitigation

Potential impacts of exhaust emissions from plant equipment and vehicles will be managed through measures detailed in AQM-M002: Operating vehicle / mobile equipment, AQM-M008: Equipment maintenance and AQM-M010: Ongoing performance monitoring. The mitigations detail engine maintenance, minimising unnecessary idling and seeking opportunities to improve emissions reductions through construction.

Residual impact

With the effective implementation of proposed mitigation measures AQM-M002, AQM-M008 and AQM-M010, residual exhaust emissions impacts during the construction phase will maintain the initial and residual consequence at negligible. The magnitude of the impact is low as the impacts are short term (staged and sequenced to minimise the duration on individual properties) and contained within the construction corridor.

Table 18-3 Residual impacts from exhaust emissions on air quality

Potential impact	Receptor group	Receptor sensitivity	Magnitude	Initial consequence	Mitigation	Residual consequence
Exhaust emissions impacting on human health and amenity	Human receptors	Medium	Negligible	Negligible	AQM-M002, AQM-M008, AQM-M010	Negligible

18.6.3 Key risks

The construction impact assessment identified no risks to air quality with a risk rating of moderate or higher once mitigation measures have been implemented.

18.6.4 Other risks

All potential risks on air quality that could arise from the construction phase have a residual risk rating of very low. These risks include:

- Dust generation from extreme weather events (AQM-R006)
- Odour from contaminated soils (AQM-R007)

18.6.4.1 Dust generation from extreme weather events (AQM-R006)

Potential risk

Extreme weather events, such as heat waves and droughts, may be experienced during construction. These climatic conditions can increase dust generation, impacting environmental amenity and human health in proximity to sensitive receptors.

Mitigation

Weather conditions will be monitored for extreme conditions (AQM-M005: Weather monitoring and AQM-M006: Dust monitoring), and construction activities will be modified (AQM-M003: Stabilise access tracks) or stopped as required (AQM-M009: Site management and AQM-M010: Ongoing performance monitoring) to avoid increased impacts on receptors. Additional water sprays or watercarts will also be used (AQM-M001: General dust management).

Residual risk

With the effective implementation of proposed mitigation measures AQM-M001, AQM-M003, AQM-M005, AQM-M006, AQM-M009 and AQM-M010, residual dust risks from extreme weather events during the construction phase will reduce from low to very low. Dust from extreme weather events will be localised and short-term.

Table 18-4 Consequence, likelihood and residual risk ranking for air quality during the construction phase

Potential Risk	Receptor group	Receptor sensitivity	Initial likelihood	Magnitude	Initial risk ranking	Mitigation	Residual risk ranking
Dust generation from extreme weather events	Human and ecological receptors	Medium	Unlikely	Minor	Low	AQM-M001, AQM-M003, AQM-M005, AQM-M006, AQM-M009, AQM-M010	Very low

18.6.4.2 Odour from contaminated soils (AQM-R007)

Potential risk

Acid sulfate soils have been identified near the shore crossing and may be present within sandy soils near creek crossings. There is the potential for these to be excavated or disturbed during project construction, generating odours when exposed to air. As the works in Victoria at these locations is generally located a few hundred metres away from the nearest receptors this is unlikely to be noticeable.

Mitigations

Measures to manage acid sulfate soil (including odour) include contingency provisions within the Construction Environment Management Plan (AQM-M007) and include stop works processes, informing relevant authorities and seeking support from site contamination specialists on approaches to reduce odour risks. In addition, as part of construction site induction, all contractors will be trained on how to respond when encountering contaminated soils (AQM-M009).

Residual risk

With the effective implementation of proposed mitigation measures AQM-M007 and AQM-M009, residual odour risks from acid sulfate soils during the construction phase maintain the initial and residual risk rating as very low. Odour risks from acid sulfate soils will be localised and short-term.

Table 18-5 Consequence, likelihood and residual risk ranking for air quality during the construction phase

Potential Risk	Receptor group	Receptor sensitivity	Initial likelihood	Magnitude	Initial risk ranking	Mitigation	Residual risk ranking
Odour from contaminated soils	Human receptors	Medium	Unlikely	Negligible	Very low	AQM-M007, AQM-M009	Very low

18.7 Operation impacts

This section discusses the impacts and risks associated with the works in Victoria during the operation phase that relate to air quality and the respective receptor groups.

18.7.1 Key impacts

The assessment did not identify the potential for any key air quality impacts with a consequence rating of moderate or higher once mitigation measures have been implemented during project operations.

18.7.2 Other impacts

The only potential operational impact with negligible effects on air quality once mitigation measures have been implemented is the generation of dust and exhaust emissions (AQM-I008, AQM-I009).

18.7.2.1 Dust generation and exhaust emissions (AQM-I008, AQM-I009)

Potential impact

During the operational phase, works in Victoria are expected to have negligible impacts on air quality. The main sources of emissions would be wind-blown dust from unsealed roads and dust and exhaust emissions from light vehicles used for limited periodic maintenance activities.

Mitigation

All operational maintenance activities will be conducted to minimise the generation of dust as much as possible (AQM-M002: Operating vehicle / mobile equipment). Additionally, maintenance plant equipment will be maintained in good condition to minimise potential spills and air emissions (AQM-M008: Equipment maintenance and AQM-M010: Ongoing performance monitoring).

Residual impact

With the effective implementation of AQM-M002 and AQM-M008 mitigation measures, initial and residual consequences related to dust and emission generation are maintained as negligible. Any dust and emission impacts resulting from operations would be localised and short term (Table 18-6).

Table 18-6 Residual impacts of operational dust generation and exhaust emissions on air quality

Potential impact	Receptor group	Receptor sensitivity	Magnitude	Initial consequence	Mitigation	Residual consequence
Dust generation and exhaust emissions during operational maintenance and inspections	Human and ecological receptors	Medium	Negligible	Negligible	AQM-M002, AQM-M008, AQM-M010	Negligible

18.8 Decommissioning impacts

The potential impacts of the works in Victoria from decommissioning activities are assumed to be similar or less than those associated with construction.

Onshore underground cables are expected to be left in the ground with the cable ends cut, sealed and securely buried as a precautionary measure. Surface interfacing infrastructure (cable pits) and above ground transmission infrastructure such as signage and markers would be dismantled and removed.

Air emissions from decommissioning will be minimal, with minor dust and exhaust emissions potentially generated from above ground infrastructure decommissioning.

Overall, decommissioning impacts are expected to be less than those associated with construction. With the recommended mitigation measures outlined in Section 18.10.1, the post-mitigation dust impacts during decommissioning are expected to be localised, short term and negligible.

18.9 Cumulative impact assessment

This section provides an assessment of the potential for cumulative impacts of the works in Victoria with other proposed developments in the region. The method to consider cumulative impacts is described in *Chapter 6 – Assessment Framework*.

Potential cumulative impacts arise when the effects of a single project on a receptor are considered along with the effects of other projects on the same receptor. Projects that are operational are part of the baseline environment, and the cumulative impact assessment focuses on future developments following the tiered assessment methodology.

The projects identified within the cumulative assessment are summarised in Table 18-7.

Table 18-7 Projects assessed for cumulative impacts

Project	Project Description	Findings of Assessment
Gippsland offshore wind transmission 2 GW project (VicGrid)	VicGrid involves the establishment of transmission lines and connection hubs to facilitate the integration of renewable energy sources into the Victorian energy grid. The project is anticipated to connect into the VicGrid connection hub in Giffard.	**Spatial relevance:** The project is anticipated to connect into the VicGrid connection hub in Giffard **Temporal relevance:** The VicGrid study area starts about 6 kilometres from the Gippsland coast, near Giffard, and extends northwest to Loy Yang **Potential cumulative risk pathway:** Potential cumulative air quality impact on sensitive land use during construction from construction related dust.
Great Eastern Offshore Wind Farm (Corio)	Great Eastern Offshore Wind is a proposed 2.5 GW offshore wind project located 24km off the central Gippsland coast. The key project components proposed within Victoria include offshore export cables from the 3 nautical mile limit to a shore crossing at McGuarans Beach; a transition Joint Bay near the coast at McGuarans Beach; and underground cables continuing approximately 9 km northwards to VicGrid's proposed coordinated connection point near Giffard. The project is planned to commence construction in 2028 and begin operations in 2032.	**Spatial relevance:** Transmission line envelop in Giffard overlap with the project options around the VicGrid terminal hub. **Temporal relevance:** It is possible that the construction and operational phase may overlap with those of the project. **Potential cumulative risk pathway:** The potential that the air quality impacts will increase if the project construction occurs nearby concurrently.

The Gippsland Offshore Wind Transmission 2 GW Project involves transmission from a terminal station in Giffard to the Latrobe Valley, and the Corio project connects to the VicGrid terminal hub in Giffard like the Star of the South project. Given the differences in the projects' construction timelines and the progressive nature of transmission line construction, the cumulative air quality impacts on sensitive receptors are anticipated to be negligible.

18.10 Summary of mitigation, monitoring and contingency measures

18.10.1 Mitigation measures

The following section outlines the mitigation measures developed to avoid and minimise air quality impacts from works in Victoria. The focus of these mitigation measures is:

- Avoiding impacts where reasonably practicable
- Developing, preparing and implementing project-specific measures to minimise impacts.

The mitigations listed in Table 18-8 have been developed for the impacts and risks discussed in detail within *Technical Report Y – Air Quality*. Detailed descriptions of each measure can be found in *Chapter 26 – Victorian Environmental Management Framework*.

Table 18-8 Mitigation measures relevant to air quality

ID	Mitigation measure
AQM-M001	General dust management
AQM-M002	Vehicle and mobile equipment operation requirements
AQM-M003	Stabilise temporary access tracks
AQM-M004	Covering vehicle loads
AQM-M007	Odorous soils management
AQM-M008	Equipment maintenance and emission control
AQM-M009	Site management for air quality and emission control

18.10.2 Monitoring and contingency measures

The monitoring and contingency measures proposed to assess air quality impacts associated with the works in Victoria are listed in Table 18-9. Detailed descriptions of each measure can be found in in *Chapter 26 – Victorian Environmental Management Framework*.

Table 18-9 Monitoring and contingency measures relevant to air quality

ID	Monitoring measure
AQM-M005	Weather monitoring and management for extreme conditions
AQM-M006	Visual dust monitoring and management procedures
AQM-M010	Performance monitoring and continuous improvement

18.11 Conclusion

Potential impacts on air quality have been assessed for the construction, operation and decommissioning phases of the works in Victoria. Key potential impacts include changes to air quality from dust and vehicle emissions. The following mitigation measures have been identified to avoid and minimise adverse impacts:

- Application of general construction dust management in accordance with industry best practice measures
- Minimising idling of vehicles and mobile equipment
- Stabilising access tracks to reduce generation of dust
- Covering vehicle loads to reduce generation of dust
- Monitoring weather using systems such as the Bureau of Meteorology to enable appropriate responses to dust generating conditions
- Managing any odorous materials in accordance with duty-to-notify requirements under the EP Act
- Continual reporting and monitoring to improve dust management performance.

With these mitigation measures in place, the assessment found that all residual air quality impacts are negligible.